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## **Appendix E: Correspondence**

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**Highway 138 Improvements from  
Highway 401 to Highway 417  
(GWP 4015-08-00)**

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**MEETING NOTES**

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**TOWNSHIP OF NORTH STORMONT**  
**Minutes of June 7, 2016**

The 37<sup>th</sup> session (REGULAR) of the sixth Municipal Council of the Township of North Stormont was held on the above date, in the Council Chambers, Berwick, at 6:30 p.m.

The following members were present:

Dennis Fife .....	Mayor
Bill McGimpsey .....	Deputy Mayor
Jim Wert .....	Councillor
François Landry .....	Councillor
Randy Douglas .....	Councillor

Also Present:

Marc Chenier .....	Chief Administrative Officer/Clerk
Ginette Martin-Stephan .....	Deputy Clerk
Catherine Borelly .....	Director of Finance
Amy Doyle .....	Community Planner
Blake Henderson .....	Public Works Superintendent
Joe Bakker.....	Fire Chief

**RESOLUTION NO. 676 JUNE 2016**

MOVED BY: COUNCILLOR RANDY DOUGLAS  
SECONDED BY: COUNCILLOR FRANÇOIS LANDRY  
**THAT** this meeting of Council is now open for business. **CARRIED**

**RESOLUTION NO. 677 JUNE 2016**

MOVED BY: COUNCILLOR JIM WERT  
SECONDED BY: DEPUTY MAYOR BILL MCGIMPSEY  
**THAT** Council adopts the June 7<sup>th</sup>, 2016 agenda with the deletion of Report PD-030-2016 Official – Consent Date. **CARRIED**

**DISCLOSURE OF PECUNARY INTEREST: None**

**DELEGATIONS:**

- i) Carol Goddard and Judy Neville "The British Home Child Roadway"
- ii) Gregg Cooke, Environment Planner, Stantec Consulting Ltd.  
Highway 138 Improvements
- iii) Ross Markell and Ian Murphy, CKDM – Auditors Financial Report

**MAYOR'S & COUNCILLORS MESSAGE**

DEPUTY MAYOR BILL MCGIMPSEY would like to add in **NEW BUSINESS** a discuss on the matter of municipal drain.

**RESOLUTION NO. 678 JUNE 2016**

MOVED BY: COUNCILLOR FRANÇOIS LANDRY  
SECONDED BY: COUNCILLOR JIM WERT  
**THAT** Council agree to bring forward a supporting motion concerning the British Home Children to County Council. **CARRIED**

**RESOLUTION NO. 679 JUNE 2016**

MOVED BY: COUNCILLOR JIM WERT  
SECONDED BY: COUNCILLOR RANDY DOUGLAS  
**THAT** Council support the designation of County Road 12 as The British Home Child Roadway. **CARRIED**

**RESOLUTION NO. 680 JUNE 2016**

MOVED BY: COUNCILLOR JIM WERT  
SECONDED BY: DEPUTY MAYOR BILL MCGIMPSEY

**THAT** Council accept the financial statements with changes to the reserves and reserve funds. **CARRIED**

**RESOLUTION NO. 681 JUNE 2016**

MOVED BY: COUNCILLOR RANDY DOUGLAS  
SECONDED BY: COUNCILLOR FRANÇOIS LANDRY  
**THAT** Council adopts the minutes from May 24<sup>th</sup>, 2016 meeting. **CARRIED**

**RESOLUTION NO. 682 JUNE 2016**

MOVED BY: COUNCILLOR JIM WERT  
SECONDED BY: DEPUTY MAYOR BILL MCGIMPSEY  
**THAT** Council adopts the South Nation Conservation minutes for May 24<sup>th</sup>, 2016 meeting. **CARRIED**

**RESOLUTION NO. 683 JUNE 2016**

MOVED BY: COUNCILLOR JIM WERT  
SECONDED BY: COUNCILLOR FRANÇOIS LANDRY  
**WHEREAS** the 2016 Budget approved Cummings Road, Fraser Road, and McLean Road for Surface Treatment Overlay (#1-4-3721-4700); and  
**WHEREAS** the Head of the Department affirms Goldfield Road is now a priority for Surface Treatment due to considerable damage from the winter and spring seasons.  
**WHEREAS** that this expenditure is proposed to Council in accordance to our existing Asset Management Plan in accordance to our legislative requirements.  
**NOW THEREFORE**, be it resolved that Council direct the Public Works Department to have Goldfield Road in place of McLean Road for Surface Treatment in 2016. **CARRIED**

**RESOLUTION NO. 684 JUNE 2016**

MOVED BY: DEPUTY MAYOR BILL MCGIMPSEY  
SECONDED BY: COUNCILLOR RANDY DOUGLAS  
**WHEREAS**, section 4a) of the 2005-001 Purchasing and Procurement policy and procedures bylaw states that Head of Department issues a tender for purchases over \$20,000.  
**AND WHEREAS** tenders will be evaluated against clearly stated criteria without specifications, for quality, servicing and the bidders' capacity to meet the stated criteria's and specifications.  
**NOW THEREFORE**, be it resolved that the Council of the Township of North Stormont direct the administration to award the tender to Smiths Constructions Company as it is the most financially favorable option.

Locations	Smiths Construction	Greenwood Paving Company
Project #1: Cumming Rd	\$33,499.98	\$33,996.27
Project #2: Fraser Rd	\$7444.44	\$7,554.72
Project #3: Goldfield Rd	\$55,188.64	\$57,062.96

**CARRIED**

**RESOLUTION NO. 685 JUNE 2016**

MOVED BY: COUNCILLOR FRANÇOIS LANDRY  
SECONDED BY: COUNCILLOR RANDY DOUGLAS  
**WHEREAS**, section 4a) of the 2005-001 Purchasing and Procurement policy and procedures by-law states that Head of Department issues a tender for purchases over \$20,000.  
**AND WHEREAS** tenders will be evaluated against clearly stated criteria without specifications, for quality, servicing and the bidders' capacity to meet the stated criteria's and specifications.  
**NOW THEREFORE** be it resolve that the Council of the Township of North

Stormont direct the administration to award the tender to Reis Equipment Centre (Winchester Ont.) as it is the most favorable option in the amount of \$113,000.00.

The Township received three (3) bid submissions which were reviewed based on price and equipment.

The prices are listed below:

Reis Equipment Center (Winchester Ont.)	\$113,000
Maxville Farm Machinery Ltd.	\$119,175
Dan R Winchester	\$120,000 <b>CARRIED</b>

**RESOLUTION NO. 686 JUNE 2016**

MOVED BY: COUNCILLOR FRANÇOIS LANDRY

SECONDED BY: COUNCILLOR RANDY DOUGLAS

**WHEREAS**, section 4a) of the 2005-001 Purchasing and Procurement policy and procedures by-law states that Head of Department issues a tender for purchases over \$20,000.

**AND WHEREAS** tenders will be evaluated against clearly stated criteria sans specifications, for quality, servicing and the bidders' capacity to meet the stated criteria's and specifications.

**NOW THEREFORE** be it resolve that the Council of the Township of North Stormont direct the administration to award the tender to M & L Supply as it is the most favorable option in the amount of \$89,900.00 for 2002 AP50 Scott SCBA. **CARRIED**

**RESOLUTION NO. 687 JUNE 2016**

MOVED BY: DEPUTY MAYOR BILL MCGIMPSEY

SECONDED BY: COUNCILLOR JIM WERT

**WHEREAS** Section 103 of the Municipal Act, 2001 S.O. 2001, C25, as amended, permits municipalities to pass by-laws to regulate or prohibit the being at large or trespassing of animals and may provide for the seizure and impounding of animals; and

**WHEREAS** the Pounds Act, R.S.O. 1990, C.P.17 is in force in every local municipality;

**WHEREAS** Council of the Corporation of the Township of North Stormont deems it appropriate to appoint a Pound keeper to carry out the provisions of the Pounds Act, R.S.O. 1990, c.P.17, as amended, and any applicable municipal by-laws.

**NOW THEREFORE** the Council of the Corporation of the Township of North Stormont directs staff to prepare a by-law to appoint Mr. William Toll as Pounds Keeper and Mr. Richard Scheepers as alternate Pounds Keeper for the Township. **CARRIED**

**RESOLUTION NO. 688 JUNE 2016**

MOVED BY: COUNCILLOR RANDY DOUGLAS

SECONDED BY: COUNCILLOR JIM WERT

**THAT** Council pass the prepared resolution in regard to the Large Renewable Procurement (LRP) II process and the Independent Electricity System Operator's (IESO) request for input. **CARRIED**

**RESOLUTION NO. 689 JUNE 2016**

MOVED BY: COUNCILLOR JIM WERT

SECONDED BY: COUNCILLOR RANDY DOUGLAS

**WHEREAS** the Independent Electricity System Operators (IESO) has requested input in regard to the Request for Proposals process used to award renewable energy contracts;

**AND WHEREAS** the Province of Ontario indicated that new contracts would be directed to communities that supported renewable energy projects under the Large Renewable Procurement (LRP) I process;

**AND WHEREAS** three of the five contracts announced on March 10th did not have municipal support for the project;

**AND WHEREAS** the current process does not meet the government's standards for openness and transparency because Municipal Councils' are asked to support power projects based on little or no detail and further, the recipient municipalities are unable to determine the basis on which individual contracts were awarded;

**AND WHEREAS** the Province has not demonstrated that renewable energy projects are of sufficient strategic importance in meeting Ontario's electricity generation requirements and/or carbon emission reduction targets to warrant the Province taking action to override municipal decisions;

**NOW THEREFORE** be it resolved that the Council of the Township of North Stormont requests that the IESO consider:

1. That the Municipal Support Resolution become a mandatory requirement in the awarding of renewable energy projects under the LRP II Process.
2. That the requirements be amended to require that the resolution related to this support must be considered in an open Council meeting held after the community meeting organized by the proponent(s) is held.
3. That Municipal Engagement should not be associated with municipal agreements and compensation in the form of Municipal Benefit Funds and Community Benefit Funds.
4. That the full details of the project, including the siting of project elements and site consideration reports are required to be provided to the Municipality prior to holding community meetings and disseminating project details to the general public.
5. That the terms of any municipal agreement related to the project also need be discussed in open Council and that such agreements cannot contain terms that limit the municipality's ability to exercise Municipal Act powers relative to the project.
6. That the LRP process includes the requirement for the municipality to provide comments on the project directly to the IESO, and not just during the Renewable Energy Approval Process after a project is awarded.
7. That any announcement of the successful bidders includes an explanation of the points awarded to each bid.
8. That this resolution be provided to the President of the IESO, Minister of Energy, the Association of Municipalities of Ontario and MPP's.

**CARRIED**

**RESOLUTION NO. 690 JUNE 2016**

MOVED BY: COUNCILLOR FRANÇOIS LANDRY

SECONDED BY: COUNCILLOR JIM WERT

**THAT** Council direct the administration to prepare a by-law to enter into an agreement as a condition of severance to restrict the building location of a single family dwelling within an area identified as having significant woodlands. **CARRIED**

**RESOLUTION NO. 691 JUNE 2016**

MOVED BY: COUNCILLOR RANDY DOUGLAS

SECONDED BY: COUNCILLOR FRANÇOIS LANDRY

**THAT** By-Law No. 31-2016 being a by-law to appoint a Poundkeeper, establish the duties of the Poundkeeper and recovery of costs for service,

be read a first, second and third time, and passed signed and sealed.  
**CARRIED**

**RESOLUTION NO. 692 JUNE 2016**

MOVED BY: DEPUTY MAYOR BILL MCGIMPSEY  
SECONDED BY: COUNCILLOR FRANÇOIS LANDRY  
**THAT** By-Law No. 32-2016 being a by-law to enter into a Development Agreement to regulate the development of a single family dwelling within land identified as significant woodlands, be read a first, second and third time, and passed signed and sealed. **CARRIED**

**RESOLUTION NO. 693 JUNE 2016**

MOVED BY: DEPUTY MAYOR BILL MCGIMPSEY  
SECONDED BY: COUNCILLOR JIM WERT  
**THAT** By-Law No. 33-2016 being a by-law to accept a deed of land and to dedicate the land as a public highway, be read a first, second and third time, and passed signed and sealed. **CARRIED**

**NEW BUSINESS:** Council had discussions on municipal drain, the administration will prepare a report for recommendation on the subject.

**RESOLUTION NO. 694 JUNE 2016**

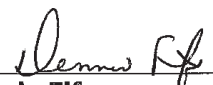
MOVED BY: COUNCILLOR RANDY DOUGLAS  
SECONDED BY: COUNCILLOR FRANÇOIS LANDRY  
**THAT** Council receive the correspondence as listed on the June 7<sup>th</sup>, 2016 agenda. **CARRIED**


**RESOLUTION NO. 695 JUNE 2016**

MOVED BY: COUNCILLOR JIM WERT  
SECONDED BY: DEPUTY MAYOR BILL MCGIMPSEY  
**THAT** By-Law No. 34-2016 being a by-law to confirm the proceedings of Council held on June 7<sup>th</sup>, 2016 be read a first, second and third time and be passed, signed and sealed. **CARRIED**

**RESOLUTION NO. 696 JUNE 2016**

MOVED BY: COUNCILLOR RANDY DOUGLAS  
SECONDED BY: COUNCILLOR FRANÇOIS LANDRY  
**THAT** this meeting adjourns at 9:38 pm. **CARRIED**

  
\_\_\_\_\_  
**Dennis Fife**  
Mayor

  
\_\_\_\_\_  
**Marc Chénier**  
CAO/Clerk

**From:** [Cooke, Gregg](#)  
**To:** [Freure, Peter \(MTO\) \(Peter.Freure@ontario.ca\)](#); [Ogilvie, Kevin](#)  
**Cc:** [Caron, Maya](#); [Belliveau, Tim](#); [Gazibara, Nevena](#)  
**Subject:** Highway 138 Improvements from Highway 401 to Highway 417, GWP 4015-08-00, Agreement 4014-E-0019  
**Date:** Tuesday, June 07, 2016 10:29:32 PM

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Peter, Kevin,  
Here is my recollection of the questions and answers from the North Stormont Council presentation. Please feel free to add/revise as you see fit.  
I will incorporate the final Q&As into a set of meeting notes.  
Thanks, Gregg

Q. Deputy Mayor Bill McGimpsey commented that it will be very difficult to increase capacity south of St. Andrews West.  
A. We agree that there are limited opportunities to increase capacity south of St. Andrews West. However, there are opportunities to improve safety and operations at intersections, such as Headline Road.

Q. Deputy Mayor Bill McGimpsey commented that it is difficult to determine if you are in the correct lane when driving through the CR43 intersection, due to the number of lanes and a possible misalignment; and he is surprised that there have not been more accidents at this location. He suggested that we observe the intersection on a dark rainy night.  
A. Feedback from the local road users is an important component of the study. We will review the intersection as suggested.

Q. Mayor Fife asked if there are any improvements being considered at Lafleche/Allaire Road, which he perceives to be the busiest intersection on the corridor.  
A. No significant intersection improvements are warranted based on the traffic analysis. However, we may consider minor improvements during the preliminary design phase.

Q. Councillor Randy Douglas asked if previous studies have been completed, and why they have not led to any construction.  
A. There have been previous traffic related studies at specific locations; however, this is the first Environmental Assessment Study. The EA study is a formal process that will identify a Recommended Improvement Plan for the entire corridor.

Q. Councillor Randy Douglas asked MTO if this study will lead to construction in the foreseeable future.  
A. The results of this study (i.e. the Recommended Plan) will be prioritized along with other similar projects across the province. This project may be funded as several smaller projects, or as one large project at some point in the future. However, there is no funding in place for any Highway 138 improvements at the present time.



## Cornwall Council Meeting #1

Highway 138 Improvements from Highway 401 to Highway 417 ( GWP 4015-08-00)  
Assignment 5014-E-0037 / Stantec File 1650.00963

Date/Time: June 13, 2016 / 7:00 PM

Place: City of Cornwall  
360 Pitt Street, Cornwall, Ontario, K6J 3P9  
2nd Floor, Council Chambers

Next Meeting: TBD

Attendees: City of Cornwall Council

Peter Freure	MTO Senior Project Engineer
Kevin Ogilvie	MTO Senior Environmental Planner
Gregg Cooke	Stantec Project Manager
Maya Caron	Stantec Environmental Planner

Absentees: N/A

Distribution: Attendees

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Item:	Action:
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1. Gregg Cooke and provided a presentation that included a study overview, purpose of the study, study and environmental assessment process, planned consultation, and the purpose of Public Information Centre (PIC) 1. The presentation included a high level overview of the alternatives being presented at PIC 1 and invited Council to attend the PIC for additional information.

2. The following questions were discussed during the meeting:

**There has been interest in expansion of a by-pass? Is this off the table? Could it be recommended if necessary?**

The scope of the current study does not include expansion. However, the need for expansion, such as a by-pass, could be discussed at the end of the study.

**The presentation mentioned considering 'Do Nothing' as an alternative. Should Council be concerned that that could be the result?**

'Do Nothing' could be recommended at specific locations, such as an area of significant constraints, or if the cost is too high. A range of alternatives has been developed for each location, and each will be evaluated along with 'Do Nothing'.

**There is an issue with informal carpool parking. Where was the survey distributed?**

The survey was distributed broadly: through the project and municipal websites, and distributed on vehicles parked in areas known for information carpooling.

**Have private property owners been consulted?**

Yes, all property owners within the study area received a notice of the PIC and potentially impacted property owners have also been contacted to advise them of the possible impact.

**Are the OPP part of the study?**

Yes, the OPP have been contacted and invited to participate in the study, and access to collision data has been obtained through the MTO.

**Will there be road closures?**

Only roads that have dual entrances to Highway 138 would be considered for closure (of one access point).

**Are roundabouts being considered?**

Yes, they are being considered more often in Ontario. Traffic tools are utilized to identified the need for traffic control, and once a need is identified, MTO's current policy is to consider both traffic signals and roundabouts.

**Does MTO regulate carpooling? Is there a registry to assist the public?**

MTO typically constructs and maintains the facility but does not regulate carpooling.

**If the study is completed in 2017, when would it be accepted by MTO?**

Once the Transportation Environmental Study Report (TESR) clears the 30-day public review period, expected in early 2017, the recommendations would be clear to move forward to subsequent study stages, including detail design. Ultimately the timing of construction will be based on a range of factors, including cost, need, and provincial priorities.

3. The following comments were noted during the meeting:

- Vehicles travelling from Highway 417 still want to travel at high speed on Highway 138. There is lots of heavy traffic on Highway 138 and additional lanes would be a huge improvement.

The meeting adjourned at 7:30 PM.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

**Stantec Consulting Ltd.**



Maya Caron, B.Sc., MCIP, RPP

Senior Environmental Planner  
Associate, Transportation  
Phone: 416-598-7162  
Email: maya.caron@stantec.com

## South Stormont Council Meeting #1

Highway 138 Improvements from Highway 401 to Highway 417 ( GWP 4015-08-00)  
Assignment 5014-E-0037 / Stantec File 1650.00963

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Date/Time: June 14, 2016 / 3:00 PM  
Place: South Stormont Municipal Office  
2 Mille Roches Road, Long Sault, ON  
Next Meeting: TBD  
Attendees: South Stormont staff and Council

Peter Freure	MTO Senior Project Engineer
Kevin Ogilvie	MTO Senior Environmental Planner
Gregg Cooke	Stantec Project Manager
Maya Caron	Stantec Environmental Planner

Absentees: N/A  
Distribution: Attendees

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Item:	Action:
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1. Gregg Cooke and provided a presentation that included a study overview, purpose of the study, study and environmental assessment process, planned consultation, and the purpose of Public Information Centre (PIC) 1. The presentation included a high level overview of the alternatives being presented at PIC 1 and invited Council to attend the PIC for additional information.

2. The following questions were discussed during the meeting:

**The presentation mentioned considering 'Do Nothing' as an alternative. Should Council be concerned that that could be the result? Is this a possibility for St. Andrews?**

'Do Nothing' could be recommended at specific locations, such as an area of significant constraints, or if the cost is too high. A range of alternatives has been developed for each location, and each will be evaluated along with 'Do Nothing'. Three alternatives have been developed for the Highway 138 / Dundas Street / CR 18 intersection in St. Andrews. There are significant constraints at this intersection and there is no space for additional auxiliary lanes, such as left-turn lanes.

**What is the study process? We understand that there is no current construction funding. Does MTO have a timeline?**

Currently, the potential improvements have not been scheduled or programmed. Typically the MTO will update the Southern Highway Program (SHP) to identify planned future work. The SHP is updated yearly.

**If there is a new government, could they change the program?**

They could. However, generally if a project is on the SHP the funding is committed.

**Are there effects on local property owners? What about for the carpool lots?**

Yes, there are some private property impacts. All properties impacted by one or more of the alternatives being presented at the PIC have been notified directly by mail. Meetings were held with 2 property owners who would be full buy-outs. Two of the five proposed carpool lots have minor impacts to private property.

**There has been interest in expansion of a by-pass? Is this off the table? Could it be recommended if necessary?**

The scope of the current study does not include expansion. However, the need for expansion, such as a by-pass, could be discussed at the end of the study. Traffic analysis completed to 2032 does not identify a need for a by-pass from a capacity perspective.

**The St. Andrews intersection (Highway 138 / Dundas Street / CR 18) is a very delicate area. Would moving the signals help?**

Relocating the traffic signals and reconfiguring the intersection can be considered.

**A by-Pass where MTO already owns the right-of-way makes the most sense in the long term.**

This study is designed to address the short-term improvements required in the corridor. A by-pass could make sense in the long term.

**Can we increase the speed limit?**

Once a Preferred Plan is selected, the speed limit will be reviewed. However, it would be unusual to identify an increase in speed.

3. The following comments were noted during the meeting:

- Vehicles travelling from Highway 417 still want to travel at high speed on Highway 138. There is lots of heavy traffic on Highway 138 and additional lanes would be a huge improvement.

The meeting adjourned at 7:30 PM.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

**Stantec Consulting Ltd.**



Maya Caron, B.Sc., MCIP, RPP  
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Associate, Transportation  
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## St. Andrews Parish Meeting #1

Highway 138 Improvements from Highway 401 to Highway 417 ( GWP 4015-08-00)  
Assignment 5014-E-0037 / Stantec File 1650.00963

Date/Time: June 14, 2016 / 10:00 AM  
Place: St. Andrews Parish  
17298 County Road 18, St Andrews West, Ontario, K0C 2A0  
Next Meeting: TBD  
Attendees: Rev. Dan Van Delst St. Andrews Pastor  
Frank Quinn St. Andrews Parish Council  
Peter Freure MTO Senior Project Engineer  
Kevin Ogilvie MTO Senior Environmental Planner  
Gregg Cooke Stantec Project Manager  
Maya Caron Stantec Environmental Planner  
Absentees: N/A  
Distribution: Attendees

- | Item:   | Action: |
|---|---------|
| 1. Gregg Cooke provided a study overview, purpose of the study, study and environmental assessment process, planned consultation, and the purpose of Public Information Centre (PIC) 1. The discussion included an overview of the alternatives being presented at PIC 1 and a detailed discussion of the alternatives at Highway 138 / Dundas Street / CR 18.  |         |
| 2. There was a discussion regarding the potential grave sites outside of the marked boundary of the cemetery. It was noted that some graves were relocated in approximately 1930 to the cemetery to the south. However, no records of location were kept and there is no way to know if there are grave sites remaining within the existing right-of-way.   |         |
| 3. Moving the stop bar back has improved truck turning at the intersection. However, now even larger vehicles, such as double-trailers, are trying to make the turn.  |         |
| 4. The Crossroads Convenience has been in the community for a long time, and impacts would not be received well.  |         |
| 5. Since all of the identified intersection improvement alternatives have property impacts, the potential for non-roadway improvements were discussed, including the potential for minor modifications to the stone wall (e.g. stairs or lowering the wall), alternative barriers to protect the wall, and the previously proposed bollards. These alternatives will be considered along with the Do Nothing alternative. The historical society will be contacted to discuss the appetite for potential modifications to the wall. |         |

6. The following questions were discussed during the meeting:

**Is there room for a left-turn lane on Highway 138, for vehicles headed northbound? People often use the church parking lot as a short cut to travel west. What other improvements are required at the intersection?**

The intersection operation is categorized as a Level of Service (LOS) A. However, this rating could still include delays during peak hours. F. Quinn noted that there can be 10-12 vehicles backed up and that there are also northbound vehicles using the right turn lane to travel through, to avoid the back up.

7. The following comments were noted during the meeting:

- The cemetery south of St. Andrews Parish is on a peak and the highway in this area has issues with snowdrifting. In this area, snowplows also are very close to the cemetery wall. MTO noted that snowdrift fencing must be placed 100 metres back from the highway to be effective, and it is not expected that MTO will be able to do this in this location.
- Alternative D1 has the potential to affect the accessible entrance to the Quinns Inn
- Historically, the roadway in this area has been raised by as much as four feet – particularly in the vicinity of the Raisin River – this has led to a much shorter wall around the cemetery.
- The church parking lot is full during large events, such as funerals. Access to accessible parking is important. Stantec to review the potential to include an area where the funeral procession could pull in front of the church.
- The church is required to construct a wheelchair ramp to accommodate visitors that require wheelchair access.
- The community notices each time the stone wall is hit. It was most recently rebuilt in 2006, at a cost of approximately \$150, 000, and the last repair was in 2014.

The meeting adjourned at 11:30 AM.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

**Stantec Consulting Ltd.**



Maya Caron, B.Sc., MCIP, RPP  
Senior Environmental Planner  
Associate, Transportation

## Cornwall Township Historical Society Meeting #1

Highway 138 Improvements from Highway 401 to Highway 417 ( GWP 4015-08-00)  
Assignment 5014-E-0037 / Stantec File 1650.00963

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Date/Time: August 17, 2016 / 10:00 AM  
Place: St. Andrews Parish  
17298 County Road 18, St Andrews West, Ontario, K0C 2A0  
Next Meeting: TBD  
Attendees: Rev. Dan Van Delst St. Andrews Pastor  
Maureen McAlear Cornwall Township Historical Society  
Dan McIntosh Cornwall Township Historical Society Secretary  
  
Peter Freure MTO Senior Project Engineer  
Dave Brake MTO Senior Environmental Planner  
Gregg Cooke Stantec Project Manager  
Maya Caron Stantec Environmental Planner  
Absentees: N/A  
Distribution: Attendees

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- | <b>Item:</b>  | <b>Action:</b> |
|---|----------------|
| 1. Gregg Cooke provided a study overview, purpose of the study, study and environmental assessment process, and consultation program. There was a detailed discussion of the alternatives at Highway 138 / Dundas Street / CR 18.   |                |
| 2. It was noted that the existing stone wall surrounding the cemetery on the northwest corner of the Highway 138/Dundas Street/ CR 18 intersection has been struck by vehicles seven times over the last three years.   |                |
| 3. There was a discussion regarding potential options to protect the stone wall including alternative barriers to protect the wall and the previously proposed bollards (i.e. concrete bench). The historical society noted that whatever is chosen will have to be protected.  |                |
| 4. There was a discussion regarding the potential grave sites outside of the marked boundary of the cemetery. It was noted that some graves were relocated in approximately 1930 to the cemetery to the south. However, no records of location were kept and there is no way to know if there are grave sites remaining within the existing right-of-way. It was also noted that the remains are likely at a depth of 2 feet. |                |
| 5. The Historical Society would prefer that the existing stone wall remain as-is.   |                |
| 6. The following questions were discussed during the meeting:   |                |

**Is the MTO still considering the by-pass of St. Andrews West?**

The MTO has designated some of the property required for the by-pass project although current traffic volumes do not warrant the by-pass. A possible outcome of the study could be to consider a by-pass at some point in the future.

**Can right-turns be restricted at Highway 138 and Dundas Street/ CR18?**

It is not likely that right-turns can be restricted, particularly because of Headline Road.

7. The following comments were noted during the meeting:

- There are winter maintenance issues along Highway 138 near Dundas Street
- The designation of the stone wall will be confirmed (provincial/federal designation).

The meeting adjourned at 11:30 AM.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

**Stantec Consulting Ltd.**



Maya Caron, B.Sc., MCIP, RPP  
Senior Environmental Planner  
Associate, Transportation  
Phone: 416-598-7162  
Email: maya.caron@stantec.com



## Summary of Agency Correspondence

Contact Information	Issue/Concern	Action taken by Project Team
<p>MPP                      Stormont-Dundas-South Glengarry                      Time Square                      120 Second Street                      Cornwall ON K6J 1G5                      Ph: (613) 933-6513                      Fax: (613) 933-6449</p>	<ul style="list-style-type: none"> <li>Attended PIC #1 on June 15, 2016</li> <li>At the PIC, identified an interest in paved shoulders along the highway corridor</li> </ul>	
<p>Ministry of Natural Resources and Forestry                      P.O. Box 2002                      10 Campus Drive                      1<sup>st</sup> Floor                      Kemptville ON K0G 1J0                      Ph: (613) 258-8414</p>	<ul style="list-style-type: none"> <li>Email (April 6, 2016) to provide background information on the Endangered Species Act, potential natural resources and natural heritage values, species at risk and permitting requirements, and thermal regimes, habitat sensitivity and in-water construction timing of watercourse crossings in the study area</li> <li>Email (July 11, 2016) indicating that MNRF Kemptville was unable to attend PIC #1, but confirmed their interest in receiving any studies and reports related to natural sciences for the project</li> </ul>	<ul style="list-style-type: none"> <li>Email (July 12, 2016) confirmed that copies of relevant natural science reports will be provided when they are finalized, and that the impact assessment for the Preferred Plan is underway</li> </ul>
<p>Heritage Planner                      Ministry of Tourism, Culture and Sport                      Culture Services Unit                      401 Bay Street                      Suite 1700                      Toronto ON M7A 0A7                      Ph: (416) 314-7643                      Fax: (416) 212-1802</p>	<ul style="list-style-type: none"> <li>Letter (February 10, 2016) indicates that they wish to remain on the mailing list</li> <li>Requested confirmation that the study area has been screened/had a cultural heritage resource assessment/cultural heritage evaluation for potential built heritage resources and cultural heritage landscapes</li> <li>Provided criteria to evaluate structures for heritage, and provided further study and reporting requirements should a structure meet any criteria</li> <li>Requested confirmation that the study area has been screened/had an archaeological assessment for archaeological potential</li> <li>Noted that if the project area exhibits archaeological potential, an archaeological assessment is necessary</li> <li>Noted that archaeological assessment reports and heritage impact assessment reports and their recommendations are part of the EA and should be included in the final EA report</li> <li>Recommended including the completed screening checklists as part of the EA report</li> <li>Email (January 9, 2017) acknowledges receipt of the Notice of Public Information Centre (PIC) #2</li> <li>Requested a copy of the PIC #2 displays for MTCS records</li> </ul>	<ul style="list-style-type: none"> <li>Response email sent January 9, 2017, indicating that displays for PIC #2 can be found on the project website in the 'Documentation' section, and can be downloaded as .PDF format files</li> </ul>

Contact Information	Issue/Concern	Action taken by Project Team
<p>Clerk City of Cornwall P.O. Box 877 360 Pitt Street Cornwall ON K6J 3P9 Ph: (613) 932-6252 ext. 2219 Fax: (613) 932-8145</p>	<ul style="list-style-type: none"> <li>▪ Council Meeting (June 13, 2016)</li> <li>▪ During the Council Meeting municipal staff and councilors had comments and questions regarding the potential for a by-pass, the potential for 'do-nothing' alternatives, consultation, carpool parking, speed on the existing highway, roundabouts, and project timing. Meeting notes from the meeting are available.</li> </ul>	<ul style="list-style-type: none"> <li>▪ During the Council Meeting on June 13, 2016 Stantec provided a presentation on the study including a study overview, planned consultation, the purpose of the first PIC and an overview of the alternatives being presented at PIC 1</li> </ul>
<p>Transportation Engineer City of Cornwall P.O. Box 877 360 Pitt Street Cornwall ON K6J 3P9 Ph: (613) 932-6252 ext. 2231 Fax: (613) 932-8145</p>	<ul style="list-style-type: none"> <li>▪ Email (January 22, 2016) indicates that the City of Cornwall would be interested in redesigning the Highway 138 and Cornwall Center Rd, and Highway 138 and Brookdale Ave intersections, as well as the Highway 401 ramps</li> <li>▪ Asked if roundabouts would be considered as improvement alternatives</li> <li>▪ Noted that with current traffic and turning movements at Cornwall Centre Road and Highway 138, a roundabout should be considered</li> <li>▪ Provided sketches of areas of concern and potential redesign, and recommended consideration of implementing roundabouts</li> <li>▪ Attended Municipal Advisory Committee Meeting #1 (February 18, 2016). A project overview was delivered and the following was discussed: a By-Pass of St. Andrews West, intersection alternatives, speed limit review, impacts to private property, selection of alternatives, construction staging and detours, amongst other topics.</li> <li>▪ Email (May 31, 2016) to request a copy of the presentation for the Cornwall Council Meeting on June 13, 2016. Noted that Council is interested in a potential park and ride in Cornwall which could potentially serve other communities east and west of Cornwall and would provide a quick link to Highway 401-there is also a petition for the community to have said park &amp; ride facility</li> <li>▪ Attended PIC #1 on June 15, 2016</li> <li>▪ Email (June 23, 2016) indicating that the City supports Alternative A2 at the Brookdale Avenue and Cornwall Centre Road and is interested in channelized right turn lanes for east and westbound traffic on Cornwall Centre Road.</li> <li>▪ Provided traffic data and comments regarding typical years</li> <li>▪ Noted the City is implementing its Bicycle and Pedestrian Master Plan, which includes bike lanes on shoulders on Cornwell Centre Road west of the Highway 401 overpass. Bike lanes are being considered along Cornwell Centre Road and Brookdale Avenue in the future. Requests consideration of hard shoulders.</li> <li>▪ Indicated that Alternative B2 is supported for the intersection of Cornwall Centre Road and Highway 138, since it increases walkability for pedestrians – this should accommodate LCVs. Noted that pedestrian traffic will be generated in this area.</li> <li>▪ Noted support for carpool parking lot Alternative 1</li> </ul>	<ul style="list-style-type: none"> <li>▪ Response sent March 16, 2016 in regards to email received January 22, 2016, thanking him for his comments and participation in the MAC meeting</li> <li>▪ Indicated that his sketches of possible intersection improvements have been provided to the project team and that Stantec would follow up to discuss the intersections he identified</li> <li>▪ Indicated that analysis of traffic and highway conditions are underway to determine the improvement needs, and included a list of potential improvements, noting that roundabouts will be considered</li> <li>▪ Indicated that modifications to the Highway 138 / Highway 401 ramps will not be completed as part of this project</li> <li>▪ Indicated that potential improvements will be available for review at the first PIC</li> <li>▪ Email (May 25, 2016) to note that the PIC is scheduled for June 15, 2016 and that a notice will be sent with the location and time in the near future. The PIC will include a separate agency session to view the PIC materials in advance of the public session. Also noted that the project team will present as a delegation at the Cornwall Council Meeting scheduled for June 13, 2016.</li> <li>▪ Email (June 21, 2016) indicating that PIC #1 materials and a carpool/commuter survey was available on the project website until July 15, 2016</li> <li>▪ Email (June 24, 2015) provided contact for information regarding the Connecting Link limits and changes</li> <li>▪ Email (June 27, 2016) acknowledging the receipt of traffic data and comments provided.</li> <li>▪ MTO responded (October 4, 2016) providing contact information for Corridor Control</li> <li>▪ MTO emailed (October 12, 2016) and indicated that MTO will continue to work with the City of Cornwall to address infrastructure needs along the existing Connecting Link</li> <li>▪ Emailed (October 13, 2016) to indicate that Connecting Links are the jurisdiction of the municipal authority</li> <li>▪ Indicated that MTO will continue to work with the City of Cornwall to address infrastructure needs along the existing Connecting Link; however, additional studies of Cornwall Centre Road are outside of the scope of the current study</li> <li>▪ Letter (November 4, 2016) to acknowledge comments received and provide information about Ontario's Cycling Strategy</li> </ul>



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	<ul style="list-style-type: none"> <li>▪ Requested clarification of the Connecting Link status along Highway 138 between Brookdale Avenue and Cornwall Centre Road.</li> <li>▪ Attended Municipal Advisory Committee Meeting # 2 (August 18, 2016). An overview of the project alternatives was provided and the following was discussed: review of existing speeds on Highway 138, timing of funding; next steps and PIC 2, carpool lots, need for an entrance review, snowdrifting, design accommodations for LCVs, and new development proposals.</li> <li>▪ During MAC Meeting # 2 noted that the City will confirm the Site Plan Control for new potential facility on Powerdam Road</li> <li>▪ During MAC Meeting # 2 noted that there are planned bicycle lanes on Cornwall Centre Road and noted that the Connecting Link needs to be extended south to the Brookdale intersection</li> <li>▪ Email (October 4, 2016) requesting an MTO contact to review the Connecting Link along Highway 138 / Brookdale Avenue / Cornwall Centre Road</li> <li>▪ Email (October 6, 2016) requesting additional information about the Connecting Link process</li> <li>▪ City of Cornwall believes a small portion of Cornwall Centre Road should be designated as a Connecting Link, since it connects Highway 138 to Brookdale Avenue and the international crossing. The portion in question was indicated on the map provided</li> <li>▪ Confirmed that portion of Cornwall Centre Road is a Connecting Link (October 13, 2016)</li> <li>▪ Attended Municipal Advisory Committee Meeting # 3 (January 10, 2017) to discuss the Recommended Plan, comments received at the second PIC and next steps</li> </ul>	
<p>General Manager, Planning, Development and Recreation City of Cornwall P.O. Box 877 360 Pitt Street Cornwall ON K6J 3P9 Ph: (613) 932-6252 ext. 2599</p>	<ul style="list-style-type: none"> <li>▪ Attended Municipal Advisory Committee Meeting #1 (February 18, 2016). A project overview was delivered and the following was discussed: a By-Pass of St. Andrews West, intersection alternatives, speed limit review, impacts to private property, selection of alternatives, construction staging and detours, amongst other topics.</li> <li>▪ Attended PIC #1 on June 15, 2016</li> <li>▪ Attended Municipal Advisory Committee Meeting # 3 (January 10, 2017) to discuss the Recommended Plan, comments received at the second PIC and next steps</li> </ul>	
<p>Chief of EMS City of Cornwall 601 Campbell Street Cornwall ON K6H 7B7 Ph: (613) 932-2787 ext. 2114</p>		<ul style="list-style-type: none"> <li>▪ Telephoned (February 16, 2016) and left voice message requesting input into the study and any information on EMS access requirements</li> </ul>

Contact Information	Issue/Concern	Action taken by Project Team
<p>Fire Chief City of Cornwall 10 Fourth Street West Cornwall ON K6J 2R6 Ph: (613) 932-6252 ext. 2338 Fax: (613) 930-9089</p>	<ul style="list-style-type: none"> <li>Telephoned (February 22, 2016) to note that the City of Cornwall Fire department doesn't service Highway 138 and doesn't utilize Highway 138 frequently so don't have any comments regarding emergency access requirements</li> </ul>	<ul style="list-style-type: none"> <li>Telephoned (February 16, 2016) and left a voice message requesting input into the study and any information on EMS access requirements</li> </ul>
<p>CAO Township of South Stormont P.O. Box 84 2 Mille Roches Road Long Sault ON K0C 1P0 Ph: (613) 534-8889 ext. 200</p>	<ul style="list-style-type: none"> <li>Emailed (January 28, 2016) to note that the Council would like to receive information on the project at key points</li> <li>Provided external agency comment sheet with the Council's concerns, as well as the South Stormont Council Resolution Document (No. 356/2013)</li> </ul>	
<p>Clerk Township of South Stormont P.O. Box 84 2 Mille Roches Road Long Sault ON K0C 1P0 Ph: (613) 534-8889 ext. 201</p>	<ul style="list-style-type: none"> <li>Provided Township of South Stormont Council Resolution Document (No. 356 /2013)</li> <li>Recommends the review of existing entrances and entrances anticipated for development, and of collision and traffic data (SDG OPP, South Stormont Fire Services data) for intersections: SDG Country Road 18 and Highway 138, and Headline Road and Highway 138</li> <li>Requests consideration of heritage designations for buildings and structures</li> <li>Recommends review of broader impacts for servicing (water, stormwater, sewer)</li> <li>Recommends review of upgrading road cross-sections in urban areas</li> <li>Recommends investigation of interim configurations (RIRO, 2+1, strategic median barriers) if 400-series highway is outside of scope of study</li> <li>Recommends review of whether a by-pass corridor should be included in the scope</li> <li>At the Council Meeting on June 14, 2016, Council provided comments related to the potential for 'do nothing' at St. Andrews, construction timing / funding, impacts to property owners, the potential for a 'by-pass', and speed on the existing highway,</li> </ul>	<ul style="list-style-type: none"> <li>Response sent March 16, 2016 in regards to comment sheet received on January 28, 2016, thanking her for the Township's comments and their participation in the MAC meeting</li> <li>Indicated that the 2013 Council Resolution requesting improvements to Highway 138 / Headline Road and Highway 138 / County Road 18 has been circulated to the project team for consideration</li> <li>Indicated that analysis of traffic and highway conditions are underway to determine the improvement needs, and included a list of potential improvements, noting that roundabouts will be considered</li> <li>Indicated that potential improvements will be available for review at the first PIC</li> <li>Indicated that the scope of the study does not include highway expansion, or significant changes to the existing highway outside of the improvements listed in the response</li> <li>During Council Meeting on June 14, 2016 Stantec provided a presentation on the study including an overview of the study and environmental assessment process, planned consultation and the purpose of the upcoming PIC as well as an overview of the alternatives</li> </ul>
<p>Director of Planning Township of South Stormont P.O. Box 84 2 Mille Roches Road Long Sault ON K0C 1P0 Ph: (613) 534-8889 ext. 205</p>	<ul style="list-style-type: none"> <li>Attended Municipal Advisory Committee Meeting #1 (February 18, 2016). A project overview was delivered and the following was discussed: a By-Pass of St. Andrews West, intersection alternatives, speed limit review, impacts to private property, selection of alternatives, construction staging and detours, amongst other topics.</li> <li>Attended Municipal Advisory Committee Meeting # 2 (August 18, 2016). An overview of the project alternatives was provided and the following was discussed: review of existing speeds on Highway 138, timing of funding; next steps and PIC 2, carpool lots, need for an entrance review, snowdrifting, design accommodations for LCVs, and new development proposals.</li> <li>During Mac Meeting # 2 it was noted that the existing fire hall is being abandoned and there are development plans for a new fire hall</li> </ul>	



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	<ul style="list-style-type: none"> <li>Attended Municipal Advisory Committee Meeting # 3 (January 10, 2017) to discuss the Recommended Plan, comments received at the second PIC and next steps</li> </ul>	
<p>Public Works Manager Township of South Stormont P.O. Box 84 2 Mille Roches Road Long Sault ON K0C 1P0</p>	<ul style="list-style-type: none"> <li>Attended Municipal Advisory Committee Meeting # 1 (February 18, 2016). A project overview was delivered and the following was discussed: a By-Pass of St. Andrews West, intersection alternatives, speed limit review, impacts to private property, selection of alternatives, construction staging and detours, amongst other topics.</li> <li>Telephoned (June 17, 2016) to advise that the township has recently released an RFP for the reconstruction of the existing St. Andrews Fire Station. It is expected that the existing entrance will remain.</li> <li>Attended Municipal Advisory Committee Meeting # 2 (August 18, 2016). An overview of the project alternatives was provided and the following was discussed: review of existing speeds on Highway 138, timing of funding; next steps and PIC 2, carpool lots, need for an entrance review, snowdrifting, design accommodations for LCVs, and new development proposals.</li> <li>Attended Municipal Advisory Committee Meeting # 3 (January 10, 2017) to discuss the Recommended Plan, comments received at the second PIC and next steps</li> </ul>	
<p>Fire Chief Township of South Stormont P.O. Box 84 2 Mille Roches Road Long Sault ON K0C 1P0 Ph: (613) 534-8889 ext. 250</p>	<ul style="list-style-type: none"> <li>During telephone conversation (February 18, 2016) indicated that comments and EMS access information have been provided to Peter Young who will be submitting a complete report with all of the Township's comments</li> </ul>	<ul style="list-style-type: none"> <li>Telephoned (February 18, 2016) requesting input into the study and any information on EMS access requirements</li> </ul>
<p>CAO/Clerk Township of North Stormont P.O. Box 99 15 Union Street Berwick ON K0C 1G0 Ph: (613) 984-2821 Fax: (613) 984-2908</p>	<ul style="list-style-type: none"> <li>Council Meeting on June 7, 2016</li> <li>During the Council Meeting, municipal staff and councilors provided comments and questions regarding: the need for a by-pass, the lane markings at the Highway 138 / CR 43 intersection, the potential for improvements to Lafleche/Allaire Road, and the likelihood of construction</li> </ul>	<ul style="list-style-type: none"> <li>During the Council Meeting on June 7, 2016 Stantec provided a presentation on the study including a project overview, the consultation plan, the purpose of the upcoming PIC and provided an overview of the alternatives being presented at the PIC</li> </ul>
<p>Fire Chief Township of North Stormont P.O. Box 99 15 Union Street Berwick ON K0C 1G0 Ph: (613) 930-3362</p>	<ul style="list-style-type: none"> <li>During telephone conversation (February 16, 2016) indicated that he had no comments at this time</li> </ul>	<ul style="list-style-type: none"> <li>Telephoned (February 16, 2016) requesting input into the study and any information on EMS access requirements</li> </ul>
<p>Public Works Superintendent Township of North Stormont P.O. Box 99 15 Union Street Berwick ON K0C 1G0 Ph: (613) 984-2821</p>	<ul style="list-style-type: none"> <li>Attended Municipal Advisory Committee Meeting # 1 (February 18, 2016). A project overview was delivered and the following was discussed: a By-Pass of St. Andrews West, intersection alternatives, speed limit review, impacts to private property, selection of alternatives, construction staging and detours, amongst other topics.</li> </ul>	

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<p>Planner Township of North Stormont P.O. Box 99 15 Union Street Berwick ON K0C 1G0 Ph: (613) 984-2821 Fax: (613) 984-2908</p>	<ul style="list-style-type: none"> <li>▪ Attended Municipal Advisory Committee Meeting # 3 (January 10, 2017) to discuss the Recommended Plan, comments received at the second PIC and next steps</li> <li>▪ During telephone conversation (February 5, 2016) indicated that Township Council would likely want a separate presentation as presentations to United Counties council are insufficient and not all information is passed onto townships</li> <li>▪ Indicated that she should be contacted to organize attendance at a Council meeting</li> <li>▪ Attended Municipal Advisory Committee Meeting #1 (February 18, 2016). A project overview was delivered and the following was discussed: a By-Pass of St. Andrews West, intersection alternatives, speed limit review, impacts to private property, selection of alternatives, construction staging and detours, amongst other topics</li> <li>▪ Attended PIC #1 on June 15, 2016</li> </ul>	<ul style="list-style-type: none"> <li>▪ Telephoned (February 5, 2016) to ask whether the Township of North Stormont would like to have a council presentation for the project</li> <li>▪ Telephoned (March 1, 2016) and left a voice message requesting to be added to the agenda for the Council Meeting on April 26, 2016</li> </ul>
<p>Drain Superintendent Township of North Stormont P.O. Box 99 15 Union Street Berwick ON K0C 1G0 Ph: (613) 362-1006</p>	<ul style="list-style-type: none"> <li>▪ Emailed (January 19, 2016) to indicate that there are existing drains that cross and run along the area of study</li> <li>▪ Requested to be added to the mailing list and included in the study</li> </ul>	
<p>Planner United Counties of Stormont, Dundas and Glengary 26 Pitt Street Cornwall ON K6J 3P2 Ph: (613) 932-1515 Fax: (613) 936-2913</p>	<ul style="list-style-type: none"> <li>▪ During telephone conversation (February 5, 2016) indicated that the local townships should be asked if they would like separate council meeting</li> <li>▪ Suggested that Stantec ask the local municipalities if they would like separate council meeting at the MAC</li> <li>▪ Noted that she would not be attending the MAC but Benjamin de Haan would be attending</li> <li>▪ Attended PIC #1 on June 15, 2016</li> <li>▪ Attended Municipal Advisory Committee Meeting # 2 (August 18, 2016). An overview of the project alternatives was provided and the following was discussed: review of existing speeds on Highway 138, timing of funding; next steps and PIC 2, carpool lots, need for an entrance review, snowdrifting, design accommodations for LCVs, and new development proposals.</li> <li>▪ Attended Municipal Advisory Committee Meeting # 3 (January 10, 2017) to discuss the Recommended Plan, comments received at the second PIC and next steps</li> </ul>	<ul style="list-style-type: none"> <li>▪ Telephoned (February 5, 2016) to ask whether the United Counties and local townships would like to have separate council presentations</li> </ul>

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<p>Director of Transportation and Planning Services                      United Counties of Stormont, Dundas and Glengarry                      26 Pitt Street                      Cornwall ON K6J 3P2                      Ph: (613) 932-1515                      Fax: (613) 936-2913</p>	<ul style="list-style-type: none"> <li>▪ Provided external agency comment sheet (January 28, 2016) noting work will impact several major county/MTO intersections, and has the following intersection-specific concerns:                             <ul style="list-style-type: none"> <li>▪ County Rd 44/Headline Road intersection has a poor level of service and previously met warrants for signalization but it was not implemented</li> <li>▪ County Rd 18 has a tight intersection that has issues with trucks striking the historic stone wall (this road is used to access Highway 401 westbound because of Highway 138/South Branch intersection)</li> <li>▪ Highway 138 is intended to be a commuter road and a link between Highways 401 and 417, but due to accident frequency and lack of passing opportunities, commuters use county road network instead</li> <li>▪ Recommends that the study should improve the efficiency of the roads and intersections</li> <li>▪ Attended Municipal Advisory Committee Meeting #1 (February 18, 2016). A project overview was delivered and the following was discussed: a By-Pass of St. Andrews West, intersection alternatives, speed limit review, impacts to private property, selection of alternatives, construction staging and detours, amongst other topics.</li> <li>▪ Attended Municipal Advisory Committee Meeting # 2 (August 18, 2016). An overview of the project alternatives was provided and the following was discussed: review of existing speeds on Highway 138, timing of funding; next steps and PIC 2, carpool lots, need for an entrance review, snowdrifting, design accommodations for LCVs, and new development proposals.</li> <li>▪ During MAC Meeting # 2 it was noted that the County would support either the roundabout or other intersection alternatives at County Road 18</li> <li>▪ Attended Municipal Advisory Committee Meeting # 3 (January 10, 2017) to discuss the Recommended Plan, comments received at the second PIC and next steps</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Response sent March 16, 2016 in regards to the comment sheet received January 28, 2016, thanking him for his comments and participation in the MAC meeting</li> <li>▪ Indicated that the project team has noted his comments regarding operations of Highway 138 / Headline Road and Highway 138 / County Road 18 intersections</li> <li>▪ Indicated that analysis of traffic and highway conditions are underway to determine the improvement needs, and included a list of potential improvements, noting that roundabouts will be considered for intersections</li> </ul>
<p>District 1 Administrator                      Ontario Federation of Snowmobile Clubs                      P.O. Box 1432                      Morrisburg ON K0C 1X0                      Ph: (613) 543-0374                      Email: info@district1ofsc.ca</p>	<ul style="list-style-type: none"> <li>▪ Emailed (January 19, 2016) to request to be added to mailing list</li> <li>▪ Emailed (January 22, 2016) requests that they be added to the mailing list</li> <li>▪ Noted that the study will need to accommodate 5 OFSC Prescribed Snowmobile trail crossings</li> <li>▪ External Agency Comment Sheet (February 2, 2016) notes 5 OFSC Prescribed trails that cross Highway 138</li> <li>▪ Emailed (February 5, 2016) to provide GIS files with snowmobile trails</li> <li>▪ Attended PIC #1 on June 15, 2016</li> <li>▪ Comment sheet for PIC #1 indicates that the northbound passing lane at Seguin Road affects an OFSC snowmobile trail. Otherwise, no other trails are affected. Requests MTO signage for snowmobile crossings (5 OFSC crossings)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Telephoned (February 5, 2016) and left a voice message requesting GIS map layers with snowmobile trails</li> <li>▪ Emailed (February 11, 2016) to confirm receipt of snowmobile trail maps and to note that the preliminary improvement alternatives will be available for review at the first Public Information Centre (PIC), currently planned for the spring of 2016</li> <li>▪ Provided response letter (November 4, 2016) to comments submitted during PIC 1 noting that the MTO's practice is to accommodate existing Trans Ontario Provincial Snowmobile (TOPS) in the final design of highway improvement projects in the vicinity of existing crossings. The location of the existing snowmobile trail crossings will be considered as part of the evaluation of passing lane alternatives.</li> </ul>

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<p>St. Andrews Catholic Church 17298 County Road 18 St. Andrews ON K0C 2A0 Ph: (613) 932-9226 Fax: (613) 933-3266</p>	<ul style="list-style-type: none"> <li>▪ External agency comment sheet (January 26, 2016) indicates that they own the property along the west side of Highway 138 from Headline Road to the Raisin River, which contains a cemetery and stone wall that is struck by tractor trailers turning right onto County Road 18</li> <li>▪ Provided a list of incidents/collisions when the stone wall was struck from 2007 to 2015</li> <li>▪ Noted that can provide information about the two cemeteries and the building on the south side of County Road 18 at Highway 138</li> <li>▪ Attended meeting with Project Team on June 14, 2015 to discuss the alternatives for the Highway 138 / CR 18 / Dundas Street intersection.</li> <li>▪ During the meeting, there were discussions regarding the potential for grave sites located outside of the marked boundary of the cemetery, the potential for non-roadway improvements such as modifications to the stone wall, alternative barriers to protect the wall and the previously proposed bollards, and the potential for a NB left-turn lane</li> <li>▪ The church is required to construct a wheelchair ramp to accommodate visitors that require wheelchair access</li> <li>▪ Crossroads Convenience has been in the community for a long time and impacts would not be well received by the community</li> <li>▪ Access to accessible parking is important for the church</li> <li>▪ The cemetery is on a peak and the highway in this area has issues with snowdrifting</li> <li>▪ Alternative D1 has the potential to affect the accessible entrance to the Quinn's Inn</li> <li>▪ Historically the roadway in this area has been raised by as much as 4 ft. and this has led to a much shorter wall around the cemetery</li> <li>▪ The stone wall was most recently rebuilt in 2006 and the last repair was made in 2014</li> <li>▪ Attended PIC #1 on June 15, 2016</li> <li>▪ Comment sheet from PIC #1 suggested a parking lot near the road to Moose Creek, or a carpool lot at the fire hall being rebuilt</li> <li>▪ Email (September 16, 2016) to note that there is very little signage at the traffic light for people travelling from the east on County Road 18 and there are no signs indicating that it is Highway 138 or the direction to Cornwall and Ottawa. Suggest additional signage.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Response sent March 16, 2016 in regard to comment sheet received January 26, 2016, thanking him for his comments</li> <li>▪ Indicated that improvement alternatives will be explored, including at Highway 138 and County Road 18</li> <li>▪ Indicated that potential improvements will be available for review at the first PIC</li> <li>▪ Indicated that Stantec will schedule a meeting or call to discuss the historical and cultural heritage features at St. Andrews Parish and Cemetery, as well as the collisions with the stone wall at the Highway 138 / County Road 18 intersection</li> <li>▪ During the June 14, 2016 meeting, Stantec and the MTO provided the following responses to comments: <ul style="list-style-type: none"> <li>▪ The non-roadway improvements including the modifications to the stone wall will be considered along with the 'Do Nothing' alternative and the historical society will be contacted to discuss the interest for potential modifications to the wall</li> <li>▪ MTO noted that snowdrift fencing must be placed 100 metres back from the highway to be effective and MTO will not be able to do this at this location</li> <li>▪ Stantec will review the potential to include an area where the funeral procession could pull in front of the church</li> <li>▪ MTO sent response (September 16, 2016) noting that the signage comments have been forwarded to the Traffic operations team for review.</li> <li>▪ Response letter (November 4, 2016) for comments submitted during PIC 1 noting preference for carpool parking lot in the vicinity of St. Andrews West</li> <li>▪ Noted that although the Fire Hall in St. Andrews is being reconstructed, this is a municipal property with specific access needs for emergency vehicles. The proposed existing carpool parking lots have been located on MTO property, where possible</li> </ul> </li> </ul>
<p>President Delaney Bus Lines Ltd. 16931 County Road 43 Avonmore ON K0C 1C0 Ph: (613) 346-2511</p>	<ul style="list-style-type: none"> <li>▪ Telephoned (September 21, 2016) to note that Delaney will provide their ridership numbers and schedules via email</li> <li>▪ Emailed (September 21, 2016) to provide Delaney Bus stops, schedules, and ridership information</li> </ul>	<ul style="list-style-type: none"> <li>▪ Telephoned (February 5, 2016) and left voice message with the General Manager requesting input into the study and information on Delaney Bus service, schedules, and bus stops</li> <li>▪ Telephoned (September 20, 2016) and left voice message with the General Manager requesting input into the study and information on Delaney Bus service, schedules, and bus stops</li> </ul>
<p>General Manager</p>		



Contact Information	Issue/Concern	Action taken by Project Team
<p>District Manager (Ottawa Region) Greyhound Canada Transportation Corp. 1111 International Boulevard Ste. 700 Burlington ON L7L 6W1</p>	<ul style="list-style-type: none"> <li>▪ During telephone conversation (February 18, 2016), District Manager provided his email and indicated he will provide service, schedule and stops for the study area</li> <li>▪ Email (April 8, 2016) to note that Megabus does not operate along the Highway 138 corridor but that Delaney Bus Company does</li> <li>▪ Email (April 22, 2016) to provide Greyhound time table and stops between Ottawa and Cornwall</li> </ul>	<ul style="list-style-type: none"> <li>▪ Telephoned (February 18, 2016) to request input and information on Greyhound service in the study area</li> <li>▪ Email (February 19, 2016) to request information on Greyhound bus routes along the Highway 138 corridor</li> </ul>
<p>Cornwall Township Historical Society St. Andrews West ON K0C 2A0 Ph: (613) 534-2075 Email: info@cornwalltwphistorical.ca</p>	<ul style="list-style-type: none"> <li>▪ Attended PIC #1 on June 15, 2016</li> <li>▪ Letter (June 15, 2016) providing background in regards to the St. Andrews cemetery. Indicated that cemetery restoration and construction of stone wall occurred in 1936. The Township of Cornwall designated the site as property of historical value – by-law #3855 per the Ontario Heritage Act. Indicated in 2007 the wall was rebuilt, and that in 2008 mortar failure began</li> <li>▪ Indicated concerns regarding the project, including the wall being struck by transport vehicles turning right from Highway 138 onto County Road 18, with repairs falling on the property owner. Indicated that the Society attempted to contact MTO in 2006 in regards to the wall collisions and suggested a barrier. Further indicated a concern with snow/road salt accumulation along the eastern length of the wall (parallel to Highway 138), as deterioration of the wall has occurred</li> <li>▪ Attended a meeting with the project team (August 17, 2016) to discuss the project, existing stone wall along the cemetery at Highway 138 and County Road 18, potential for a by-pass, and potential alternatives to protect the stone wall from collisions.</li> <li>▪ During the meeting, noted that the stone wall has been hit several times in the last three years and noted that whatever improvement is selected it would still have to be protected</li> <li>▪ Noted that ballards would impact the view of the wall and the cemetery</li> <li>▪ Noted that a no-right turn restriction at the intersection would help protect the wall from collisions</li> <li>▪ Noted that they would prefer that the wall remain as-is</li> <li>▪ Attended a meeting with the project team (December 14, 2016) in advance of the second PIC to discuss the project, a recent collision with the existing stone wall, and potential alternatives to protect the stone wall from further collisions</li> <li>▪ During the meeting, noted preference for metal bollards, and preference for Dundas Street to be made a no-truck route</li> <li>▪ Noted preference for lighting improvements at intersection, higher curb, and a potential shift in the stop line</li> <li>▪ The project team noted that the Trillium Fund may be an option for the Historical Society for the protection and preservation of the stone wall</li> </ul>	<ul style="list-style-type: none"> <li>▪ Project team scheduled a meeting with the Cornwall Township Historical Society (August 17, 2016) to discuss the project, the existing stone wall adjacent to the cemetery at County Road 18, potential for a by-pass and potential alternatives to protect the stone wall from collisions</li> <li>▪ During the meeting, the project team noted that the MTO has designated and owns some of the property for the future by-pass but that current traffic volumes don't justify the project moving forward at this time.</li> <li>▪ Noted that it is not likely that right-turns would be restricted at County Road 18 due to Headline Road</li> <li>▪ Noted that the heritage designation for the stone wall will be confirmed (provincial/federal)</li> <li>▪ During December 14, 2016 meeting, the project team provided examples of concrete wall designs and discussed the recommended improvements at intersection</li> </ul>



## Summary of Public Correspondence

### Comment

### Response Provided/Action taken by Project Team

## Notice of Study Commencement

### Need for Passing Lanes / Intersection Improvements

- The only improvement I think would be to put a passing lane every 5 kilometers or so to allow cars to pass transports which may travel at a slower speed.
- The rumble strips added in the recent work to the section from Monkland to the 417 are great. Since the snow has started and the road isn't usually plowed when I leave in the morning, they help take the guess work out of where your lane is.
- Almost every week driving this highway I see other drivers passing and forcing oncoming traffic to slow to avoid head on crashes.
- It is certainly time to revisit this highway construction, with passing lanes and pull-offs
- When I am heading north and attempting to turn west on Willy Allen Road, sometimes you need to wait for south bound traffic to clear before you can turn. This situation leaves you, sitting on the road at the approach of a hill.
- Many, Many times I have been in this situation when a tractor/trailer will try to pass you on the shoulder, (they don't want to slow down because they would be starting off at the base of a hill) There needs to be a passing lane that will allow vehicles to go around a stopped vehicle waiting to turn.
- Passing lanes are a must. The highway is basically straight and passing lanes would help. Turning lanes are also a must. Whenever I'm waiting to turn onto Wheeler, I'm always looking into the rear view mirror.
- Morning and evening traffic make it very difficult to make left turns from the highway to side roads and more than once I have been clipped by a vehicle passing on the right shoulder while waiting to turn left. At the very least the provision of left turn lanes should be a priority.

- This study will include reviewing existing traffic and highway conditions and the development and evaluation of a range of reasonable alternatives to determine the most appropriate short, medium, and long term improvement plans. Possible improvements could include passing lanes, turning lanes and intersection improvements. Potential improvements will be available for review at the first Public Information Centre (PIC), currently planned for the spring of 2016.

### Safety

- Passing lanes are great, but risky due to dangerous drivers. Speed limit should be increased with exception to the hamlet areas. I've lived in Monkland for 10 years and drive to work in Ottawa and to Cornwall.
- The speed limit for highways is generally set based on highway geometrics, intersection and entrance spacing, and roadway characteristics. Your comments regarding the posted speeds in the study area have also been noted and have been submitted to the MTO Traffic Section for review.

## Summary of Public Correspondence

Comment	Response Provided/Action taken by Project Team
<ul style="list-style-type: none"> <li>▪ I have felt for many years that the main cause of accidents on Highway 138 is the ridiculously low speed limit that leads to much frustration on this busy highway that is a main artery between Cornwall and Ottawa.</li> <li>▪ This road used to be limited to 90 km/hr.; however, a few years ago it was reduced to 80 km/hr. Since this reduction was initiated we have observed that few if any observe this speed limit and if one tries to limit ones speed to 80 km/hr., a majority of traffic is constantly pushing to increase the speed and/or pass.</li> <li>▪ We are a farm operation located on Hwy 138, in Monkland. We have a lot of concerns with this road, mainly trying to enter our properties and driveways with our farm machinery and the lack of consideration for slow moving vehicles.</li> <li>▪ This "highway of death" has taken far too many lives. The far east of the province is tired of feeling like our voices are not heard, despite our taxes being taken. More and more people are forced to work in Ottawa given that the province has done little to help stimulate Cornwall's growth and economy. If forced to travel to work, can it at least be done safely? I sincerely hope there are improvements done sooner than later.</li> <li>▪ We would really like to see a four way light at the intersection of Highway 138 and Headline Road. There are many accidents at that intersection and my kids walk on that road. It would be great to see some safety improvements on that road.</li> <li>▪ I have lived on Highway 138 for nearly 40 years and have seen two accidents – in one accident three people died. The other accident, a young man lost control of his car and landed in my front yard. This stretch of highway from Cornwall Center Road to Headline Road has had many accidents. In the winter our driveways are hazardous because of the flow of traffic.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Your comments regarding access for farm machinery and slow moving vehicles have been noted and have been circulated to the project team for consideration. This study will include reviewing existing traffic and highway conditions, and the development and evaluation of a range of reasonable alternatives to determine the most appropriate short, medium, and long term improvement plans.</li> <li>▪ Possible improvements could include passing lanes, turning lanes and intersection improvements. Potential improvements will be available for review at the first Public Information Centre (PIC), currently planned for the spring of 2016.</li> <li>▪ Thank you for your comments. This study includes the development and evaluation of a range of reasonable alternatives to determine the most appropriate short, medium, and long term improvement plans. Possible improvements could include passing lanes, turning lanes and intersection improvements. Potential improvements will be available for review at the first Public Information Centre (PIC), currently planned for the spring of 2016.</li> <li>▪ Once the preliminary design and environmental assessment study is complete, the Ministry of Transportation will be able to protect land required for future highway improvements, and will also be able to identify an implementation strategy.</li> </ul>
<b>Need for By-Pass of Highway 138</b>	
<ul style="list-style-type: none"> <li>▪ Will consideration be given to extending Brookdale Avenue north at Cornwall Centre Road to connect with Highway 138 at Bonville, ON? This would by-pass the suburban/residential areas at the south portions of Highway 138.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The scope of this study includes improvements to existing Highway 138 but does not include highway expansion, such as a by-pass of St. Andrews West. This study will include reviewing existing traffic and highway conditions and the development and evaluation of a range of reasonable alternatives to determine the most appropriate short, medium, and long term improvement plans. Possible improvements could include passing lanes, turning lanes and intersection improvements. Potential improvements will be available for review at the first Public Information Centre (PIC), currently planned for the spring of 2016.</li> </ul>



## Summary of Public Correspondence

Comment	Response Provided/Action taken by Project Team
<ul style="list-style-type: none"><li>There is a ditch at Highway 138 between Carleton Street and Valade Road and it's on a slope and when it reaches Carleton Street there is nothing to collect that water. The water runs down and collects at the end of the street.</li><li>I am concerned about the lack of drainage in the west highway ditch leading to the North Branch of the Raisin River along the Campbell Road Area from the Schoolhouse road. I have yet to view water flowing southerly to the river even in severe rainstorms. I spoke to your District Engineer by phone about this matter and he shrugged it off by saying that he was unprepared to perform any remedial work on this as he would have to change and replace culverts along that area and his budget would not allow it. The topographic map indicates a gradient drop of about 10 metres from there to the River past Campbell Road but as I say there is no flow going through that culvert. I can secure photos of that phenomenon should you wish. There appears to be something obstructing the water flow especially when there is a described drop of 10 metres. I trust that you would take this matter into your design considerations when you are reviewing the EA.</li></ul>	<ul style="list-style-type: none"><li>Your comments regarding drainage issues between Carleton Street and Valade Road have been noted and have been circulated to the project drainage specialist for consideration. This study includes confirming existing highway drainage conditions through field reviews and consultation with the public and agencies, and developing recommendations for potential drainage improvements. We will be in contact in the near future to discuss the specific issue that you have identified.</li><li>Thank you for your comments regarding the observed drainage issues on Highway 138 in the Campbell Road area.</li><li>As Peter mentioned, this Preliminary Design and Environmental Assessment Study includes a review of the existing highway drainage system to identify deficiencies and possible improvements. Additional information about the study can be found on the project website at <a href="http://highway138study.ca/">http://highway138study.ca/</a>.</li></ul>

### Additional Improvements

- We have read that one of the possible improvements could be to incorporate passing lanes. Having driven over a number of roads with this feature and observed reluctance of many to use passing lanes and carefully within its limits. We strongly suggest that this highway be upgraded to a Divided status. Of course we would prefer to suggest a fully upgrading to Expressway Status such as Highway 416 but realize the cost of such a project is beyond what can be born at this time.
- The amount of 18 wheelers on this road is scary. Also, the intersection of Highway 138 and Cornwall Centre Road is terrible. The jog that these trucks need to make to get on the 401 or head to the bridge is ridiculous. A continuous straight road that allows a straight flow of traffic onto Brookdale Road north would be a great start to a possible 4 lane highway In the future. This is a lot like highway 17 which also was a death trap. Adding the pass lanes to that road helped a bit but it eventually went 4- lane, like Highway 138 should be.
- I drive this highway 3-4 times a day mostly at the southern end (Bonville-Cornwall). While it may not be busy enough all day to justify 4 lanes, at peak times there is more than enough.
- The scope of this study includes improvements to existing Highway 138 but does not include highway expansion, such as upgrading the highway to a divided highway. This study will include reviewing existing traffic and highway conditions and the development and evaluation of a range of reasonable alternatives to determine the most appropriate short, medium, and long term improvement plans. Possible improvements could include passing lanes, turning lanes and intersection improvements.

## Summary of Public Correspondence

Comment	Response Provided/Action taken by Project Team
<ul style="list-style-type: none"><li>Highway 138 must be widened with a road fit for transport trucks which are presently using county road 34. A four-lane highway would provide a safer road for all traffic. The population has increased and is still increasing. The time has come to begin expanding the road to prevent unnecessary accidents by the lack of a proper road. In 1983 I cycled this road while travelling from Toronto to Montreal. At that time the road was inadequate for the traffic. That was over 30 years ago. Nothing has been done since then. It's high time for a new road.</li></ul>	
<b>General Comments</b>	
<ul style="list-style-type: none"><li>In 1959 there were supposed to be improvements to this road system in question along with additional improvements to this highway network. In 1979, there was another Hwy 138 assessment introduced which again entailed environmental evaluations, drainage, and road expansion. In 2013, again, another engineering evaluation in regard to drainage and road accesses due to Spring flooding - during conditions of heavy Spring rain falls - and yet there have never been any major situations since 1959. Hence, is this another attempt to find additional tax funds for the Stormont County, disguised as an engineering endeavor, or is this a serious attempt to mitigate the road rage that presently exists on Hwy 138 by adding additional lanes thus offering those poor drivers greater leverage to drive irresponsibly.</li></ul>	<ul style="list-style-type: none"><li>Your comments regarding previous studies and the scope of the current improvements have been noted. The highway planning process is part of the Ministry of Transportation's ongoing review of the provincial highway network to make sure that highway operations remain at an acceptable level.</li><li>As you mentioned, there have been previous studies for Highway 138, including a study to identify a by-pass of St. Andrews West, and more recently, engineering and environmental studies to support ongoing highway maintenance, resulting in the rehabilitation of the highway and replacement of culverts that were deteriorating. The most recent highway rehabilitation contract was completed in the fall of 2015. Highway expansion, including the potential for a future by-pass of St. Andrews West, would require a separate Environmental Assessment study.</li><li>This study does not include highway expansion but does include reviewing existing traffic and highway conditions and the development and evaluation of a range of reasonable alternatives to determine the most appropriate short, medium, and long term improvement plans. Possible improvements could include passing lanes, turning lanes and intersection improvements. Although the timeline for implementing the results of this study are not confirmed, this planning will assist the Ministry, municipalities, business owners, and private land owners with future planning and development within the study area.</li></ul>
<b>Speed Enforcement</b>	
<ul style="list-style-type: none"><li>Personally, I would have your consulting group recommend photo radar along Highway 138 in secluded spots. Guaranteed, this alone would improve the county's coffers and spare residents along Highway 138 considerable pain forking out more taxes as this corridor consists of hard working individuals with marginal income.</li><li>It is not the road that is the problem, it is the drivers. The speed could be increased to 90 instead of 80 as most people drive at 90 km/hr. anyway. We have witnessed many accidents, even fatalities, but each and every time it's been due to driver error. Signage and crossing signals as well as winter maintenance on Highway 138 is perfect. I would not consider changes to Highway 138 rather driver awareness and education is needed (i.e., passing on solid lines).</li></ul>	<ul style="list-style-type: none"><li>Your additional comments regarding enforcement of speed limits have also been noted. Driving speeds on provincial highways are enforced by the Ontario Provincial Police (OPP), with resources general directed towards identified hot spots for the purpose of reducing or eliminating collisions in a specific geographical area. The OPP are a stakeholder in this study and have also been contacted to request comments.</li><li>Your comments regarding the posted speeds in the study area have been noted and have been submitted to the MTO Traffic Section for review. The speed limit for highways is generally set based on highway geometrics, intersection and entrance spacing, and roadway characteristics.</li><li>This study will include reviewing existing traffic and highway conditions and the development and evaluation of a range of reasonable alternatives to determine the most appropriate short, medium, and long term improvement plans. Possible improvements could include passing lanes, turning lanes and intersection improvements.</li></ul>

**Summary of Public Correspondence**

Comment	Response Provided/Action taken by Project Team
<p><b>Public Information Centre 1 (June 15, 2016)</b></p>	
<p><b>Brookdale Avenue Intersection Improvements</b></p>	
<ul style="list-style-type: none"> <li>▪ Alternative A1 is preferred <b>(x2)</b></li>   <li>▪ Alternative A2 is preferred</li> </ul>	<ul style="list-style-type: none"> <li>▪ Driving speeds and safety on provincial highways are enforced by the Ontario Provincial Police (OPP), with resources general directed towards identified hot spots for the purpose of reducing or eliminating collisions in a specific geographical area. The OPP are a stakeholder in this study and have also been contacted to request comments.</li>   <li>▪ Your preference for Alternative A1 has been noted and circulated to the project team for consideration.</li> <li>▪ Your preference for Alternative A2 has been noted and circulated to the project team for consideration.</li> </ul>
<p><b>Cornwall Centre Road Intersection Improvements</b></p>	
<ul style="list-style-type: none"> <li>▪ Alternative B2 is preferred <b>(x2)</b></li>   <li>▪ Southbound/westbound trucks often swing into the centre of the intersection to make their turn. Alternative B1 will still be able to use the centre of the intersection. Will there be a mountable curb on the island of Alternative B2?</li> </ul>	<ul style="list-style-type: none"> <li>▪ Your preference for Alternative B2 has been noted and circulated to the project team for consideration.</li> <li>▪ Please note that the improvement alternatives (B1 and B2) have been developed to accommodate truck turning at this location without mounting the curb. However, the type of curb will be further reviewed and confirmed during Detail Design.</li> </ul>
<p><b>Headline Road Intersection Improvements</b></p>	
<ul style="list-style-type: none"> <li>▪ Alternative C1 is preferred – traffic lights at the intersection <b>(x17)</b></li>   <li>▪ Alternative C2 is preferred – a roundabout at the intersection <b>(x5)</b></li>   <li>▪ There is constant noise, damage, and danger to livestock and fencing due to accidents at Headline Road and McConnell Avenue</li>   <li>▪ Concerns regarding the safety of the intersection due to lack of left turn lanes and cars passing right-turning vehicles</li> </ul>	<ul style="list-style-type: none"> <li>▪ Your preference for Alternative C1 has been noted and circulated to the project team for consideration.</li> <li>▪ Your preference for Alternative C2 has been noted and circulated to the project team for consideration.</li> <li>▪ Your comments regarding collisions at the existing Highway 138 / Headline Road intersection, and associated noise and property damage have been noted and have been circulated to the Ontario Provincial Police (OPP).</li> <li>▪ Your support for improvements to Highway 138 in the vicinity of Headline Road has been noted. The proposed alternatives presented at the recent PIC included a potential roundabout or traffic signals to improve traffic operations at the intersection.</li> </ul>

## Summary of Public Correspondence

<i>Comment</i>	<i>Response Provided/Action taken by Project Team</i>
<b>Dundas Street / County Road 43 Intersection Improvements</b>	
<ul style="list-style-type: none"> <li>▪ Alternative D3 is preferred <b>(x2)</b></li> <li>▪ Recommend providing additional turning lanes from Highway 138 to Dundas Street / CR 18 <b>(x2)</b></li> <li>▪ Minimize impacts to parking in front of the St. Andrews Church</li> <li>▪ Concerned regarding property impacts/expropriation <b>(x2)</b></li> </ul>	<ul style="list-style-type: none"> <li>▪ Your preference for Alternative D3 has been noted and circulated to the project team for consideration.</li> <li>▪ Your recommendation to include additional turning lanes from Highway 138 to Dundas Street / CR 18 has been noted. The addition of left-turn lanes was considered during the development of the intersection improvement alternatives (D1, D2, and D3). However, left-turn lanes could not be accommodated without also affecting the cemetery and Quinn's Inn.</li> <li>▪ The project team has met with representatives from St. Andrews Catholic Church and has discussed parking needs for special occasions, including weddings and funerals.</li> <li>▪ The Project Team provided an overview of the study, explanation of the overall study process, and confirmed that all alternatives, including 'do nothing' are under consideration. Indicated that questions regarding the property expropriation process would be answered by a representative from the MTO Property Section.</li> </ul>
<b>Valade Road Intersection Improvements</b>	
<ul style="list-style-type: none"> <li>▪ Alternative E3 is preferred as a dedicated southbound left-turn lane would result in less confusion for drivers</li> </ul>	<ul style="list-style-type: none"> <li>▪ Your preference for Alternative E3 has been noted and circulated to the project team for consideration.</li> </ul>
<b>Myers Road Intersection Improvements</b>	
<ul style="list-style-type: none"> <li>▪ Alternative G3 is preferred</li> <li>▪ Would have preferred a roundabout alternative</li> <li>▪ Concern regarding visibility due to a hill in the SW quadrant of the intersection</li> </ul>	<ul style="list-style-type: none"> <li>▪ Your preference for Alternative G3 has been noted and circulated to the project team for consideration.</li> <li>▪ Your interest in a roundabout at Myers Road has been noted. However, roundabouts are typically considered at intersections where a need for traffic control (i.e. traffic signals) is warranted. Recent traffic studies have identified a need for a left-turn lane at this intersection; however, the traffic volumes and operations do not warrant traffic control.</li> <li>▪ Your comment regarding the hill on the southwest quadrant of the intersection that affects visibility has been noted. The project team is currently reviewing conditions along the highway corridor, including the embankment noted in your comments.</li> </ul>
<b>Willy Allen Road Intersection Improvements</b>	
<ul style="list-style-type: none"> <li>▪ Provide paved shoulder or turning lane on east side of Highway 138 at Willy Allen Road</li> </ul>	<ul style="list-style-type: none"> <li>▪ Please note that a left-turn slip around is currently being considered at Willy Allen Road. Providing a left-turn slip around at t-intersections can improve safety and operations and will provide an opportunity for thru-traffic to by-pass left-turning vehicles on the right side of the turning vehicle.</li> </ul>

## Summary of Public Correspondence

Comment	Response Provided/Action taken by Project Team
<b>Slip-Arounds and Turning Lanes</b>	
<ul style="list-style-type: none"> <li>▪ Suggest slip-around at McDonald Road for NB traffic and at Rombough Road for SB traffic</li> <li>▪ Suggest slip-around on the west side of our farm</li> <li>▪ Adding turning lanes could reduce the risk of dangerous passing on the right shoulder</li> </ul>	<ul style="list-style-type: none"> <li>▪ Please note that a left-turn slip around and right-turn lane are currently being considered at Rombough Road. Providing a left-turn slip around at t-intersections can improve safety and operations and will provide an opportunity for thru-traffic to by-pass left-turning vehicles on the right side of the turning vehicle. Since there is no left-turn from Highway 138 northbound to McDonald Road (i.e. only a right-turn is possible), a slip-around is not required at this location.</li> <li>▪ In response to your interest in a slip-around at your farm entrance, the Ministry does not provide turning lanes for private entrances.</li> <li>▪ This study includes reviewing existing traffic and highway conditions and the development and evaluation of a range of reasonable alternatives to determine the most appropriate short, medium, and long term improvement plans.</li> </ul>
<b>Quail Road Intersection Improvements</b>	
<ul style="list-style-type: none"> <li>▪ The existing marked passing zone at Quail Road / MacMillans Corners Road makes it difficult to turn at this location since there is high traffic on Highway 138, and often there is oncoming traffic from the passing vehicles</li> <li>▪ Change passing lines at Quail Road intersection</li> </ul>	<ul style="list-style-type: none"> <li>▪ Your comments regarding a lack of turning opportunities because of the existing marked passing zone in the vicinity of Quail Road / MacMillan Corners Road have been noted. A review of operational concerns along the existing highway is being completed as part of this study, which includes consideration of the need for minor improvements at the Quail Road / MacMillan Corners Road intersection. Intersection improvements at this location could include removing the embankments in both southern quadrants to improve sight distance.</li> </ul>
<b>Passing Lanes</b>	
<ul style="list-style-type: none"> <li>▪ Passing lanes are required along Highway 138 <b>(x12)</b></li> <li>▪ Lots of passing in the vicinity of Cameron Road</li> </ul>	<ul style="list-style-type: none"> <li>▪ Your support for passing lanes has been noted and forwarded to the project team for consideration. The next phase of the study will include completing an evaluation of the passing lane alternatives to confirm the preferred location of northbound and southbound passing lanes.</li> <li>▪ Your comment regarding a high volume of passing vehicles in the vicinity of Cameron Road has been noted. The passing lane alternatives displayed at the recent PIC include a northbound passing lane in the vicinity of Cameron Road. The next phase of the study will include completing an evaluation of the passing lane alternatives to confirm the preferred locations of northbound and southbound passing lanes.</li> </ul>

## Summary of Public Correspondence

Comment	Response Provided/Action taken by Project Team
<ul style="list-style-type: none"> <li>Alternative SB-1 is unsafe due to the grade, reducing visibility, and there are multiple residences/businesses along the stretch with people trying to enter/exit driveways</li> </ul>	<ul style="list-style-type: none"> <li>Your comments regarding left-turns from the proposed passing lane (SB 1) have been noted and will be considered as part of the evaluation of alternatives. The proposed passing lanes were identified as part of a Corridor Traffic Operations and Safety Review (2014) that identified preliminary locations for northbound and southbound passing lane alternatives based on travel time savings and reduction in time spent following a slower vehicle. These locations were reviewed for this study and the length of the passing lanes have been adjusted based on study area conditions, including minimizing the number of entrances within the passing lanes.</li> </ul>
<ul style="list-style-type: none"> <li>Provide passing lanes every 5 km</li> </ul>	<ul style="list-style-type: none"> <li>The Highway 138 corridor has numerous private and commercial entrances that cannot be avoided when adding passing lanes. In general, passing lanes improve overall safety and operations for the travelling public.</li> <li>Your interest in a network of passing lanes every 5 kilometres has been noted. The proposed passing lanes were identified as part of a Corridor Traffic Operations and Safety Review (2014) that identified preliminary locations for northbound and southbound passing lane alternatives based on travel time savings and reduction in time spent following a slower vehicle. These locations were reviewed for this study, and the lengths of the passing lanes have been adjusted based on study area conditions. The passing lane alternative locations were refined based on the following criteria:                         <ul style="list-style-type: none"> <li>1.5-2 km in length</li> <li>Avoid municipal road intersections, where possible</li> <li>Minimize impacts to entrances and private property</li> <li>Minimize impacts to natural, social, and cultural features</li> </ul> </li> </ul>
<ul style="list-style-type: none"> <li>Alternative NB-1 is the best alternative between Cornwall and Monkland, however the lane ends on a crest and an embankment, reducing visibility. NB-2, SB-1 and SB-2 are good options.</li> </ul>	<ul style="list-style-type: none"> <li>Your preference for northbound passing lane Alternative 1, and support for the remaining passing lane alternatives has been noted. The project team is currently evaluating and reviewing the passing lane alternatives, including confirming the locations of northbound and southbound passing lanes.</li> </ul>
<ul style="list-style-type: none"> <li>Provide illumination for passing lanes</li> </ul>	<ul style="list-style-type: none"> <li>The Ministry of Transportation standard is to provide illumination at municipal intersections but does not include illuminating passing lanes.</li> </ul>
<ul style="list-style-type: none"> <li>Provide signage indicating slow vehicles / farm equipment making left turns</li> </ul>	<ul style="list-style-type: none"> <li>Your interest in highway signage to advise motorists of slow vehicles and farm equipment making left-turns from the proposed passing lanes has been noted. A 'left-turning vehicles' sign will be considered when future signage requirements are confirmed during future study phases.</li> </ul>



## Summary of Public Correspondence

Comment	Response Provided/Action taken by Project Team
<b>Carpool Lots</b>	
<ul style="list-style-type: none"> <li>▪ General support for carpool lots <b>(x3)</b></li> <li>▪ Carpool Lot in Monkland preferred, and minimize impacts to downtown St. Andrews West</li> <li>▪ Bus stops should only be available at carpool and designated parking areas in the immediate proximity of Highway 417. The bus currently stops at the intersection of County Road 15 and commuters park on private property without authorization. This should be addressed by designating bus stops at the carpool parking areas only.</li> <li>▪ Set up a web-based carpool system and establish one or two carpool lots</li> <li>▪ Carpool Lot Alternative 2 is on a hill, making access a concern</li> </ul>	<ul style="list-style-type: none"> <li>▪ Your support for carpool and commuter parking facilities along the Highway 138 corridor has been noted and circulated to the project team for consideration.</li> <li>▪ Your support for a carpool parking lot in the vicinity of Monkland and alternatives that minimize impacts to St. Andrews West, have been noted.</li> <li>▪ Your preference that bus stops be restricted to the proposed future car pool lot or to designated parking areas has been noted and has been forwarded to the project team for consideration.</li> <li>▪ The Ministry does not have authority within private parking lots; however, the proposed carpool lot alternatives have been identified, in part, to address the local concern regarding the use of private parking lots as informal parking areas for commuter bus lines.</li> <li>▪ Your interest in a provincial web-based car pool system has been forwarded to the Ministry of Transportation for consideration. For your interest, the Province (through Metrolinx and Greater Toronto Area (GTA) municipalities) has initiated a similar initiative for the GTA called Smart Commute. Additional information regarding this initiative is available at: <a href="http://explore.smartcommute.ca/#/">http://explore.smartcommute.ca/#/</a></li> <li>▪ Your comments regarding the location of carpool lot Alternative 2 have been noted. The project team is currently reviewing the carpool lot alternatives, including confirming access and entrances based on the highway profile. The preferred plan, including preferred carpool lot locations, will be available for public review at the next PIC.</li> </ul>
<b>Safety / Pedestrians / Cyclists</b>	
<ul style="list-style-type: none"> <li>▪ Concern for pedestrians and cyclists along Cornwall Centre Road / Highway 138 <b>(x3)</b></li> <li>▪ Concern for pedestrians and cyclists accessing the bicycle path adjacent to Highway 138 <b>(x2)</b></li> <li>▪ Concern for pedestrians' access through construction zones</li> </ul>	<ul style="list-style-type: none"> <li>▪ Your comments regarding pedestrian and cyclist on Highway 138 in the vicinity of Cornwall Centre Road have been noted. The project team has been in contact with the City of Cornwall staff, who have noted that the City's Bicycle and Pedestrian Master Plan include the potential for future shoulder bike lanes along Cornwall Center Road and Brookdale Avenue. This would be a municipal initiative and it is expected that the proposed improvements for this project will not prevent the municipality from implementing the recommendations from the Bicycle and Pedestrian Master Plan.</li> <li>▪ Your comments regarding pedestrian and cyclist access to the bicycle path adjacent to Highway 138 have been noted.</li> <li>▪ Property access shall be maintained during construction; however, details regarding construction, including construction staging, property access, and utility impacts, shall be determined in the subsequent Detail Design study.</li> </ul>

## Summary of Public Correspondence

Comment	Response Provided/Action taken by Project Team
<b>Need for By-Pass / Four-Laning of Highway 138</b>	
<ul style="list-style-type: none"> <li>▪ Four-laning of Highway 138 is preferred <b>(x3)</b></li> <li>▪ By-pass of St. Andrews West via extending Brookdale Avenue northward is preferred <b>(x6)</b></li> <li>▪ Consider by-pass of St. Andrews via extending McConnell Avenue northward</li> <li>▪ Create a new arterial highway in the area of Long Sault that connects Highway 401 and Highway 417</li> <li>▪ Cost of constructing a new highway will be less expensive now than in the future</li> <li>▪ A middle lane should be constructed throughout the entirety of Highway 138, and be used as a passing lane, alternating northbound and southbound every 2 km</li> </ul>	<ul style="list-style-type: none"> <li>▪ The scope of this study includes improvements to existing Highway 138 but does not include highway expansion, such as four-laning or a by-pass of St. Andrews West. This study does include reviewing existing traffic and highway conditions and the development and evaluation of a range of reasonable alternatives to determine the most appropriate short, medium, and long term improvement plans.</li> <li>▪ Possible improvements could include passing lanes, turning lanes and intersection improvements. Although the timeline for implementing the results of this study are not confirmed, this planning will assist the Ministry, municipalities, business owners, and private land owners with future planning and development within the study area.</li> </ul>
<b>Drainage</b>	
<ul style="list-style-type: none"> <li>▪ Drainage package submitted to MTO summarizing drainage issues at Campbell Road</li> <li>▪ The ditch that runs east of Brookdale Avenue and south of Cornwall Centre Road handles large volumes of water – would like to see a detailed stormwater management study. There is a swale on our property that receives water from our paved lot. Alternative A2 does not provide enough space for the ditch or existing swale</li> <li>▪ Drainage issues in St. Andrews West along Highway 138. Ditches are full of standing water and the ditches do not drain to Raisin River</li> <li>▪ Consider improving the ditches along Highway 138 to act as an escape route for vehicles veering to avoid a head-on collision with oncoming traffic</li> </ul>	<ul style="list-style-type: none"> <li>▪ Your comments regarding existing drainage patterns near Campbell Road and drainage and flooding issues on your property have been noted and have been circulated to the project drainage specialist for consideration. The project team is aware of the drainage issues in this area and is currently confirming drainage improvements in the vicinity of your property. This study has included confirming existing highway drainage conditions through field reviews and consultation with the public and agencies, and developing recommendations for potential drainage improvements. The Preferred Plan, including drainage improvements, will be available for public review at the next PIC.</li> <li>▪ Your comments regarding existing drainage patterns near Cornwall Centre Road have been noted and have been circulated to the drainage specialist for consideration. This study includes confirming existing highway drainage conditions through field reviews and consultation with the public and agencies, and developing recommendations for potential drainage improvements. Proposed drainage improvements will be presented at the next PIC.</li> <li>▪ Your comments regarding drainage issues in St. Andrews West have been noted and have been circulated to the project drainage specialist for consideration.</li> <li>▪ Your comments regarding the need to improve ditches to provide an escape route for vehicles have been noted. The study has included developing a range of passing lane and intersection improvements that will reduce the risk of conflicts with opposing or turning traffic and improve the capacity of the highway.</li> </ul>
<b>Additional Improvements / Property Impacts</b>	
<ul style="list-style-type: none"> <li>▪ Provide better lighting at intersections</li> </ul>	<ul style="list-style-type: none"> <li>▪ Your comments regarding illumination at existing intersections along Highway 138 have been noted and circulated to the project team for consideration. The Ministry of Transportation typically provides illumination at municipal intersections. The scope of this study will include reviewing illumination requirements along the highway in accordance with current Ministry of Transportation standards.</li> </ul>



## Summary of Public Correspondence

Comment	Response Provided/Action taken by Project Team
<ul style="list-style-type: none"> <li>Provide traffic lights at Cameron Road / Highway 138 intersection</li> </ul>	<ul style="list-style-type: none"> <li>Your interest in traffic signals at Cameron Road has been noted. However, recent traffic studies have not identified operational, safety, or geometric concerns at this intersection that would warrant traffic control, such as traffic signals or a roundabout.</li> </ul>
<ul style="list-style-type: none"> <li>Provide traffic lights and turning lanes at Lafleche Road / Highway 138 intersection</li> </ul>	<ul style="list-style-type: none"> <li>Your interest in traffic signals and turning lanes at Lafleche Road have been noted. However, recent traffic studies have not identified operational, safety, or geometric concerns at this intersection that would warrant traffic control, such as traffic signals.</li> </ul>
<ul style="list-style-type: none"> <li>Concerns regarding property impacts to Cornwall Mazda</li> </ul>	<ul style="list-style-type: none"> <li>Your concerns regarding potential property impacts to Cornwall Mazda have been noted. The development and evaluation of alternatives for the Brookdale Avenue includes consideration for potential property impacts.</li> </ul>
<ul style="list-style-type: none"> <li>Concerns regarding property access. How will construction staging ensure that there are no property impacts for diverting traffic around construction areas?</li> </ul>	<ul style="list-style-type: none"> <li>Property access shall be maintained during construction; however, details regarding construction, including construction staging and property access, shall be determined in the subsequent Detail Design study.</li> </ul>
<ul style="list-style-type: none"> <li>Concerns regarding grade along Highway 138</li> </ul>	<ul style="list-style-type: none"> <li>This study includes a review of the highway to identify geometric issues, such as steep hills that could restrict sightlines along the highway. The Recommended Plan, including any highway profile adjustments, will be presented at the next PIC.</li> </ul>
<ul style="list-style-type: none"> <li>Provide rest stops / texting areas along Highway 138 <b>(x2)</b></li> </ul>	<ul style="list-style-type: none"> <li>Your comments regarding potential rest / texting areas along the Highway 138 corridor have been noted. The ministry does not currently provide dedicated rest/texting areas on King's Highways; however, the proposed carpool parking lots could be utilized for rest or text stops.</li> </ul>
<ul style="list-style-type: none"> <li>Seek a permanent snow fencing solution along the area south of Lafleche Road</li> </ul>	<ul style="list-style-type: none"> <li>Your interest in a permanent solution to replace the temporary snow fences south of Lafleche Road has been noted. This study includes reviewing the previously completed snow drifting study to confirm whether permanent snow mitigation can be implemented, where warranted, along the highway corridor. Proposed snow drift mitigation will be presented at the next PIC.</li> </ul>
<ul style="list-style-type: none"> <li>Concern for alternatives that result in a loss of parking in front of the church in St. Andrews West</li> </ul>	<ul style="list-style-type: none"> <li>The project team has met with representatives from St. Andrews Catholic Church and has discussed parking needs for special occasions, including weddings and funerals. It is expected that some parking will remain available for processions on the south side of County Road 18, if possible.</li> </ul>
<ul style="list-style-type: none"> <li>Restrict large trucks from using Highway 138 between 6 am and 8 am</li> </ul>	<ul style="list-style-type: none"> <li>Please note that Highway 138 is a provincial highway and as per MTO policies provincial road facilities must accommodate truck and transport vehicle traffic for the movement of goods throughout the province and cannot have restrictions for truck and transport vehicles.</li> </ul>
<ul style="list-style-type: none"> <li>Install deer fencing in wooded areas along Highway 138</li> </ul>	<ul style="list-style-type: none"> <li>Wildlife fencing can be an effective solution for minimizing wildlife crossings of a roadway, if there are significant areas that can be fenced. However, it is typically not an effective approach in an area with numerous intersections and entrances. The Highway 138 corridor has a Wildlife Detection System in place approximately 1 km north and south of McDonald Road. The purpose of the Wildlife Detection System is to monitor wildlife movement within an area where a high percentage of wildlife / vehicle collisions had been reported, and alert the travelling public when wildlife is within the highway corridor.</li> </ul>

## Summary of Public Correspondence

Comment	Response Provided/Action taken by Project Team
<ul style="list-style-type: none"> <li>▪ Propose a wildlife passageway under Highway 138 in areas to receive passing lanes / between McMillans Corners and Willy Allen Road</li>   <li>▪ Repaint highway lines using fluorescent paint</li> <li>▪ Install traffic cameras to monitor traffic flows throughout Highway 138</li>   <li>▪ Indicated the corner store is of value to the community of St. Andrews West as part of its identity, and as a community meeting place</li> </ul>	<ul style="list-style-type: none"> <li>▪ Typically, the Ministry of Transportation considers the potential for mitigation for wildlife crossings of highways in areas where there are a high number of crossings and / or wildlife / vehicle collisions. The Highway 138 corridor has a Wildlife Detection System in place approximately 1 km north and south of McDonald Road. The purpose of the Wildlife Detection System is to monitor wildlife movement within an area where a high percentage of wildlife / vehicle collisions had been reported, and alert the travelling public when wildlife is within the highway corridor.</li> <li>▪ Request has been noted and forwarded to the Ministry's maintenance staff for consideration.</li> <li>▪ Your interest in traffic cameras to monitor traffic has been noted. Driving speeds and safety on provincial highways are enforced by the Ontario Provincial Police (OPP). The OPP are a stakeholder in this study and have also been contacted to request comments.</li> <li>▪ Your comments regarding the corner store at Highway 138 and Dundas Street have been noted. The evaluation of alternatives will include consideration for impacts to property and local businesses.</li> </ul>
<b>Vegetation</b>	
<ul style="list-style-type: none"> <li>▪ Vegetation is growing too close to Highway 138 <b>(x4)</b></li> </ul>	<ul style="list-style-type: none"> <li>▪ Your comments regarding vegetation and tree removal or maintenance along Highway 138 have been noted and will be circulated to the project team for consideration.</li> <li>▪ A review of operational concerns along the existing highway is being completed as part of this study, which includes consideration of the need for minor improvements such as vegetation or tree removal. Recommendations for tree or vegetation removal will be available for review at the next PIC.</li> </ul>
<b>General Comments / Other</b>	
<ul style="list-style-type: none"> <li>▪ The grade of the hill on Highway 138 between Willy Allen Road and Ranald George Road creates reduced visibility. A school bus sign and a hidden driveway sign should be placed on the hill. There should be a no-passing zone between Amell Road to past Willy Allen Road</li> <li>▪ Signs on Highway 138 should not block view of traffic</li>   <li>▪ Railway crossing in Monkland is uneven, causing vehicles to brake and increase chances of collisions</li>   <li>▪ Rumble strips on Highway 138 are noisy <b>(x2)</b></li> </ul>	<ul style="list-style-type: none"> <li>▪ A review of operational concerns along the existing highway is being completed as part of this study, which includes consideration of the need for minor improvements such as signage, vegetation or tree removal and grading.</li> <li>▪ A review of operational concerns along the existing highway is being completed as part of this study, which will include a review of existing highway signage along the corridor to confirm that the height and location meet required visibility standards.</li> <li>▪ A review of operational concerns along the existing highway is being completed as part of this study, which includes consideration of the need for minor improvements such as road conditions and grading. The project team is also reviewing the Highway 138 railway crossing north of Monkland as part of this review. Recommendations for improvements will be available for review at the next PIC.</li> <li>▪ Your comments regarding noise related to rumble strips on Highway 138 have been noted and have been circulated to the project team for consideration. Rumble strips are generally installed to improve safety, and the noise created occurs infrequently. The Ministry will continue to monitor noise comments received related to the rumble strips in this area to determine if the noise from the rumble strips outweighs their safety benefit.</li> </ul>

## Summary of Public Correspondence

Comment	Response Provided/Action taken by Project Team
<ul style="list-style-type: none"> <li>▪ Stop trucks from parking on Highway 138 and County Road 43</li> <li>▪ Consider human safety, impact to authorities, costs to traveler, implications relevant to usage and speed of travelling on the road when deciding on an improvement plan</li> <li>▪ Since utilities will be impacted, how much of a power disruption can be expected?</li> </ul>	<ul style="list-style-type: none"> <li>▪ Your concern regarding trucks parking at the Highway 138 / County Road 43 intersection has been noted. The Ministry is aware that there are a number of informal parking areas along the Highway 138 corridor. The proposed carpool parking lot alternatives presented at the Public Information Centre provide public parking facilities along the corridor to minimize the use of the informal parking areas.</li> <li>▪ The evaluation of alternatives will include consideration for highway engineering, safety and traffic operations, cost, socio-economic and natural environment factors, with a goal of identifying an improvement plan that is cost-effective, provides safe operations, and is compatible with local planning and transportation objectives, while minimizing impacts to the environment.</li> <li>▪ Details regarding utility impacts shall be determined in the subsequent Detail Design study.</li> </ul>

### Speed Limit / Speed Enforcement

<ul style="list-style-type: none"> <li>▪ Increase the speed limit on Highway 138 <b>(x7)</b></li> <li>▪ Speed limit between Cornwall Centre Road and St. Andrews West should be 70 km/h</li> <li>▪ Speed limit between Cornwall and St. Andrews West should be 50 km/h or 60 km/h to increase safety</li> <li>▪ Increase police enforcement on Highway 138 <b>(x5)</b></li> <li>▪ Increasing the speed limit will not help reduce speeding along Highway 138 <b>(x3)</b></li> <li>▪ Will the speed increase to 100 km/h along Highway 138?</li> <li>▪ What will the speed be between St. Andrews West and Cornwall</li> </ul>	<ul style="list-style-type: none"> <li>▪ Your comments regarding the posted speeds in the study area have been noted and have been submitted to the MTO Traffic Section for review. The speed limit for highways is generally set based on highway geometrics, intersection and entrance spacing, and roadway characteristics.</li> <li>▪ Driving speeds and safety on provincial highways are enforced by the Ontario Provincial Police (OPP), with resources general directed towards identified hot spots for the purpose of reducing or eliminating collisions in a specific geographical area. The OPP are a stakeholder in this study and have also been contacted to request comments. Project comments regarding enforcement of speed limits have also been forwarded to the OPP for their consideration.</li> </ul>
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### Public Information Centre 2 (December 14, 2016)

### Comments on Evaluation of Alternatives

<ul style="list-style-type: none"> <li>▪ Hwy. 138 at County Rd. 18 at St. Andrews West is a scene of many truck collisions with the stone wall around Pioneer Cemetery on northwest corner as they turn right onto Power Dam Dr. heading west. Recommended improvements to this intersection are to close off access to Hwy. 401 at Power Dam Dr. to keep transport truck traffic from using County Rd 18 and 36.</li> <li>▪ Prefer traffic lights at Headline Rd. (x4)</li> <li>▪ Too much truck traffic for a round-about (x2)</li> <li>▪ No round-a-bout at Headline Road</li> <li>▪ Install round-a-bouts instead of traffic lights to help traffic flow and reduce "grid-lock"</li> </ul>	<ul style="list-style-type: none"> <li>▪ The "Do Nothing" Alternative was selected as the Preferred Alternative for this intersection as the existing intersection maintains acceptable overall traffic operations; does not impact built and cultural heritage features; avoids impacts to private property; and avoids impacts to potential unmarked graves outside of the cemetery boundary. Several minor improvements were included as part of the Recommended Plan. These minor improvements include, but are not limited to: a new concrete sidewalk with pedestrian ramps in the northwest corner; a new barrier curb adjacent to the stone wall in the northwest corner; and centreline shifts to accommodate southbound Highway 138 vehicles turning right onto Dundas Street (County Road 18).</li> <li>▪ The evaluation of alternatives resulted in the recommendation of providing a roundabout at the Headline Road intersection because it: provides improved traffic operations, including a shorter delay in travel time and vehicle queue lengths for the overall intersection; has the potential to decrease the number and severity of collisions; provides traffic calming with reduced speeds; and has the potential to act as a gateway feature in a key transition area.</li> </ul>
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**Summary of Public Correspondence**

<i>Comment</i>	<i>Response Provided/Action taken by Project Team</i>
<ul style="list-style-type: none"> <li>▪ Addition of rumble strips on the centre of Hwy. 138 on either side of the centreline separated by a minimum 12in median. This will separate north and south bound traffic and increase safety</li> <li>▪ Concerns with all three (3) options (G1, G2, G3) for Myers Road/McPhail Road as they all close off access to 2.5acres (1.0ha) of Highway Commercial zoned land (northwest corner) where there is current access</li> <li>▪ Investigate the necessity for traffic lights and left-turn lanes at intersection of Hwy. 138 and Lafleche Rd./Allaire Rd due to high rate of truck traffic turning into Lafleche Landfill (now GFL Environmental)</li> <li>▪ Highway elevation is 40-50 feet higher than natural elevation</li> <li>▪ Need larger culvert crossing Hwy 138 where unnamed drainage crosses</li> </ul>	<ul style="list-style-type: none"> <li>▪ Comments circulated to the project team for consideration.</li> <li>▪ The Recommended Plan includes the closure of the property entrance in the northwest corner of the Myers Road/McPhail Road and Highway 138 intersection. Access to the property will be maintained via the entrance on Myers Road. In turn, Myers Road will continue to provide access to Highway 138 via its intersection with the highway. As part of the study, it was determined that the closure of the entrance to the property in question would improve the overall intersection and safety operations.</li> <li>▪ Your interest in traffic signals and turning lanes at the Lafleche Road / Allaire Road and Highway 138 intersection has been noted; however, recent traffic studies (that consider future traffic projections) have not identified operational, safety, or geometric concerns at this intersection that would warrant traffic control, such as traffic signals as part of the planning horizon for this study.</li> <li>▪ Culvert sizes are selected to accommodate projected flow volumes for each drainage feature as determined through drainage studies.</li> </ul>

**Comments on the Recommended Plan**

<ul style="list-style-type: none"> <li>▪ Hwy. 138 will only get worse with SB-1 southbound passing lane. We have a hard time getting in/out of our driveway as it is. Speed limit should be dropped here to what it is at the intersection of Hwy. 43</li> <li>▪ Don't put a passing lane(SB-1) near a major intersection on a crowded residential area</li> </ul>	<ul style="list-style-type: none"> <li>▪ The addition of dedicated passing lanes at strategic locations can improve safety by providing passing opportunities that reduce the risk of conflicts with opposing or turning traffic; and can improve the capacity of the highway. The need for passing lanes is identified based on a combination of traffic volumes, highway operations, and driving conditions (e.g. aggressive driving, frequent overtaking).</li> <li>▪ Alternatives NB-1 and SB-1 were selected as the recommended alternatives because they: Provide the required passing opportunities; Provide the greatest safety improvement since they are located in areas with higher traffic volumes and a lack of passing opportunities; Provide a significant improvement to both total travel time and percent time spent following other vehicles</li> <li>▪ All speed limit comments regarding the posted speeds in the study area have been submitted to the MTO Traffic Section for review. The MTO will complete a review of the existing speed limits in the study area. The results of this review will be documented in the Transportation Environmental Study Report (TESR).</li> </ul>
<ul style="list-style-type: none"> <li>▪ Concern about intersection of Hwy. 138 and Cornwall Centre Rd. While they are a much needed improvement, what surprised me is that you didn't take into consideration the problems associated with the traffic flow moving from Hwy#138 proper southbound and attempting to negotiate a left turn onto Cornwall Center Road in the direction of Pitt Street. Trucks turning in that direction are forced to travel well off the roadway to allow the following trailer to clear the cement dividing barrier. At this same intersection provision ought to be made for the west bound traffic on Cornwall Center Road to avail themselves of a ramp to enter onto hwy#138 northbound. Currently, the traffic coming from the other direction and heading north is forced to juggle with the opposing turning traffic. Each should have their own entry lane onto hwy#138 before merging into the existing single lane.</li> </ul>	<ul style="list-style-type: none"> <li>▪ A traffic study completed for this Preliminary Design Study indicated that the intersection is currently deficient for southbound Highway 138 right-turning trucks; however, the intersection is anticipated to maintain acceptable levels-of-service for southbound Highway 138 left-turning trucks, and westbound Cornwall Centre Road right-turning vehicles.</li> </ul>



## Summary of Public Correspondence

Comment	Response Provided/Action taken by Project Team
<ul style="list-style-type: none"><li>▪ Concern with recommended round-a-bout at Headline Rd. and Hwy 138. Too small of a diameter to permit free flow of traffic; will require large truck traffic to slow right down to navigate turns increasing risk of hard braking and rear end collisions. They are better suited for slower moving traffic, not on a major commuter highway. Segregated left turn lanes would appear to be the better option. What I mean is that the left turn lane is bound on both sides by curbing. Left turn vehicles will be forced to stop at the end of these lanes via a stop sign and can proceed once they have a clear opportunity to do so. Again, traffic flow is not impeded as there will not be any confusion as to whether the opposing vehicle is turning or not nor will there be the current tendency to pass on the right of a stopped vehicle.</li><li>▪ Concern that overall safety is not as valued as overall efficiency of highway. Concern with right turn taper heading north (turning east onto McMillon Rd.) People pass on the left of those turning onto McMillon Rd. This results in possibility of people turning south onto Hwy. 138 being hit by those people travelling north on Hwy 138 and passing those turning onto McMillon</li><li>▪ With exception of Cornwall Centre Rd. intersection, I see a positive plan. Also without a St. Andrews bypass, there will still be major problems.</li><li>▪ Left hand slip lane on west side of Hwy. 138 will encroach on property and septic tank</li></ul>	<ul style="list-style-type: none"><li>▪ Recommended Plan includes a roundabout at Headline Road because it: provides improved traffic operations, including shorter delay in travel and vehicle queue lengths for the overall intersection; has the potential to decrease the number and severity of collisions; provides traffic calming with reduced speeds; and has the potential to act as a gateway feature in a key transition area. The roundabout has been updated to improve geometrics. It will be designed to accommodate all types of traffic, including large/full-size transport trucks, and shall ultimately slow traffic through these areas, enhancing public safety. In regard to your comment on stop signs at Headline Road, the operations analysis concluded that traffic control signals, including stop signs, are warranted. However, existing and projected traffic volumes on Highway 138 are too high for stop signs as an effective alternative and would impact operations and result in delays at Headline Road.</li><li>▪ A review of operational concerns along the existing highway was completed as part of this study, which included consideration of the need for minor improvements at the Quail Road / McMillan Corners Road intersection. The review did not identify significant operational, safety, or geometric concerns at this intersection that would warrant traffic control, such as traffic signals or a roundabout, and/or other improvements at this time.</li><li>▪ The scope of this study includes improvements to the existing Highway 138 but does not include highway expansion, such as four-laning or a by-pass of St. Andrews West.</li><li>▪ Providing a left-turn slip around at T-intersections can generally improve safety and operations. The treatment adds space for thru-traffic to bypass left-turning vehicles on the right side of the turning lane. This treatment can also minimize potential conflicts of passing vehicles with oncoming traffic.</li><li>▪ Property impacts have been avoided or minimized, where possible. Our project team has reviewed the property impacts and has reduced the property required to facilitate the left-turn slip around lane. The left-turn slip around lane at Warina Road has been designed to MTO standards and cannot be relocated. The Transportation Environmental Study Report will document the final Recommended Plan, which will show reduced impacts to your property and we believe your septic system will not be impacted. As this is a Preliminary Design Study, a more comprehensive investigation will be required during Detail Design, to confirm these findings.</li></ul>
<ul style="list-style-type: none"><li>▪ Increase in traffic noise. Already dangerous to enter and leave driveway entering onto Hwy. 138. Recommended changes will make it more so.</li><li>▪ The study mentions the possibility of a carpool parking lot. Is one of the possible locations just north of the diner? Can I be put on the mailing list as well?</li><li>▪ Interested in info regarding carpool lot at corner of Hwy 138 and County Rd 43</li></ul>	<ul style="list-style-type: none"><li>▪ The noise impact assessment determined that the MTO noise objectives will be met without the use of noise mitigation. Therefore, noise mitigation measures are not warranted for the proposed improvements to Highway 138.</li><li>▪ It was determined that only two locations for carpool lots would be selected for the Recommended Plan. One carpool lot is located on the north side of Cornwall Centre Road at the intersection of Brookdale Avenue; the second carpool lot is located on the east side of Highway 138 approximately 1 km north of Dundas Street. The mid-block location (near Dundas Street) is recommended based on observations, the carpool lot survey, and public and agency comments. A mid-block location will satisfy the identified parking need in the northern part of the study area.</li></ul>

## Summary of Public Correspondence

Comment	Response Provided/Action taken by Project Team
<ul style="list-style-type: none"> <li>▪ Add passing lanes only starting north of Monkland-too populated; don't want a freeway</li> <li>▪ Request for advance green for northbound traffic making left turn onto County Rd. 18</li> <li>▪ Brookdale should continue north to Headline Rd.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The passing lanes south of Monkland were selected as the recommended passing lane alternatives because they: provide the required passing opportunities; provide the greatest safety improvement, since they are located in areas with higher volumes and a lack of passing opportunities; and provide a significant improvement to both total travel time and percent time spent following other vehicles. The recommended passing lanes will also assist in supporting provincial transportation needs and will allow traffic to move efficiently on Highway 138.</li> <li>▪ Your interest in advanced left turn signals at the Dundas Street intersection has been noted and circulated to the project team. The signal timing at the intersection has been reviewed and modifying the timing and phasing is not expected to improve overall operations (i.e. total delay) at the intersection. The Ministry will continue to review the signal timing as part of its ongoing maintenance and operation reviews.</li> <li>▪ The scope of this study includes improvements to the existing Highway 138 but does not include highway expansion, such as four-laning or a by-pass of St. Andrews West.</li> </ul>

### General Comments

<ul style="list-style-type: none"> <li>▪ Northbound passing lane will impact entrance to Cornwall Handgun Club; may have to move entry gate back and up at a higher elevation resulting in steep grade, poor visibility.</li> <li>▪ Keep reduced speed from Headline Rd. to St. Andrews West.</li> <li>▪ Highway speed should be lowered</li> <li>▪ Transport trucks travel too fast as it is</li> <li>▪ Turning left into driveway from Hwy 138 when heading north is difficult due to reduced visibility of traffic heading south. You cannot see traffic until it has crested the hill at our driveway.</li> <li>▪ Passing lanes will result in higher average speeds and less reaction time.</li> <li>▪ MTO owns land between Brookdale Ave. and Headline Rd. Consider as an alternative for a new road (bypass).</li> </ul>	<ul style="list-style-type: none"> <li>▪ The existing entrance will require minor regrading to maintain what is currently in place and can be accommodated within the existing MTO right-of-way. The resulting grade of the Cornwall Handgun Club driveway, due to the addition of the northbound passing lane, will satisfy MTO design standards.</li> <li>▪ The speed limit for highways is generally set based on highway geometrics, intersection and entrance spacing, and roadway characteristics. Your comment has been submitted to the MTO Traffic Section for review.</li> <li>▪ The scope of this study includes improvements to the existing Highway 138 but does not include highway expansion, such as four-laning or a by-pass of St. Andrews West.</li> </ul>
<ul style="list-style-type: none"> <li>▪ Cornwall Centre Rd. going to Brookdale has little lighting. Also the highway near where I live does not have enough 'road' lights. Side of highway not cleared of snow in the winter</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Ministry of Transportation typically provides illumination at municipal intersections but an illumination analysis conducted for this study indicated that no new or upgraded continuous illumination is warranted for the Highway 138 corridor. Additionally, snow removal is a maintenance responsibility and was not a focus of this study. Your comment will be passed along to Ministry staff for consideration and review.</li> </ul>



## Summary of Public Correspondence

Comment	Response Provided/Action taken by Project Team
<ul style="list-style-type: none"><li>Area is heavily treed and low lying-high wildlife collision area</li><li>With exception of Cornwall Centre Rd. intersection, I see a positive plan. Also without a St. Andrews bypass, there will still be major problems.</li><li>Request for bypass at St. Andrews West</li><li>Explore new route Maxville Exit to Hwy 401 or Casselman to Power Dam Rd.</li></ul>	<ul style="list-style-type: none"><li>Wildlife fencing can be an effective solution for minimizing wildlife crossings of a roadway, if there are significant areas that can be fenced. However, it is typically not an effective approach in an area with numerous intersections and entrances. The Highway 138 corridor has a Wildlife Detection System in place approximately 1 km north and south of McDonald Road. The purpose of the Wildlife Detection System is to monitor wildlife movement within an area where a high percentage of wildlife / vehicle collisions had been reported, and alert the travelling public when wildlife is within the highway corridor.</li><li>The scope of this study includes improvements to the existing Highway 138 but does not include highway expansion, such as four-laning or a by-pass of St. Andrews West.</li></ul>
<ul style="list-style-type: none"><li>Additional northbound lane near Cameron Rd. will be very close to my well for my house, possibly over it. Also, there is a second driveway and culvert that have not been indicated on the map.</li></ul>	<ul style="list-style-type: none"><li>The map that you have provided has been reviewed, and the property to be acquired is for right-of-way. While the passing lane will result in the highway moving closer to your property, the water well in question is not anticipated to be affected by the Recommended Plan. Thank you for identifying the additional driveway used to access your property, as well as the culvert that conveys water beneath it. The map identifying these features has been circulated to the project team.</li></ul>
<ul style="list-style-type: none"><li>Request for use of roundabouts vs signalized intersections</li></ul>	<ul style="list-style-type: none"><li>The Recommended Plan, which was identified through the evaluation of alternatives process that included consideration for traffic operations and geometrics, includes numerous improvements to the Highway 138 corridor. These improvements include implementing new turning lanes, slip-around lane, intersection improvements (including a roundabout at Headline Road), passing lanes, and carpool lots.</li></ul>
<ul style="list-style-type: none"><li>Level Shoulder on Hwy 138 from St. Andrews S to Headline Rd. (x2)</li></ul>	<ul style="list-style-type: none"><li>Any alterations to the highway shoulders will be localized to the improvement areas identified in the Recommended Plan</li></ul>



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**Highway 138 Improvements from  
Highway 401 to Highway 417  
(GWP 4015-08-00)**

**Notice of Study Commencement  
Comments Received from  
January 13, 2016 to January 29, 2016**

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External Agencies

**EXTERNAL AGENCY COMMENT SHEET**

Preliminary Design and Class Environmental Assessment  
Highway 138 Improvements from Highway 401 to Highway 417  
(GWP 4015-08-00)

Please submit your comments before January 29, 2016. Use the other side if required.  
With the exception of personal information, all comments will become part of the public record.

Comments may be submitted by mail, fax or email to:

Maya Caron, B.Sc., MCIP, RPP, Senior Environmental Planner  
Stantec Consulting Ltd., 100 - 401 Wellington Street West, Toronto ON M5V 1E7  
Tel. (416) 598-7162, Fax (416) 596-6680  
Email: maya.caron@stantec.com

Comments submitted by:

Name of Contact:

Organization:

Address (including Postal Code):

Telephone Number:

Email:



United Counties of  
Stormont, Dundas and Glengarry  
26 Pitt Street  
Cornwall, ON  
K6J 3P2

**Benjamin de Haan, P. ENG**  
Director, Transportation and  
Planning Services

T: 613 932-1515  
x 3

F: 613 936-2913  
bdehaan@sdgcounties.ca  
SDGcounties.ca

TRANSPORTATION AND PLANNING SERVICES

The contact name and mailing address for your organization/agency (please check one):

- Is correct; or
- Should be changed to:

Your interests or concerns regarding the study area or undertaking are (continue on back if required):

The work will impact several major County / MTO intersections. Note the following intersection specific concerns (over).

Your organization/agency can provide the following environmental (i.e., natural, social, economic or cultural) information and requires the following permits/approvals:

I am providing a copy of background reports/existing information:

- With this comment sheet
- No background information available
- Via email / mail

The level of involvement you wish to have on this project is:

- Active participation
- Participation at key points
- None, please remove from mailing list

County is participating through the Municipal Stakeholder Group.



Additional comments:

County Rd 441 Headline

→ met warrants for signalization, yet not implemented. Poor level of service.

County Road 181

→ Tight intersection (geometry is deficient).

Frequent issues with trucks striking

the historic stone wall. Used to

access 401 westbound because of 138/181 South Branch intersection.

Hwy 138 is intended to be a major commuter road + link between 401 + 417, yet because of the accident frequency and lack of passing opportunities, commuters often utilize the County Road network as an alternative to 138.

Ultimately the study should improve the efficiency of the road + intersections

**Gazibara, Nevena**

**From:** Maya.Caron=stantec.com@highway138study.ca on behalf of Caron, Maya  
<Maya.Caron@stantec.com>  
**Sent:** Friday, January 22, 2016 1:42 PM  
**To:** comments@highway138study.ca  
**Cc:** Freure, Peter (MTO) (Peter.Freure@ontario.ca); Ogilvie, Kevin (MTO) (Kevin.Ogilvie@ontario.ca)  
**Subject:** FW: Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00) Notice of Study Commencement

FYI, we will prepare a draft response.

**From:** [EKamm@cornwall.ca](mailto:EKamm@cornwall.ca) [mailto:EKamm@cornwall.ca]  
**Sent:** Friday, January 22, 2016 1:25 PM  
**To:** Caron, Maya  
**Subject:** Re: Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00) Notice of Study Commencement

Hi Maya

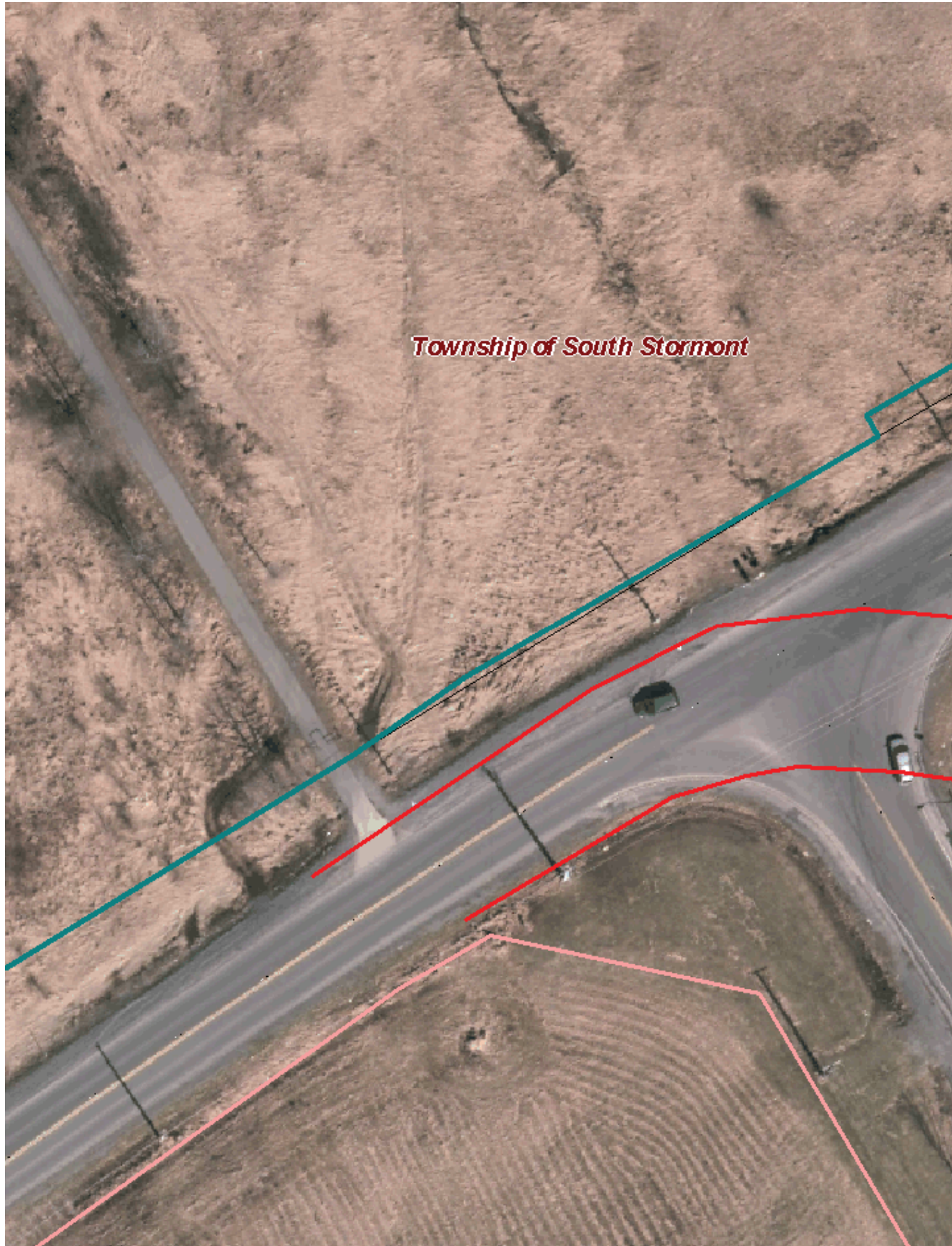
I noticed in the sketch, that both intersections, of Hwy 138, with Cornwall Center Rd. and Brookdale Ave. are included, as well as the Hwy 401 ramps.

The City would be interested in the redesign of those intersections. Current configuration does not favour the main traffic flow pattern.

If so, would roundabouts be part of the consideration for some intersections?.

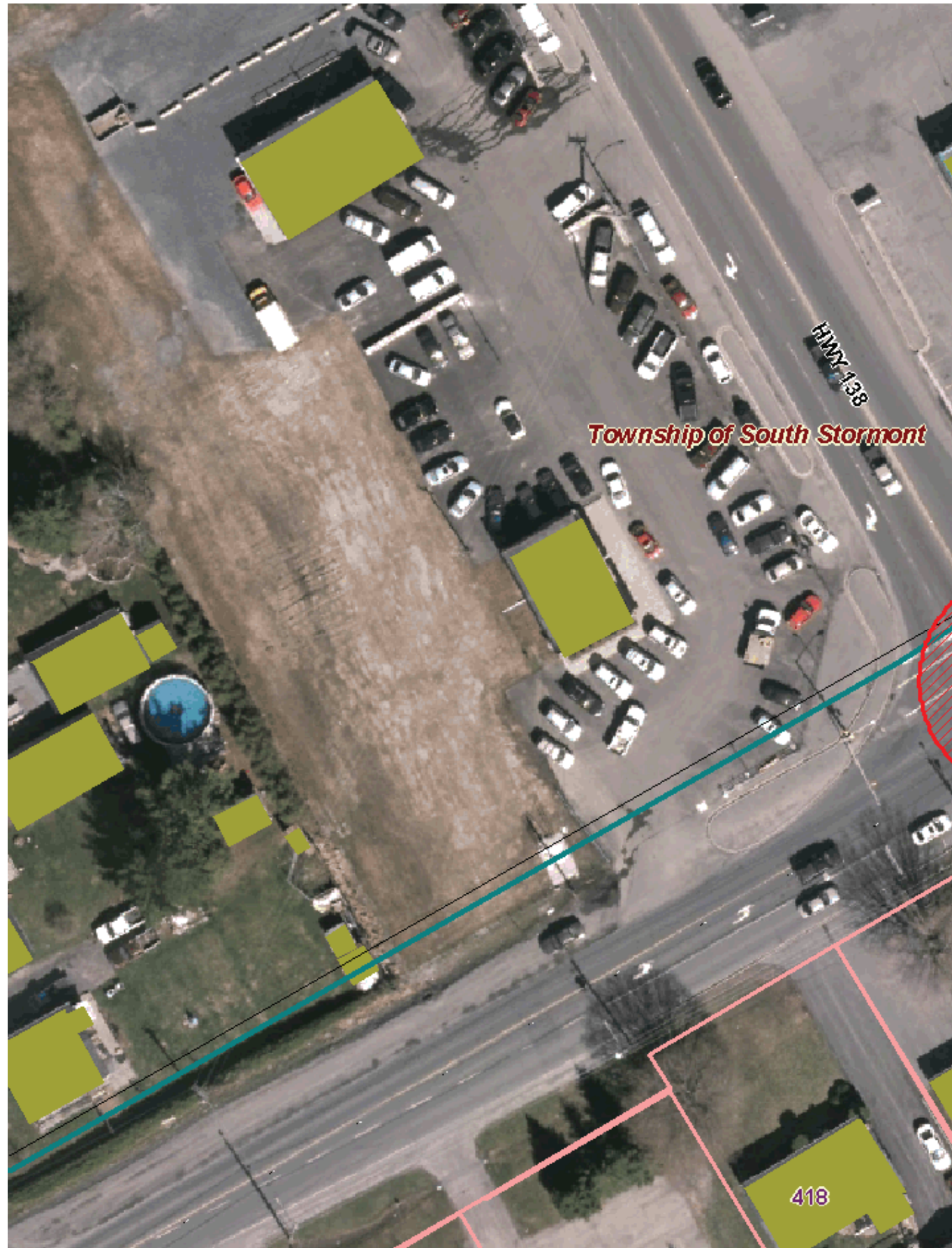
Below is what I kind of preliminarily envisage, in order to better accommodate the main traffic flow on Cornwall Center Rd./Brookdale ave. Where the main flow follows the Hwy 138 alignment.





Also, given traffic movements are turning movements at the intersection with Cornwall Center Rd. and Hwy 138, some consideration might be given to the implementation of a roundabout.





Hopefully, the EA would cover those grounds and review all possibilities to provide the best option for all.  
Best Regards

Enrique Figueredo Kamm, MSc., P.Eng.  
Transportation Engineer  
Transportation Section  
Department of Infrastructure & Municipal Works  
City of Cornwall  
Tel: (613) 930-2787 ext. 2231  
Fax: (613) 932-8891  
[www.cornwall.ca](http://www.cornwall.ca)

From: "Caron, Maya" <[Maya.Caron@stantec.com](mailto:Maya.Caron@stantec.com)>  
To: Undisclosed recipients;  
Date: 12/01/2016 01:50 PM  
Subject: Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00) Notice of Study Commencement

Dear Sir/Madam,

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Preliminary Design and Class Environmental Assessment (Class EA) Study of approximately 35 kilometres of Highway 138 between Highway 401 and Highway 417 in the City of Cornwall and the Townships of North Stormont and South Stormont.

The purpose of the study is to identify a Recommended Plan for improvements as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network. The improvements could include intersection improvements, turning lanes, passing lanes, drainage improvements, possible carpool parking, corridor access and entrance reviews, and snowdrift mitigation. A copy of the notice of study commencement is attached.

The purpose of this email is to introduce the project, to seek your input on the existing conditions within the study area, and to identify any issues, concerns or approval requirements that your organization may have. Your input is requested by January 29, 2015. A comment sheet is attached to facilitate your feedback. If you have any questions regarding the study, please contact the undersigned or one of the Project Managers named in the enclosed material.

Regards,  
Maya

**Maya Caron, B. Sc., MCIP, RPP**  
Senior Environmental Planner  
Transportation Environmental Planning Team Lead  
Stantec  
100-401 Wellington Street West Toronto ON M5V 1E7  
Phone: (416) 598-7162  
Cell: (416) 529-0426  
Fax: (416) 596-6680  
[Maya.Caron@stantec.com](mailto:Maya.Caron@stantec.com)

# EXTERNAL AGENCY COMMENT SHEET

Preliminary Design and Class Environmental Assessment  
Highway 138 Improvements from Highway 401 to Highway 417  
(GWP 4015-08-00)

Please submit your comments before January 29, 2016. Use the other side if required.  
With the exception of personal information, all comments will become part of the public record.

Comments may be submitted by mail, fax or email to:

Maya Caron, B.Sc., MCIP, RPP, Senior Environmental Planner  
Stantec Consulting Ltd., 100 - 401 Wellington Street West, Toronto ON M5V 1E7  
Tel. (416) 598-7162, Fax (416) 596-6680  
Email: maya.caron@stantec.com

Comments submitted by:

Name of Contact: Ms. Loriann Harbers, Director of Corporate Services/  
Organization: Township of South Stormont Clerk  
Address (including Postal Code): Box 84, 2 mille Poches Road, Long Sault ON, K6C 1P0  
Telephone Number: 613 534 8889  
Email: info@southstormont.ca

The contact name and mailing address for your organization/agency (please check one):

- Is correct; or  
 Should be changed to:

Your interests or concerns regarding the study area or undertaking are (continue on back if required):

Listed or reverse

Your organization/agency can provide the following environmental (i.e., natural, social, economic or cultural) information and requires the following permits/approvals:

Drainage, Stormwater management, Heritage properties

I am providing a copy of background reports/existing information:

- With this comment sheet  No background information available  
 Via email / mail

The level of involvement you wish to have on this project is:

- Active participation  None, please remove from mailing list  
 Participation at key points

Two staff members, namely Peter Young, Director of Planning & Ross Gallately, Director of Public Works are members of the local committee.  
[www.highway138study.ca](http://www.highway138study.ca)

Additional comments:

- Council Resolution No. 356 /2013 ; attached
- Intersections: SDG County Rd 18 & 138 and Headline Rd & 138
- review of existing entrances and entrances for anticipated development
- review of collision data and representative traffic data (SDG OPP & South Stormont Fire & Rescue Services data)
- Considerations of heritage designations for buildings and structures
- review of broader impacts for servicing (stormwater, water, provision for future sewer)
- investigation of upgrading road cross-sections in urban areas
- if 400-series highway is outside of project scope, investigation of interim configurations (R1R0, 2+1, strategic median barriers)
- review whether by-pass corridor should be included in project scope



Township of  
SOUTH STORMONT

P.O. Box 84, 2 Mille Roches Road  
Long Sault, ON K0C 1P0  
Tel: (613) 534-8889 Fax: (613) 534-2280  
E-mail: info@southstormont.ca

Resolution No. 356/2013  
Date: December 11, 2013

Moved by: Councillor/Deputy Mayor  
Seconded by: Councillor/Deputy Mayor

Whereas Highway 138 is the Province's only two (2) lane roadway within our region and provides the main connection from the International bridge at Cornwall through Stormont, Dundas and Glengarry (SDG) to Highway 401 and to Highway 417, in addition to being the principal road access to Canada's National Capital;

And whereas the regional municipalities including South Stormont, through various means, have continuously requested improvements and relayed concerns to the Minister of Transportation regarding public safety, traffic hazards, traffic volumes and signage on Highway 138 since 2005;

And whereas in 2008 the Ministry of Transportation (MTO) concluded their Traffic Safety Review recommendations;

And whereas the MTO did undertake environmental inventories for the preliminary design and assessment for the rehabilitation of Highway 138;

And whereas recent correspondence has confirmed that although traffic signals are warranted at the Headline Road intersection on Highway 138, the timing of any improvements are subject to regional priorities and available funding;

And whereas it appears that zero funding is available within the Ministry's 5-year Southern Highways Program (SHP) for Highway 138.

Now therefore be it resolved that Council of the Township of South Stormont hereby respectfully requests the Minister of Transportation review and re-assess the urgency of public safety, traffic hazards, traffic volumes and signage on Provincial Highway 138, and

Be it further resolved that a copy of this resolution be forwarded to all lower tier SDG municipalities, the United Counties of SD&G, the City of Cornwall, Mohawk Council of Akwesasne, our local MP and MPP, requesting their support and endorsement, and

Furthermore, a delegation of local representatives requests a meeting with the Honourable Glen Murray to further voice our concerns regarding this matter.

CARRIED

DEFEATED

DEFERRED

Chairperson



RECORDED VOTE:  
Councillor Brownlee -  
Councillor Waldroff -  
Councillor Woods -  
Deputy Mayor Hart -  
Mayor McGillis -

Gazibara, Nevena

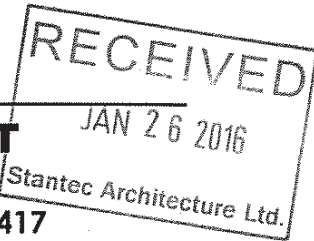
**From:** info=district1ofsc.ca@highway138study.ca on behalf of john boals <info@district1ofsc.ca>  
**Sent:** Tuesday, January 19, 2016 11:51 AM  
**To:** comments@highway138study.ca  
**Cc:** john boals; Drew Reynolds; Peter.Freure@ontario.ca  
**Subject:** Highway 138 study  
**Importance:** High

Hi Mr. Gregg Cooke, please include OFSC District 1 Snowmobile Association to your mailing list for the MTO study concerning the 35 km of Hwy 138. We have not received any documentation in the mail for the study. This study will need to accommodate 5 OFSC Prescribe Snowmobile trail crossings.

Thank you,  
John Boals  
District One S.A Manager  
613-543-0374  
Box 1432 Morrisburg Ontario K0C 1X0  
[www.district1ofsc.ca](http://www.district1ofsc.ca)  
**Join us on Facebook:**  
[www.facebook.com/District1OFSC](https://www.facebook.com/District1OFSC)

**EXTERNAL AGENCY COMMENT SHEET**

Preliminary Design and Class Environmental Assessment  
Highway 138 Improvements from Highway 401 to Highway 417  
(GWP 4015-08-00)



Please submit your comments before January 29, 2016. Use the other side if required.  
With the exception of personal information, all comments will become part of the public record.

Comments may be submitted by mail, fax or email to:

Maya Caron, B.Sc., MCIP, RPP, Senior Environmental Planner  
Stantec Consulting Ltd., 100 - 401 Wellington Street West, Toronto ON M5V 1E7  
Tel. (416) 598-7162, Fax (416) 596-6680  
Email: maya.caron@stantec.com

Comments submitted by:

Name of Contact: Rev. Daniel Van Delst  
Organization: St. Andrew's Parish  
Address (including Postal Code): 17298 County Road 18 P.O. Box 30 St Andrews West ON K0C 2A0  
Telephone Number: 613-932-9226  
Email: dan@vandelst.ca

The contact name and mailing address for your organization/agency (please check one):

- Is correct; or
- Should be changed to:

Your interests or concerns regarding the study area or undertaking are (continue on back if required):

We own the property along the west side of highway 138 from Headline Road to the Raisin River (except for 60 feet) as part of the property we own the first St. Andrew's cemetery and its

Your organization/agency can provide the following environmental (i.e., natural, social, economic or cultural) information and requires the following permits/approvals:

we can provide information about the two cemeteries and the history of the buildings on the south side of County Road 18 at highway 138, now used as a parish hall.

I am providing a copy of background reports/existing information:

- With this comment sheet
- No background information available
- Via email / mail

The level of involvement you wish to have on this project is:

- Active participation
- None, please remove from mailing list
- Participation at key points

Additional comments:

stone wall that gets struck by south bound tractor trailers turning right onto County Road 18. I attached a list of known incidents with the cemetery wall.

We also own the cemetery further south which has monuments close to the highway.

The list of incidents with the wall are the following:

2007 A truck hit the wall at the time repairs were being done on the whole wall  
(there may be other incidents between but I do not have records.)

2013 May 6 -hit by a truck (information in attachment)

2013 (June or July) -hit by a vehicle before the previous repair was complete

2014 June -hit by a truck (information in attachment)

2014 July -hit by a vehicle before the previous repair was complete

2015 April - hit by a truck (there is a police report)

2015 July 5 - hit (vehicle left the scene - damage typical for a truck turning right)



**Gazibara, Nevena**

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**From:**

**Sent:**

Friday, January 15, 2016 3:05 PM

**To:**

'comments@highway138study.ca'

**Cc:**

'Peter.Freure@ontario.ca'

**Subject:**

Issues with highway 138

Hello. Living most of my life in the St. Andrews area I am all to familiar with the problems with highway 138. I was a firefighter for 7 years with the St. Andrews fire dept., where I assisted in may MVA's from this stretch of road.

One of the biggest issues I face is turning off the highway onto "Willy Allen road". When I am heading north and attempting to turn west on Willy Allen, sometimes you need to wait for south bound traffic to clear before you can turn. This situation leaves you, sitting on the road at the approach of a hill.

Manny, Manny times I have been in this situation when a tractor/trailer will try to pass you on the shoulder,( they don't want to slow down because they would be starting off at the base of a hill) let me tell you I thought a few times I was going to get sandwiched in between two trucks. There needs to be a passing lane that will allow vehicles to go around a stopped vehicles waiting to turn.

This is a remedy that need to be put at all side roads that come off the 138.

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**General Public**

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**THIS MESSAGE IS ONLY INTENDED FOR THE USE OF THE INTENDED RECIPIENT(S) AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, PROPRIETARY AND/OR CONFIDENTIAL. If you are not the intended recipient, you are hereby notified that any review, retransmission, dissemination, distribution, copying, conversion to hard copy or other use of this communication is strictly prohibited. If you are not the intended recipient and have received this message in error, please notify me by return e-mail and delete this message from your system. Ontario Power Generation Inc.**

**Gazibara, Nevena**

---

**From:** contactform@highway138study.ca on behalf of Contact Form  
<contactform@highway138study.ca>  
**Sent:** Monday, January 18, 2016 1:43 PM  
**To:** comments@highway138study.ca  
**Subject:** highway138study.ca contact form

message:  
-----

We wish to be added to your project mailing list as a property owner.  
Thanks you.

**Gazibara, Nevena**

---

**From:** contactform@highway138study.ca on behalf of Contact Form  
<contactform@highway138study.ca>  
**Sent:** Sunday, January 17, 2016 9:44 AM  
**To:** comments@highway138study.ca  
**Subject:** highway138study.ca contact form

message:  
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I would like to receive updates on this project study. This "highway of death" has taken far too many lives. The Far East of the province is tired of feeling like our voices are not heard, despite our taxes being taken. More and more people are forced to work in Ottawa given the province has done little to help stimulate Cornwall's growth and economy.. So if forced to travel to work, can it at least be done safely. I sincerely hope there are improvements done sooner than later.

**Gazibara, Nevena**

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**From:** contactform@highway138study.ca on behalf of Contact Form  
<contactform@highway138study.ca>  
**Sent:** Friday, January 22, 2016 8:56 AM  
**To:** comments@highway138study.ca  
**Subject:** highway138study.ca contact form

**Gazibara, Nevena**

---

**From:**  
**Sent:** Wednesday, January 20, 2016 9:48 PM  
**To:** comments@highway138study.ca  
**Subject:** Hwy 138

I have to voice my opinion on this survey of Hwy 138, firstly to let you know my age, I am 62, and husband is 67, we have both lived off this road our whole lives. Tayside, Moose Creek. And believe me when I say it is NOT the road that is the problem, it is the drivers, it is the best road ever, all be it busy by times, with commuters from Cornwall to Ottawa. Needless to say, in my opinion the speed could be increased to 90 instead of 80, as most do the ninety instead. We have witnessed many accidents, even fatalities, but each and every time, driver error. It is the best kept winter road, most days not any accumulation of snow, in a perfect world, we'd be so lucky to have all roads as good. So I would love to see more driver awareness eg: passing on solid lines, pulling out in front of oncoming...etc.

And to let you know, all signage is to perfection, and the two railway crossings are superb, smooth and excellent lights/gates. To be honest, I would not consider any changes, improve drivers.  
Thank you for reading my opinion, this is something we've discussed many times.

**Gazibara, Nevena**

---

**From:** contactform@highway138study.ca on behalf of Contact Form  
<contactform@highway138study.ca>  
**Sent:** Friday, January 15, 2016 5:14 PM  
**To:** comments@highway138study.ca  
**Subject:** highway138study.ca contact form

message:  
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Please add me to the mailing list for this project. Our business is located at the corner of Cornwall Center Road and Brookdale Ave.. We see the congestion at this corner and would like to see a possible traffic light at this intersection.

**Gazibara, Nevena**

---

**From:** contactform@highway138study.ca on behalf of Contact Form  
<contactform@highway138study.ca>  
**Sent:** Friday, January 15, 2016 8:44 AM  
**To:** comments@highway138study.ca  
**Subject:** highway138study.ca contact form

message:  
-----

I would like to be added to the mailing list.  
Certainly time to revisit this highway construction, with passing lanes and pull offs.

**Gazibara, Nevena**

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**From:**  
**Sent:** Saturday, January 16, 2016 3:10 PM  
**To:** Peter.Freure@ontario.ca  
**Cc:** comments@highway138study.ca  
**Subject:** Highway 138 Study.

Dear Sirs,

I wish to make the following observations and comments concerning Highway 138:

1. My wife and I have used this road for the last 10 years when we drive to Ottawa, since we relocated to Glen Walter some 10kms east of Cornwall.
2. We have observed an increase in traffic over these past years which include heavy transport vehicles and buses. This is most noticeable at certain times of the day.
3. This road used to be limited to 90kms/hr, however a few years ago it was reduced to 80Kms/hr. Since this reduction was initiated we have the observed that few if any observe this limit and if one tries to limit ones speed to 80Kms/hr, a majority of the following traffic is constantly "Pushing" to increase the speed and/or pass.
4. We have read that one of the possible improvements could be to incorporate passing lanes. Having driven over a number of roads with this feature and observed a reluctance of many to use this passing method carefully and within it's limits. We strongly suggest that this highway requires upgrading to a Divided Status. Of course we would prefer to suggest a full upgrading to Expressway Status such as #416, but realize the cost of such a project is beyond what can be born at this time.

Yours sincerely,

**Gazibara, Nevena**

---

**From:** contactform@highway138study.ca on behalf of Contact Form  
<contactform@highway138study.ca>  
**Sent:** Friday, January 15, 2016 2:53 PM  
**To:** comments@highway138study.ca  
**Subject:** highway138study.ca contact form

message:

-----  
We would like to be place on the project mailing list, please.  
We are a farm operation located at xxx Hwy 138, Monkland.  
We have a lot of concerns with this road, mainly trying to enter our properties and driveways with our farm machinery and the lack of consisteration for slow moving vehicles  
Thanks

**Gazibara, Nevena**

---

**From:**  
**Sent:** Wednesday, January 20, 2016 7:42 AM  
**To:** comments@highway138study.ca  
**Subject:** Mailing list addition

Hello, I would like to be added to the project mailing list please and thank you.

**Gazibara, Nevena**

---

**From:** contactform@highway138study.ca on behalf of Contact Form  
<contactform@highway138study.ca>  
**Sent:** Sunday, January 17, 2016 8:03 AM  
**To:** comments@highway138study.ca  
**Subject:** highway138study.ca contact form

message:

-----  
I feel now and have felt for many years that the main cause of accidents on 138 is the ridiculous low speed limit that leads to much frustration on this busy highway which is the main artery between Cornwall and Ottawa.



Also, given traffic movements are turning movements at the intersection with Cornwall Center Rd. and Hwy 138, some consideration might be given to the implementation of a roundabout.

**Gazibara, Nevena**

---

**From:** contactform@highway138study.ca on behalf of Contact Form  
<contactform@highway138study.ca>  
**Sent:** Sunday, January 17, 2016 12:40 PM  
**To:** comments@highway138study.ca  
**Subject:** highway138study.ca contact form

message:

-----  
I would like to be involved in the study. Please add me to your mailing list.  
I used to commute to Gatineau for work daily and I believe passing lanes are much needed.  
Thanks for taking on this project.

**Gazibara, Nevena**

---

**From:**  
**Sent:** Wednesday, January 13, 2016 8:40 PM  
**To:** comments@highway138study.ca  
**Subject:** Mailing list

Hi there,

I live on highway 138 and would like updates and what's going on when ever information is available.

I am happy that something is in the process of being done becaus living on this road I have seen a number of accidents and bad drivers.

Will this just be emailed info or do you need a mailing address??

Please let me know.

Thank you,

**Gazibara, Nevena**

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**From:** contactform@highway138study.ca on behalf of Contact Form  
<contactform@highway138study.ca>  
**Sent:** Sunday, January 17, 2016 7:33 PM  
**To:** comments@highway138study.ca  
**Subject:** highway138study.ca contact form

message:

-----  
We would like to be added the project mailing list.

**Gazibara, Nevena**

---

**From:**

**Sent:** Tuesday, January 19, 2016 4:19 PM  
**To:** comments@highway138study.ca  
**Subject:** Drainage Superintendent

Good afternoon Mr. Cooke,  
I am responsible for the Municipal Drains in the Township of North Stormont. There are quite a few drains that cross and run along the portion where you are conducting your study. I would like to be included in the study, especially the drainage portion.

Should you have any questions do not hesitate to call me;

**Gazibara, Nevena**

---

**From:**

**Sent:** Wednesday, January 20, 2016 5:56 PM  
**To:** comments@highway138study.ca  
**Subject:** St. Andrews West

Please take note of the existing drainage on highway 138 , west side, between Carleton Street and Valade Road. There is a ditch there to collect water and it is on a slant downhill. But when it reaches Carleton St., there is nothing to collect that water. Therefore that water runs down the street when there is a big downfall and collects at the end of the street . My daughter lives at 9 Carleton and I live at 10 Carleton. We have experienced flooding which is in part caused by this problem.  
Thank you for your attention.

Sent from my iPad

**Gazibara, Nevena**

---

**From:** contactform@highway138study.ca on behalf of Contact Form  
<contactform@highway138study.ca>  
**Sent:** Friday, January 15, 2016 5:13 PM  
**To:** comments@highway138study.ca  
**Subject:** highway138study.ca contact form

message:  
-----

Will consideration be given to extending Brookdale Avenue North at Cornwall Centre Road to connect with Hwy 138 at Bonville, Ontario? This option would bypass the suburban/ residential areas at the south most portion of Hwy 138.

**Gazibara, Nevena**

---

**From:**  
**Sent:** Monday, January 18, 2016 9:24 AM  
**To:** comments@highway138study.ca; peter.freure@ontario.ca  
**Cc:**  
**Subject:** Notice of Study Commencement - Class EA and Preliminary Design for Operational & Safety Improvements to Hwy 138

Gentlemen;

Thank you for issuing the Notice of Study Commencement regarding the ***Class EA and Preliminary Design for Operational & Safety Improvements to Hwy 138.***

Please add the undersigned to the project mailing list. The PICs proposed and the TESR are of significant interest to our Firm.  
Thank you.

Regards,

The information in this email is intended solely for the addressee(s) name, and is confidential. Any other distribution, disclosure or copying is strictly prohibited. If you have received this communication in error, please reply by email to the sender and delete or destroy all copies of this message.

**Gazibara, Nevena**

---

**From:** contactform@highway138study.ca on behalf of Contact Form  
<contactform@highway138study.ca>  
**Sent:** Thursday, January 14, 2016 7:36 PM  
**To:** comments@highway138study.ca  
**Subject:** highway138study.ca contact form

message:  
-----

The rumble strips added in the recent work to the section from Monkland to the 417 are great. Since the snow has started and the road isn't usually plowed when I leave in the morning they help take the guess work out of where your lane is. Almost every week driving this highway I see other drivers passing and forcing on coming traffic to slow to avoid head on crashes. Passing lanes are great, but risky due to dangerous drivers. Speed limit should be increased with exception to the hamlet areas. I've lived in Monkland for 10 years and drive to work in Ottawa and to Cornwall.

**Gazibara, Nevena**

---

**From:**  
**Sent:** Thursday, January 14, 2016 7:38 PM  
**To:** comments@highway138study.ca  
**Subject:** Mailing list request

Like to be on the mailing list for this project.  
Regards,

Sent from my iPhone

**Gazibara, Nevena**

---

**From:**  
**Sent:** Thursday, January 21, 2016 7:40 PM  
**To:** comments@highway138study.ca  
**Subject:** highway138

I lived at this address nearly 40 years. I have seen two accidents. One accident 3 persons died. The other accident , a young man lost control of his car and landed in my front yard.

This stretch of highway from cornwall center road to headline road has had many accidents. Also this area has many houses. In the winter our driveways are hazardous to clean because of the flow of traffic.

Please keep me informed.

Thanks

**Gazibara, Nevena**

---

**From:** contactform@highway138study.ca on behalf of Contact Form  
<contactform@highway138study.ca>  
**Sent:** Friday, January 22, 2016 2:28 PM  
**To:** comments@highway138study.ca  
**Subject:** highway138study.ca contact form

message:

-----  
Please add us to the project mailing list. We are particularly interested in the area of highway along Cornwall Center Road, between the stop light at the intersection of 138 and Cornwall Center, and the Mazda dealer.



**Gazibara, Nevena**

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**From:**  
**Sent:** Monday, January 18, 2016 4:09 PM  
**To:** comments@highway138study.ca  
**Subject:**

Hi. Just an idea. We would really like to see a four way light at the intersection of highway 138 and headline. Theres many many accidents at that corner. And my kids always walk on that road. We will at xxx hwy 138. Would be great to see some safety on that road. Thanks.

**Gazibara, Nevena**

---

**From:** contactform@highway138study.ca on behalf of Contact Form  
<contactform@highway138study.ca>  
**Sent:** Sunday, January 17, 2016 9:22 PM  
**To:** comments@highway138study.ca  
**Subject:** highway138study.ca contact form

message:

-----  
Gentlemen:

1. In 1959 there were supposed to be improvements to this road system in question along with additional improvements to this highway network.
2. In 1979, there was another Hwy 138 assessment introduced which again entailed environmental evaluations, drainage, and road expansions.
3. In 2013, again, another engineering evaluation in regard to drainage and road accesses due to Spring flooding - during conditions of heavy Spring rain falls - and yet there have never been any major situations since 1959.

Hence, is this another attempt to find additional tax funds for the Stormont County, disguised as an engineering endeavor, or is this a serious attempt to mitigate the road rage that presently exists on Hwy 138 by adding additional lanes thus offering those 'ass-holes' greater leverage to drive irresponsibly.

Personally, I would have your consulting group recommend photo radar(CASH COW!) along Hwy 138 in secluded spots. Guaranteed, this alone would improve the county's coffers and spare residents along Hwy 138 considerable pain forking out more taxes as this corridor consists of hard working individuals with marginal income.

Looking forward to your meetings.

Respectfully yours,

**Gazibara, Nevena**

---

**From:** contactform@highway138study.ca on behalf of Contact Form  
<contactform@highway138study.ca>  
**Sent:** Thursday, January 14, 2016 3:09 PM  
**To:** comments@highway138study.ca  
**Subject:** highway138study.ca contact form

message:

-----  
I would like to be put on the mailing list for this study. I also have a comment about this highway. There is nothing wrong with the highway, it is some idiot drivers with little or no regard for anyone's safety that I see as the main problem. The only improvement I think would be to put a passing lane every 5 kilometers or so to allow cars to pass transports which may travel at a slower speed.  
thank you.

**Gazibara, Nevena**

---

**From:** Caron, Maya  
**Sent:** Tuesday, January 19, 2016 11:40 AM  
**To:** Gazibara, Nevena  
**Subject:** FW: HIGHWAY138 STUDY

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**From:** Cooke, Gregg  
**Sent:** Tuesday, January 19, 2016 11:05 AM  
**To:** Caron, Maya  
**Subject:** FW: HIGHWAY138 STUDY

**From:**  
**Sent:** Saturday, January 16, 2016 3:46 PM **To:**  
Freure, Peter (MTO)  
**Cc:** Cooke, Gregg; Ogilvie, Kevin (MTO)  
**Subject:** Re: HIGHWAY138 STUDY

Peter

Thank you for responding so quickly. I appreciate your comments with respect to the drainage review and I understand that this is only preliminary design and no financial commitment has been assigned for improvements until the project reaches its final timeline (assuming the Province has the budget). I was a Provincial employee for over 27 years and am fully aware of the processes involved with projects and their budgets.

I have reviewed my file with respect to the name of the District Engineer that I spoke to but it was over 15 years ago (in the period from 1998 to 2004) and I did not keep the name but my memory tells his name was Bert Someone(I think the last name was Tairie or something like that. I suspect that he has since retired or even may be deceased.

I have too have also copied Gregg Cooke P.Eng. Stantec Consulting on the issue as well and should hear from him next week.

Thank you again for your assistance on this matter. I will await the communication from Stantec Consulting.

Regards

PS .

On Sat, Jan 16, 2016 at 12:26 PM, Freure, Peter (MTO) <[Peter.Freure@ontario.ca](mailto:Peter.Freure@ontario.ca)> wrote:  
Dear ,

I thank you for your interest in this project. By copy of this message I have passed your comments regarding both the drainage and website to Stantec to record as part of the project. They will follow up with you early next week regarding the website as they are in charge of managing the site.

As part of the study there will be a review of drainage within the corridor. This will include a condition review

all culverts under MTO roads. If you could pass along the name of the District Engineer that you spoke to it would be helpful to me to get a better understanding of the background in the area.

Please keep in mind that this is the beginning of the preliminary design process and there is currently no commitment to any improvements.

Thanks again for your comments

Sent from my BlackBerry 10 smartphone on the Rogers network.

From:  
Sent: Friday, January 15, 2016 10:13 PM  
To: Freure, Peter (MTO)  
Subject: HIGHWAY138 STUDY

Peter

I have received a letter from Stantec Consulting Ltd., requesting comments on the above study but have tried accessing the website and ended up with 138 highways in California and Oregon. Is there any possibility that you can fwd the actual link to the Study so that I can access it to make my comments?

I am concerned about the lack of drainage in the west highway ditch leading to the North Branch of the Raisin River along the Campbell Road Area from the Schoolhouse road . Since I have lived along here for 20 years, I have yet to view water flowing southerly to the river even in severe rainstorms. I spoke to your District Engineer by phone about this matter and he shrugged it off by saying that he was unprepared to perform any remedial work on this as he would have to change and replace culverts along that area and his budget would not allow it.

The topographic map indicates a gradient drop of about 10 metres from there to the River past Campbell Road but as I say there is no flow going through that culvert. I can secure photos of that phenomenon should you wish. There appears to be something obstructing the water flow especially when there is a described drop of 10 metres. I trust that you would take this matter into your design considerations when you are reviewing the EA. Thank you for your response.

---

## Gazibara, Nevena

**From:** Caron, Maya  
**Sent:** Monday, January 18, 2016 4:39 PM  
**To:** Gazibara, Nevena  
**Subject:** FW: Hwy 138 - Phone Call from local property owner

---

**From:** Freure, Peter (MTO) [<mailto:Peter.Freure@ontario.ca>]  
**Sent:** January-15-16 2:24 PM  
**To:** Cooke, Gregg; xxxxxx  
**Cc:** Ogilvie, Kevin (MTO)  
**Subject:** Hwy 138 - Phone Call from local property owner

Received phone call today from a property owner Robert Robillard. He was interested in what the flyer he received was about and whether there would be land expropriation. Described what we are going to be looking at and that we are only in the Preliminary Design phase and that there would be opportunities for input from local landowners. Stressed that currently there was no commitment or funding assigned to this work. Promised that he would be kept on the mailing list.

He informed me that there was a fatality on the highway this morning and provided general location details.

Peter

---

**Peter Freure**, P.Eng

Sr. Project Engineer  
Planning & Design, Eastern Region  
Ministry of Transportation Ontario  
1355 John Counter Blvd  
Tel: (613) 547-1740

**Gazibara, Nevena**

---

**From:** Caron, Maya  
**Sent:** Monday, January 18, 2016 4:39 PM  
**To:** Gazibara, Nevena  
**Subject:** FW: Hwy 138 - Phone Call from local property owner

---

**From:** Freure, Peter (MTO) [<mailto:Peter.Freure@ontario.ca>]  
**Sent:** Friday, January 15, 2016 3:22 PM  
**To:** Caron, Maya  
**Cc:** Ogilvie, Kevin (MTO)  
**Subject:** RE: Hwy 138 - Phone Call from local property owner

Received call from: 3pm

Wants to be kept on mailing list. Concerns with expropriation. Small front lawn with septic system. Concerned with injurious effect. Informed him that there would be consultation and that generally any impact on his lands would go through Property Section and he would be likely compensated if his septic was damaged by construction, as long as it was permitted correctly and didn't encroach onto MTO ROW.

---

**Peter Freure**, P.Eng

Sr. Project Engineer  
Ministry of Transportation Ontario  
Tel: (613) 547-1740

---

**Public Information Centre 1**  
**Comments Received**

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## External Agency

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**From:** [EKamm@cornwall.ca](mailto:EKamm@cornwall.ca)  
**To:** [Caron, Maya](#)  
**Cc:** [Cooke, Gregg](#); [Ogilvie, Kevin \(MTO\)](#); [Freure, Peter \(MTO\) \(Peter.Freure@ontario.ca\)](#); [MBoileau@cornwall.ca](#); [JStMarseille@cornwall.ca](#)  
**Subject:** RE: Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00) Notice of Public Information Centre 1  
**Date:** Thursday, June 23, 2016 4:08:33 PM  
**Attachments:** [Brookdale @ CCRd AADT 2012.pdf](#)  
[Brookdale @ CCRd AADT 2016.pdf](#)

---

Good day Maya

Thanks for the opportunity to provide input on the subject EA.

I've attended PIC 1 and would like to offer the following comments:

1- Intersection of Brookdale Ave. and Cornwall Center Rd.

In reference to the intersection of Brookdale Ave. and Cornwall Center Rd., the City supports the reconfiguration of the same as proposed by Alternative A2.

In addition, would you consider worth exploring the possibility of channelised right turn lanes for Eastbound and westbound traffic on Cornwall Center Rd.

I've attached AADT data for 2012 & 2016, both reflect the typical traffic flow in the area. Also statistical AADT is provided, from which I suggest to be used only years, 2004, 2005, 2006, 2007, 2012 & 2016. If a traffic forecast is attempted. Others were likely biased by the International bridge closure, then the reconstruction of the overpass ramps and replacement of the Hwy 401 overpass. If you need more movement counts for previous years, please let me know.

In addition to to above, the City is implementing its Bicycle and Pedestrian Master Plan. The same includes bike lanes on the shoulders. In 2016, shoulder bike lanes are being built on Cornwall Center Rd. west of the Hwy 401 overpass. In future phases, shoulder bike lanes are contemplated along Cornwall Center Rd. as well as Brookdale Ave. Would MTO consider hard shoulders within the shown proposed reconfiguration, so that the same will be matched in the future when the City implements them.



2- Intersection of Cornwall Center Rd. and Hwy 138:

We support Alternative B2, which includes a channelised SB right turn lane, which greatly improves walkability of the area by shortening crossing distances for pedestrians, as long as the design allows transport traffic through the channelisation (including LCVs?).

There is currently a few commercial developments surrounded by residential areas which will likely generate pedestrian traffic at this intersection.



3- Park & Ride potential location:

We support Alternative 1, It's a convenient location for car-poolers to Ottawa as well as destinations east

and west of Cornwall along the Hwy 401. In addition the same is located nearby a long distance coach stop at Irving.  
MTO's survey on this subject should help determine the most suitable location.



#### 4- Connecting link

The City would also like to clarify the extent of the connecting link status along Hwy 138 / Brookdale Ave. and Cornwall Center Rd.  
It is a fact that the segment of Cornwall Center Rd. east of Brookdale Ave. provides continuity to Hwy 138.  
With that in mind, we tend to believe that the same should have connecting link status as well as the rest of Hwy 138.

In addition, but outside the scope of this EA, the current connecting link status should be extended to the location of the new low level bridge due to the demolition of the old international bridge. This has been discussed with the Federal Bridge Corporation and perhaps MTO staff can point us as to where this topic should be dealt with.

Thanks for the invite to the PIC 1, and all the information provided.  
Regards

Enrique Figueredo Kamm, MSc., P.Eng.  
Transportation Engineer  
Transportation Section  
Department of Infrastructure & Municipal Works  
City of Cornwall  
Tel: (613) 930-2787 ext. 2231  
Fax: (613) 932-8891  
[www.cornwall.ca](http://www.cornwall.ca)

From: "Caron, Maya" <Maya.Caron@stantec.com>  
To:  
Date: 21/06/2016 03:45 PM  
Subject: RE: Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00) Notice of Public Information Centre  
1

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Good afternoon,

Further to the email below, the materials that were available at the Public Information Centre, and a link to the carpool / commuter survey, are currently available on the project website:  
<http://highway138study.ca/>

Comments and completed surveys are requested by July 15, 2016.

Regards,

#### Maya Caron, B. Sc., MCIP, RPP

Senior Environmental Planner  
Transportation Environmental Planning Team Lead  
Stantec  
300-49 Bathurst Street Toronto ON M5V 2P2  
Phone: (416) 598-7162  
Cell: (416) 529-0426  
Fax: (416) 596-6680  
[Maya.Caron@stantec.com](mailto:Maya.Caron@stantec.com)

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**From:** Caron, Maya

**Sent:** Thursday, June 02, 2016 10:35 AM

**Subject:** Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00) Notice of Public Information Centre 1

Dear Sir/Madam,

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Preliminary Design and Class Environmental Assessment (Class EA) Study of approximately 35 kilometres of Highway 138 between Highway 401 and Highway 417 in the City of Cornwall and the Townships of North Stormont and South Stormont.  
The purpose of this email is to invite you to the first Public Information Centre (PIC) planned for the study. A copy of the PIC notice is attached.  
Representatives from the project team and a representative from the Ministry of Transportation Property Section will be available to address questions or comments directly.  
The first Public Information Centre is scheduled for:

**Wednesday, June 15, 2016  
4:00 PM to 8:00 PM  
Cornwall Township Lions Club  
17413 McPhail Road**

If you are unable to attend the PIC and would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.

Regards,

**Maya Caron, B. Sc., MCIP, RPP, EnvSP**

Senior Environmental Planner

Transportation Environmental Planning Team Lead  
Stantec  
300-49 Bathurst Street, Toronto ON M5V2P2  
Phone: (416) 598-7162  
Cell: (416) 529-0426  
[Maya.Caron@stantec.com](mailto:Maya.Caron@stantec.com)

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## Vanhell, Shane

**From:** EKamm@cornwall.ca  
**Sent:** Thursday, October 13, 2016 10:05 AM  
**To:** Cooke, Gregg; Ogilvie, Kevin (MTO); Freure, Peter (MTO) (Peter.Freure@ontario.ca); MBoileau@cornwall.ca; JStMarseille@cornwall.ca; Caron, Maya; SWintle@cornwall.ca  
**Subject:** Fw: Highway 138 Improvements from Highway 401 to Highway 417 - CONNECTING LINK  
**Attachments:** 1998-03-26 Designation-Revocation of Cornwall Connecting Link file.pdf

Hi Maya et al

Below is an email from David Johnson, confirming that Cornwall Center Rd., between Brookdale Ave. and Highway 138 is also designated as a connecting link.

I believe this will clarify some discussions about this this matter, that we had during the steering committee meeting, and as such the subject stretch of Cornwall Center Rd. should be included in the Highway 138 EA.

Thanks for your attention to this matter.

Regards

Enrique Figueredo Kamm, MSc., P.Eng.  
Transportation Engineer  
Transportation Section  
Department of Infrastructure & Municipal Works  
City of Cornwall  
Tel: (613) 930-2787 ext. 2231  
Fax: (613) 932-8891  
[www.cornwall.ca](http://www.cornwall.ca)

----- Forwarded by Enrique Kamm/ENG/CityCornwall on 13/10/2016 09:55 AM -----

From: "Johnson, David (MTO)" <David.Johnson@ontario.ca>  
To: "EKamm@cornwall.ca" <EKamm@cornwall.ca>  
Cc: "SWintle@cornwall.ca" <SWintle@cornwall.ca>, "JStMarseille@cornwall.ca" <JStMarseille@cornwall.ca>, "Roebuck, Heather (MTO)" <Heather.Roebuck@ontario.ca>, "Kline, Jason (MTO)" <Jason.Kline@ontario.ca>  
Date: 12/10/2016 11:59 AM  
Subject: RE: FW: Highway 138 Improvements from Highway 401 to Highway 417 - CONNECTING LINK

Enrique,

Further to our telephone conversation this morning, we're aware that there is a desire to amend the Connecting Link designation to Brookdale Avenue south of Hwy 401, due to the location of the new bridge for the international crossing.

With the reinstatement of the Connecting Links program, MTO has committed to a review of our existing Connecting Links policy, and the review is just getting underway. At the present time it's uncertain what changes, if any, will develop from the policy review. So, for now our priority for the new program will be to focus on the needs of the existing Connecting Links network, and to understand the effectiveness of our investments before considering amendments or expansion to the network.

In the meantime we will continue to work with you to address infrastructure needs along the existing designated Connecting Link in the City of Cornwall. As requested, I've attached a copy of the existing designation for your information and records. As you can see, the portion of Cornwall Centre Road that you have identified in green in the sketch below is currently designated as Connecting Link.

I trust that this information satisfies your requirements at this time. If you have any questions or concerns, please feel free to contact me. Also, feel free to bring this request to our attention again in the future.

Sincerely,

David A. Johnson  
Regional Operations Officer  
Ministry of Transportation, Eastern Region  
1355 John Counter Boulevard  
Kingston, Ontario, K7L 5A3  
Tel.: 613-545-4672; Mobile: 613-532-2204  
Email: [david.johnson@ontario.ca](mailto:david.johnson@ontario.ca)

**From:** EKamm@cornwall.ca [<mailto:EKamm@cornwall.ca>]

**Sent:** October 6, 2016 3:24 PM

**To:** Johnson, David (MTO)

**Cc:** SWintle@cornwall.ca; JStMarseille@cornwall.ca

**Subject:** Re: FW: Highway 138 Improvements from Highway 401 to Highway 417 - CONNECTING LINK

Hi Dave

Thanks for returning my call.

I'm trying to find out what the protocol would be to designate two portions of Hwy 138 / Cornwall Center Rd. / Brookdale Ave. as connecting links, in the City of Cornwall.

The attached map depicts in broken red line the existing connecting link designation along Brookdale Ave.

The old high level bridge was demolished and replaced by a low level bridge at the south end of Brookdale Ave. This added the portion of Brookdale Ave. highlighted in green, from Seventh St.E. to Water St., as a connecting link, as it leads to an international crossing.

We also believe that, a small portion of Cornwall Center Rd. should be designated as connecting ink, as it connects Hwy 138 to Brookdale Ave. and the international crossing. The same is depicted in solid green at the north end of Brookdale Ave. north of Hwy 401.

Please review this information and call or email at your earliest convenience.

Regards



Enrique Figueredo Kamm, MSc., P.Eng.  
Transportation Engineer  
Transportation Section  
Department of Infrastructure & Municipal Works  
City of Cornwall  
Tel: (613) 930-2787 ext. 2231  
Fax: (613) 932-8891  
[www.cornwall.ca](http://www.cornwall.ca)

From: "Johnson, David (MTO)" <[David.Johnson@ontario.ca](mailto:David.Johnson@ontario.ca)>  
To: "[EKamm@cornwall.ca](mailto:EKamm@cornwall.ca)" <[EKamm@cornwall.ca](mailto:EKamm@cornwall.ca)>  
Cc: "Roebuck, Heather (MTO)" <[Heather.Roebuck@ontario.ca](mailto:Heather.Roebuck@ontario.ca)>  
Date: 04/10/2016 10:12 AM  
Subject: FW: Highway 138 Improvements from Highway 401 to Highway 417 - CONNECTING LINK

Hello Enrique,

I understand you would like to discuss the Connecting Link in Cornwall. Please feel free to give me a call and we can have a quick chat about your questions/concerns and how these may be addressed. (I also left a voice message at your office.)

David A. Johnson  
Regional Operations Officer  
Ministry of Transportation, Eastern Region  
1355 John Counter Boulevard  
Kingston, Ontario, K7L 5A3  
Tel.: 613-545-4672; Mobile: 613-532-2204  
Email: [david.johnson@ontario.ca](mailto:david.johnson@ontario.ca)

**From:** Freure, Peter (MTO)  
**Sent:** October 4, 2016 10:00 AM  
**To:** Johnson, David (MTO)  
**Cc:** [EKamm@cornwall.ca](mailto:EKamm@cornwall.ca)  
**Subject:** RE: Highway 138 Improvements from Highway 401 to Highway 417 - CONNECTING LINK

Dave,

Can you please follow this up with Enrique (Cornwall) or pass it along to whomever would be best able to assist him.

Thanks  
Peter

---

**Peter Freure**, P.Eng

Sr. Project Engineer  
Ministry of Transportation Ontario  
Tel: (613) 547-1740

**From:** [EKamm@cornwall.ca](mailto:EKamm@cornwall.ca) [<mailto:EKamm@cornwall.ca>]  
**Sent:** October 4, 2016 9:41 AM  
**To:** Caron, Maya  
**Cc:** Freure, Peter (MTO); Ogilvie, Kevin (MTO); Cooke, Gregg; [SWintle@cornwall.ca](mailto:SWintle@cornwall.ca)  
**Subject:** Highway 138 Improvements from Highway 401 to Highway 417 - CONNECTING LINK

Hi Maya  
Can someone from MTO provide me a contact to review the connecting link along Hwy 138 / Brookdale Ave./ Cornwall Center Rd. please.  
I briefly discuss this matter with MTO's representatives at our last meeting.  
Best regards

Enrique Figueredo Kamm, MSc., P.Eng.  
Transportation Engineer  
Transportation Section  
Department of Infrastructure & Municipal Works  
City of Cornwall  
Tel: (613) 930-2787 ext. 2231  
Fax: (613) 932-8891  
[www.cornwall.ca](http://www.cornwall.ca)



Ministry of Transportation  
 Ministère des Transports

Surveys and Plans  
 Eastern Region  
 355 Counter Street  
 Postal Bag 4000  
 Kingston, Ontario  
 K7L 5A3

Phone (613) 545-4708  
 Fax (613) 545-4821

DATE: March 26, 1998

Richard Allaire  
 Chief Administrative Officer/Clerk  
 City of Cornwall  
 P.O. Box 877,  
 360 Pitt Street,  
 Cornwall, Ontario  
 K6H 5T9

Dear Mr. Allaire:

Re: **DESIGNATION/REVOCAION OF CONNECTING LINK**  
 City of Cornwall  
 United Counties of Stormont, Dundas and Glengarry

Pursuant to subsection 21 of the Public Transportation and Highway Improvement Act, and by virtue of a Minister's Order approved on the 18th day of March 1998, the Connecting Link designation made by a Minister's Order dated November 27<sup>th</sup>, 1997 has been revoked. Portions of Brookdale Avenue and Cornwall Centre Road have been re-designated as Connecting Link.

Enclosed for your information is a copy of the above-mentioned Minister's Order and Ministry Plan P-3411-12.

Yours truly,

Jim Sampson  
 Supervisor Plans  
 Eastern Region

cc. District Engineer (District 42)

Head, Provincial Highways Office  
 Program Development Branch

Ministry of Transportation  
 Office of the Minister  
 Ferguson Block, 3rd Floor  
 77 Wellesley St. West  
 Toronto, Ontario  
 M7A 1Z8  
 (416) 327-9200

Ministère des Transports  
 Bureau du ministre  
 Édifice Ferguson, 3<sup>e</sup> étage  
 77, rue Wellesley ouest  
 Toronto (Ontario)  
 M7A 1Z8  
 (416) 327-9200



**DESIGNATION/REVOCAION OF CONNECTING LINK**

Pursuant to Section 21 of the Public Transportation and Highway Improvement Act, R.S.O. 1990, Chapter P.50, as amended:

1. The portion of highway in the City of Cornwall, in the United Counties of Stormont, Dundas and Glengarry, being:

part of Brookdale Avenue and part of Cornwall Centre Road (total length 4.75 kilometres) as illustrated on Ministry of Transportation Plan P-3411-13, is hereby designated as a connecting link.

2. The connecting link designation made by a Minister's Order dated November 27<sup>th</sup>, 1997, and described therein as follows:

The portion of highway in the City of Cornwall, in the United Counties of Stormont, Dundas and Glengarry, being:

part of Brookdale Avenue and part of Cornwall Centre Road (total length 3.45 kilometres)

as illustrated on Ministry of Transportation Plan P-3411-12, is hereby revoked.

Dated at Toronto this 18 day of March, 19 98

Minister of Transportation



28-16



EXECUTIVE COUNCIL OFFICE

CONST.	NOTE & FILE
MAINT.	DISCUSS WITH ME
MUNICIP.	PLEASE ANSWER
SERVICES	NOTE & RETURN TO ME
ACCOUNTS	INVESTIGATE & REPORT
EQUIP.	TAKE APPROPRIATE ACTION
SIGNS & PERMITS	SHOW ME COPY BEFORE LANDING

OC-2105/71

Copy of an Order-in-Council approved by His Honour the Lieutenant Governor, dated the 14th day of July, A.D. 1971.

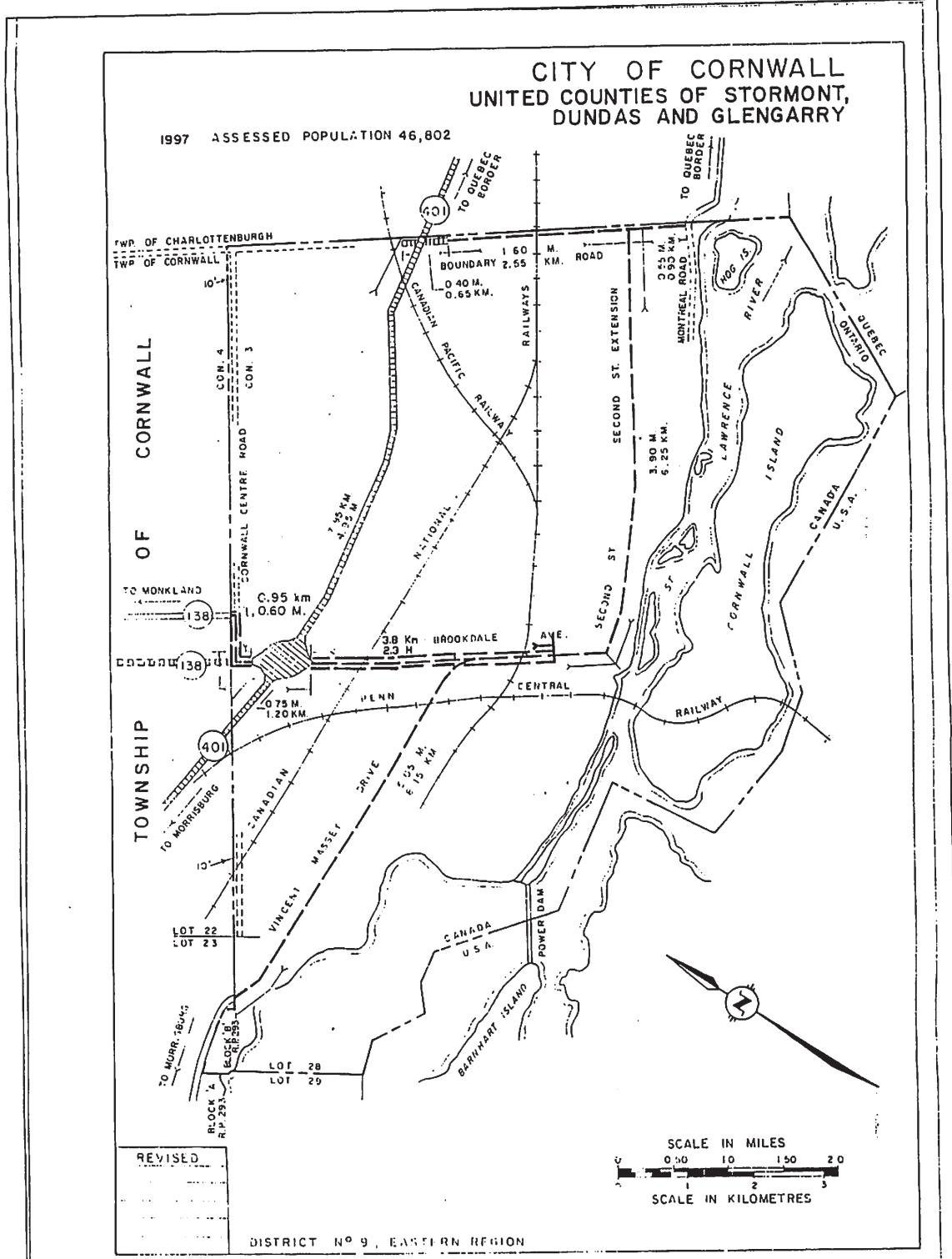
Upon the recommendation of the Honourable the Minister of Transportation and Communications, the Committee of Council advise that

- the highway, in the City of Cornwall, in the County of Stormont, described in schedule 1 attached hereto and illustrated on Department of Transportation and Communications plan P-3411-11, be designated as a connecting link between parts of the King's Highway,
- the highway, in the City of Cornwall, in the County of Stormont, described in schedules 2 and 3, attached hereto and illustrated on Department of Transportation and Communications plan P-3411-11, be designated as extensions of the King's Highway, and
- Order-in-Council numbered OC-4523/68, dated December 2, 1968, designating certain routes in the City of Cornwall, in the County of Stormont, as a connecting link between parts of the King's Highway and as extensions of the King's Highway, be revoked,

pursuant to section 22 (1) of The Highway Improvement Act, R.S.O. 1960, c. 171 and amendments thereto.

Certified,

*C. G. McCreath*  
Acting Clerk, Executive Council.



<p>PLAN TYPE "X" CONNECTING LINK DESIGNATION IN THE CITY OF CORNWALL COUNTY OF STORMONT</p> <p>INDICATES MUNICIPAL LIMITS INDICATES CONNECTING LINK DESIGNATION.</p> <p>MINISTRY OF TRANSPORTATION AND COMMUNICATIONS</p>	<p>FOR M.T.C. OFFICE USE ONLY</p>	
	<p>PLAN AGREES WITH RECOMMENDATION, FROM R. GIRARD DATED: MARCH 20, 1997</p>	<p>W.O. DISTRICT 42, OTTAWA HWY NO. 138 DISTANCE 4.75 KM</p>
	<p>SURVEYS &amp; PLANS SECTION PLAN CHECKED</p> <p><i>J.S.</i></p> <p>SUPERVISOR PLANS</p>	<p>PLAN NO. <b>P-3411-13</b></p>

SCHEDULE 1

In the City of Cornwall, in the County of Stormont, being

- (a) all of Vincent Massey Drive,
- (b) part of Brookdale Avenue,
- (c) part of Second Street,
- (d) all of Second Street Extension, and
- (e) part of Boundary Road,

illustrated on the attached Department of Transportation and Communications plan P-3411-11.

9.50 miles, more or less.

SCHEDULE 2

In the City of Cornwall, in the County of Stormont, being

- (a) part of Brookdale Avenue, and
- (b) part of Cornwall Centre Road,

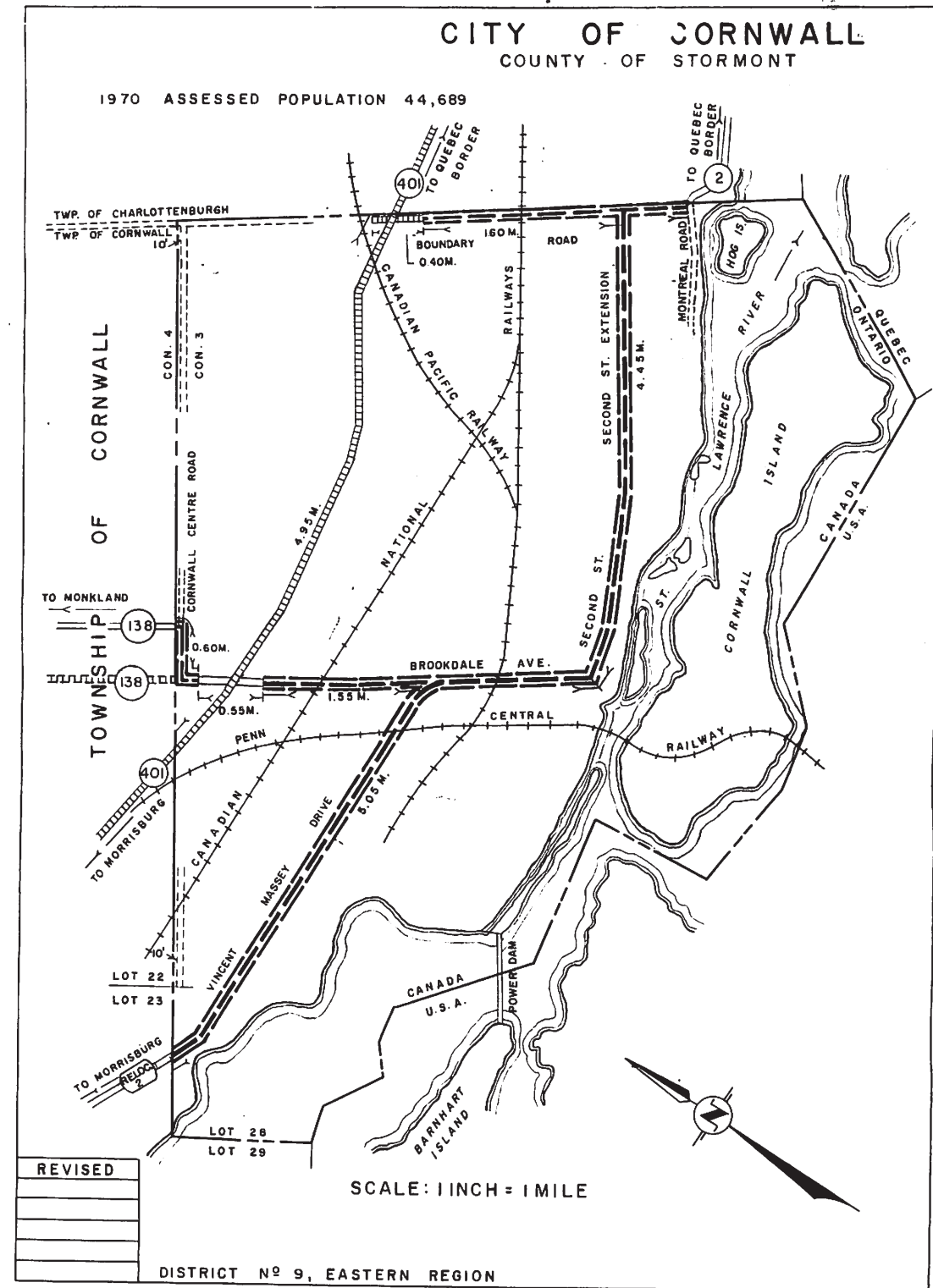
illustrated on the attached Department of Transportation and Communications plan P-3411-11.

2.15 miles, more or less.

SCHEDULE 3

In the City of Cornwall, in the County of Stormont, being part of Boundary Road, as illustrated on the attached Department of Transportation and Communications plan P-3411-11.

1.60 miles, more or less.



<p>PLAN TYPE "X" CONNECTING LINK DESIGNATION IN THE <b>CITY OF CORNWALL</b> COUNTY OF STORMONT</p>		
<p>INDICATES MUNICIPAL LIMITS. INDICATES CONNECTING LINK DESIGNATION.</p>		
<p>DEPARTMENT OF TRANSPORTATION AND COMMUNICATIONS. FOR D.T.C. OFFICE USE ONLY</p>		
<p>PLAN AGREES WITH RECOMMENDATION FROM: D. H. BONNER DATED JUNE 8, 1971.</p>	<p>DISTRICT - OTTAWA HWY. NO -138, 2 &amp; BOUNDARY RD. MILEAGE - 13.25</p>	<p>LAND SURVEYS SECTION PLAN CHECKED <i>E. Paton</i> W.O. NO 71-42-444</p>
		<p>PLAN NO <b>P-3411-11</b></p>

28-16

28-16



ONTARIO  
EXECUTIVE COUNCIL OFFICE

OC-4523/68

Copy of an Order-in-Council approved by His Honour the Lieutenant Governor, dated the 14th day of November, A.D. 1968.

Telephone:  
745-6841

530 Tremblay Road,  
Ottawa, Ontario,  
K1G 0E 4,  
June 10, 1971

Mr. C. F. Adams, P.Eng.,  
City Engineer,  
Box 877,  
Cornwall, Ont.

Dear Sir:

Re: City of Cornwall,  
Connecting Link Designation Request,  
Cornwall Centre Road

In reply to correspondence from the City of Cornwall requesting connecting link designation, this will advise that the Department approves of the request; and designation of Centre Road from Hwy. #138 to Brookdale Avenue, and Brookdale Avenue from Centre Road to Hwy. #401 is being processed.

An Order-in-Council designating the route will follow shortly.

Yours very truly,

K. Westerby,  
District Municipal Engineer,

per: R. L. Smith,  
Senior Municipal Supervisor.

RLS/HC

Upon the recommendation of the Honourable the Minister of Highways, the Committee of Council advise that

- (a) the highway, in the City of Cornwall, in the County of Stormont, described in schedule 1, attached hereto, and illustrated on Department of Highways plan P-3411-10, be designated as a connecting link between parts of the King's Highway,
- (b) the highways, in the City of Cornwall, in the County of Stormont, described in schedule 2, attached hereto, and illustrated on Department of Highways plan P-3411-10, be designated as extensions of the King's Highway,
- (c) Order-in-Council numbered OC-1833/64, dated June 11, 1964, designating certain routes in the City of Cornwall, in the County of Stormont, as a connecting link between parts of the King's Highway and as extensions of the King's Highway, be revoked, and
- (d) this Order be effective on and after December 2, 1968 pursuant to section 22(1) of The Highway Improvement Act, R.S.O. 1960, c. 171, and amendments thereto.

Certified,

Clerk, Executive Council.

*Handwritten initials: RL, BRS, CHC*

Schedule 1

In the City of Cornwall, in the County of Stormont,  
being

- (a) all of Vincent Massey Drive,
- (b) part of Brookdale Avenue,
- (c) part of Second Street,
- (d) all of Second Street Extension, and
- (e) part of Boundary Road,

and being that portion of highway illustrated on the attached  
Department of Highways plan P-3411-10, and more particularly  
described as follows:

Commencing at the intersection of Vincent Massey Drive  
with the northwesterly limit of the City of Cornwall  
and extending in an easterly direction on and along  
Vincent Massey Drive, to and continuing in a south-  
easterly direction on and along Brookdale Avenue, to  
and continuing in a northeasterly direction on and along  
Second Street and Second Street Extension, to and continu-  
ing in a southeasterly direction on and along Boundary  
Road to the northerly limit of Montreal Road, a distance  
of 9.50 miles, more or less.

Schedule 2

1. In the City of Cornwall, in the County of Stormont,  
being part of Brookdale Avenue and being that portion of high-  
way illustrated on the attached Department of Highways plan  
P- 3411-10, and more particularly described as follows:

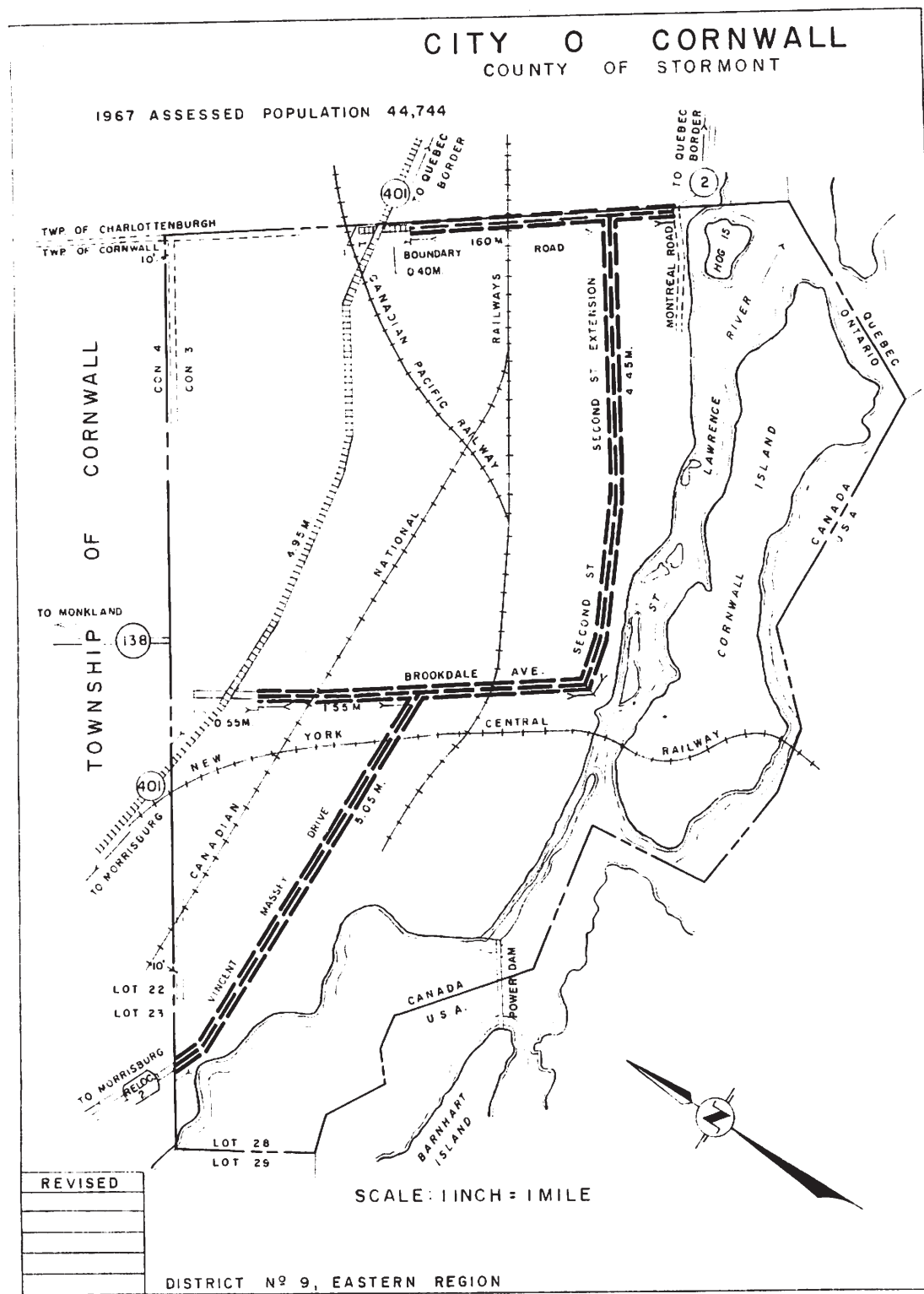
Commencing at the intersection of Brookdale Avenue with  
the northerly limit of Vincent Massey Drive and extending  
in a northwesterly direction on and along Brookdale Avenue

to the southerly limit of the interchange at Highway Number  
401, a distance of 1.55 miles, more or less.

2. In the City of Cornwall, in the County of Stormont,  
being part of Boundary Road and being that portion of highway  
illustrated on the attached Department of Highways plan P-3411-10,  
and more particularly described as follows:

Commencing at the intersection of Boundary Road with the  
northerly limit of Second Street Extension and extending  
in a northwesterly direction on and along Boundary Road  
to the southerly limit of the Controlled-Access highway  
interchange at Highway Number 401, a distance of 1.60 miles,  
more or less.





FORM CE-10  
APPROVED APRIL 20, 1959  
CITY OR SEPARATED TOWN

THIS AGREEMENT made in triplicate, pursuant to The Highway Improvement Act, 1957, this 10th day of July

One thousand nine hundred and fifty-nine

BETWEEN: HER MAJESTY THE QUEEN in Right of Ontario, represented by The Minister of Highways for Ontario, hereinafter called "the Minister,"

OF THE FIRST PART;

-and-

THE CORPORATION OF THE City OF Cornwall in the County of Stormont hereinafter called "the Corporation",

OF THE SECOND PART:

WITNESSETH THAT:

WHEREAS The Highway Improvement Act, 1957, (Ontario) Chapter 43, and amendments thereto, (hereinafter called "The Act"), by Section 22, subsection 4, and Section 39 thereof, provides that the Minister and the Council of a City or Separated Town may enter into an agreement for the construction therein by the municipality or by the Department, as the case may be, of a highway designated under subsection 1 of Section 22 of The Act as a connecting link between parts of the King's Highway or Secondary Highway, or as an extension thereof (hereinafter called "the connecting link") and that a proportion of the cost of the work may be paid out of the moneys appropriated therefor by the Legislature in accordance with The Act;

AND WHEREAS a highway under the jurisdiction of the Corporation and hereinafter mentioned, has been so designated, and is hereby accepted as such by the parties hereto;

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of the covenants and agreements to be kept and performed by each respectively, the parties do agree, each with the other as follows:

1. In the interpretation of this agreement, unless otherwise provided or the context otherwise requires:
  - (a) Section 1 of The Highway Improvement Act, 1957 applies;
  - (b) "Return" means that part of the roadway forming a curved junction between the connecting link and any street intersecting or running into a connecting link to the full width of the highway comprising the connecting link.
  
2. The Department or the Corporation, as the case may be, shall construct the highway described in the schedule hereto (or such part or parts thereof as may be from time to time agreed) as a connecting link, provided construction to be limited to a roadway not less than 22 feet or more than 48 feet in width and to be in accordance with plans and specifications approved by the Minister and the Corporation.
  
3. (1) The Minister or the Corporation may at any time, at or after the signing of this agreement, submit to the other party hereto, through the proper District Engineer of the Department, a proposal and estimate of cost in substantially the form set forth in Form 1 hereto, for the construction of the whole or any part of a highway, within the municipality, designated as a connecting link.

PLAN TYPE "X" CONNECTING LINK DESIGNATION IN THE <b>CITY OF CORNWALL</b> COUNTY OF STORMONT			
DEPARTMENT OF HIGHWAYS, ONTARIO, TORONTO FOR D.H.O. OFFICE USE ONLY			
PLAN AGREES WITH RECOMMENDATION FROM A. F. LEACH DATED OCTOBER 15, 1968	DISTRICT - OTTAWA HWY N <sup>o</sup> - 2, BROOKDALE AVE & BOUNDARY RD. MILEAGE - 12.65	LAND SURVEYS SECTION PLAN CHECKED <i>E. F. Fitch</i> W.O.H.O. 68-444	PLAN N <sup>o</sup> <b>P-3411-10</b>



(2) The party to whom the proposal is submitted shall, without undue delay, accept or reject such proposal or submit to the other party such amended or alternative proposal as may seem appropriate.

(3) Upon the mutual acceptance and execution of any proposal the same shall become an appendix to and form part of this agreement and shall be carried out in accordance with its terms and provisions.

(4) It is understood that the estimate of cost shall be deemed an estimate only, based on all the information available at the time that the estimate is submitted, and is not to be regarded as a stipulation that the actual cost may not exceed such estimate or that the payments to be made by the parties hereto are to be governed by such estimate.

4. (1) The Corporation will bear and pay the entire cost of constructing:

- (a) any additional width of roadway in excess of 48 feet, save and except roadways or additional widths of roadways necessary to permit the proper interchange of traffic at intersections of the connecting link with any other highway;
- (b) any sanitary sewers;
- (c) returns, beyond their junction with the highway comprising the connecting link, save and except such grading and surfacing as may be necessary to effect such junction;
- (d) any new sidewalks, save and except where removal and relocation of existing sidewalks is rendered necessary by the construction of the roadway; and
- (e) any street lights, lighting standard, traffic control devices or other special works.

(2) For the purpose of clause (a) of sub-paragraph 1 the cost of construction of any additional width of roadway in excess of 48 feet shall be deemed to be the same proportion of the total cost of the work defined in sub-paragraph 1 of paragraph 5 as the area of such additional width of roadway is of the total area of the roadway including the returns and interchanges.

(3) Where it is deemed necessary to construct storm sewers, drains or any other special works on the connecting link of a nature or capacity beyond the actual requirements of the highway itself (including any designated interchanges) the Corporation shall bear such proportion of the cost of construction of such works as in the opinion of the Minister is not properly attributable to such requirements.

(4) The Corporation will acquire all necessary lands and will pay all claims for lands taken or acquired, and all claims for property damage or injurious affection to land or property arising out of or in connection with the construction of the connecting link including the construction of bridges, culverts, pavements or other surfaces, curbs, gutters, catch basins, sanitary or storm sewers or drains or any other special work, and will indemnify and save harmless the Minister in respect of any such claims, including those resulting from any change of existing grade lines or alignment, and will negotiate and complete settlement with all owners affected.

5. (1) For the purpose of determining the proportion of the cost of the work which shall be paid by the Minister, the total cost thereof shall include the relevant cost of:

- (a) engineering, including preliminary engineering and traffic studies to determine the appropriate highway for designation as a connecting link;
- (b) opening a new highway for designation as a connecting link, and clearing the necessary land of natural obstructions within the limits of such highway;
- (c) widening, altering or diverting the highway;
- (d) constructing roadways or additional widths of roadways necessary to permit the proper interchange of traffic at intersections of the connecting link with any other highway;
- (e) subject to The Public Service Works on Highways Act, taking up, removing or changing the location of appliances or works placed on or under the highway by an operating corporation;

- (f) constructing bridges, culverts or other structures, other than sanitary sewers, incidental to the construction of the highway;
- (g) grading the highway, including shoulders and roadside ditches, if any;
- (h) constructing a base and pavement upon the highway and returns, of a type and extent approved by the Minister;
- (j) constructing curbs, gutters and catch basins, and constructing sidewalks where removal and relocation of existing sidewalks is rendered necessary by the construction of the roadway;
- (k) constructing storm sewers and drains of a nature and capacity appropriate to the actual requirements of the highway itself; and
- (m) such other items of cost as the Minister may, from time to time, approve:

Provided, however, that for the purposes of this sub-paragraph the total cost shall not include the cost of any of the items chargeable solely to the Corporation under paragraph 4, and that in all cases the decision of the Minister shall be final.

(2) Save as in The Act or in this agreement otherwise provided, the cost of the work will be borne and paid 50 per cent by the Minister and 50 per cent by the Corporation.

(3) The owners' share of the cost of local improvements shall not be included in the cost of the work nor may any other contribution received from any source be included without the consent of the Minister.

(4) The Corporation shall not include in any statement submitted to the Minister under Part VII of The Act any expenditure made by the Corporation and shared by the Minister under this agreement, or any expenditure which is not properly chargeable to road improvement under that Part.

6. Where the construction of the connecting link is to be undertaken by the Corporation;

- (a) the Corporation will prepare plans and specifications therefor and such plans and specifications shall be subject to approval by the Minister before any work is undertaken or tenders are called for the performance thereof; and
- (b) where the work is to be done by contract the Corporation will call for public tenders and require the posting of an adequate performance bond, and the award of the contract shall be subject to approval by the Minister.

7. (1) Upon completion of the construction of the connecting link by the Corporation, the Corporation will submit to the Minister a statement of claim for payment of the Minister's share, under this agreement, of the cost of the work.

(2) Subject to approval by the Minister, the Corporation may submit interim statements of claim, from time to time, during the progress of the work, as may be mutually agreed upon, for payment on account of the Minister's share, under this agreement, of the cost of the work done during the period covered by such interim statements.

(3) All such statements of claim shall be submitted through the proper District Engineer of the Department and shall be accompanied by such statements of accounts, payment certificates, paylists, vouchers and other documents, certified by the Engineer and Treasurer of the Corporation, in such reasonable form as the Financial Comptroller of the Department may, from time to time, require.

8. (1) Subject to this paragraph, upon receipt of a statement of claim under paragraph 7 and the approval thereof by an officer of the Department designated by the Minister, the Minister will pay to the Treasurer of the Corporation the amount of the claim.

(2) No payment will be made under this paragraph in respect of any item of cost -

- (a) that is not properly chargeable to road improvement under Part VII of The Act or under the terms of this agreement;
- (b) that is not properly supported by vouchers and other documents; and
- (c) that has not been incurred in respect of work certified by the District Engineer of the Department as having been satisfactorily performed.

*File*

21-16

Department of Highways  
COPY  
For the Information of:

MR. G.F. WETHERALL,  
District Engineer,  
OTTAWA.

Toronto, November 13, 1958.

FORM CE-10  
PAGE 5

16. If The Act is repealed in whole or in part and other provisions are substituted by way of re-enactment, amendment, revision or consolidation, any reference in this agreement to any repealed provisions shall, as regards any subsequent transaction, matter or thing hereunder be construed as a reference to the provision so substituted.

17. This agreement may be terminated by either party giving notice of termination, by registered mail, to the other party and such termination shall take effect sixty days after the date of mailing of such notice; provided that upon the assumption of the whole or any part of the connecting link by the Minister as part of the King's Highway or a Secondary Highway, or upon the revocation of the Order-in-Council designating such highway, or any part thereof, as a connecting link, this agreement shall cease to apply to such highway or to such part thereof, but, in the event of this agreement being so terminated or ceasing to apply to the whole or any part of the connecting link, any expenditure made or undertaken by either party pursuant to this agreement in respect of the connecting link or such part thereof, prior to the date of such event, shall be apportioned and paid by the respective parties in accordance with the terms of the agreement.


IN WITNESS WHEREOF The Minister of Highways, on behalf of the Party of the First Part, has hereunto set his hand and affixed the Seal of the Department of Highways, and the Party of the Second Part has affixed its Corporate Seal attested by the hands of its proper officers duly authorized in that behalf.

SIGNED, SEALED AND DELIVERED )

in the presence of )

(D.H.O. SEAL) )

(SEAL OF CORPORATION) )

  
 Minister of Highway  
 for Ontario  
*J. G. Macdonald*  
 Mayor  
*W. J. ...*  
 Clerk

MEMORANDUM FOR -  
Mr. W.D. Ratz,  
Sup't Surveys,  
DOWNSVIEW.

Attention: V.E. Conway.

RE: City of Cornwall - Connecting Links Designations.

Please prepare the recommendation for an Order-in-Council to designate as connecting links, in the City of Cornwall, the following Highway routes:

- (1) Highway #2 route; being from the Montreal Road at the east City limit, northerly to and along Second Street to and along Second Street East extension and along Second Street to Brookdale Avenue, thence northerly along Brookdale Avenue to and along relocated Highway #2 to the northern City limit.
- (2) Brookdale Avenue connection to Highway 401; being Brookdale Avenue from relocated Highway #2 route, northerly to the south end of the interchange at Highway 401.

Please contact Mr. R.C. Adams, City Engineer, Cornwall, for data relevant to the Second Street extension route.

For your early action please.

YA:ig

Y. ANDERSEN,  
PLANNING SERVICES SUPERVISOR.

c.c. R.C. Adams  
G.F. Wetherall  
G.W. Hewitt

## MEMORANDUM

25-16

To: Mr. K. Westerby,  
Dist. Mun. Engr.,  
Ottawa.

FROM: D. H. Bonner,  
Urban Projects Supervisor.

ATTENTION: Mr. R. L. Smith

DATE: June 8, 1971.

OUR FILE REF. IN REPLY TO

Mr. C. N. Strachan,  
Urban Program Engineer,  
Program Office, Downsview.

District 9, Ottawa

Mr. D. Bonner,  
Urban Project Supervisor.

May 28, 1971

## SUBJECT:

City of Cornwall, Connecting Link,  
Designation of Cornwall Centre Road

In reply to your memo of May 28, 1971, and correspondence from the City of Cornwall requesting connecting link designation this will advise that the Department approves of the request; and designation of Centre Road from Highway #138 to Brookdale Avenue, and Brookdale Avenue from Centre Road to Highway #401 is being processed.

No further information is required. An Order-in-Council designating the route will follow shortly.



D. H. Bonner,  
Urban Projects Supervisor.

DHB/sv

City of Cornwall,  
Request for Connecting Link Designation  
Cornwall Centre Road

Attached please find copies of pertinent correspondence on the recent request by the City of Cornwall that a portion of Cornwall Centre Road be given Connecting Link designation. If this request is granted, please inform us and we will complete and forward the required Form PB-FP-9.

K. Westerby,  
District Municipal Engineer,

RLS/HC  
Attach

per: R. L. Smith,  
Senior Municipal Supervisor.

RECEIVED  
JUN 11 1971  
DISTRICT 9, OTTAWA



CITY OF CORNWALL

C. F. ADAMS, B. ENG. P. ENG  
CITY ENGINEER

P. O. BOX 877  
CORNWALL, ONTARIO  
TEL. 932-6252

April 30, 1971.

Department of Highways,  
530 Tremblay Road,  
Ottawa, Ontario.

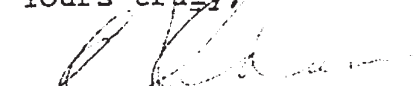
Attention: Mr. K. Westerby,  
District Municipal Engineer.

Dear Sir:

Further to previous correspondence with respect to the redesignation of a portion of Cornwall Centre Road as a highway connecting link, find enclosed original of City of Cornwall resolution #45-71 as requested by you in correspondence dated April 21st.

Other information requested in respect to a plot plan of the municipality presently signed highway routes in this vicinity and the estimated length of the connecting link should include as a separate enclosure.

Yours truly,

  
C. F. Adams, P. Eng.,  
City Engineer.

CFA/jjf  
Encl.

CORNL.	✓
MAINI.	
MUNICIP.	✓
SERVICES	
ACCOUNTS	
EQUIP.	
SIGNS & PERMITS	

File 28-16



Corporation of The City of Cornwall

Resolution No. 45-71

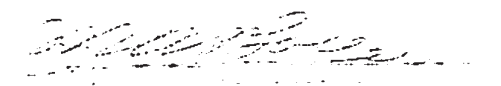
Proposed by Alderman J. Pescod

Seconded by Alderman L. Gauthier

WHEREAS the Ontario Department of Highways is using that portion of Cornwall Centre Road lying between Highway #138 (formerly known as St. Andrews Road) and Brookdale Avenue as a highway connection between Highway #138 and Highway #401, therefore Council desires that the Ontario Department of Highways amend its agreement with the City of Cornwall with respect to highway connecting links from the said municipality by the inclusion of Cornwall Centre Road from Highway #138 to Brookdale Avenue.

Certified to be a true copy of a resolution passed by City Council at a meeting held April 26, 1971.

April 26, 1971





CITY OF CORNWALL

C. F. ADAMS, B. ENG. P. ENG.  
CITY ENGINEER

P.O. BOX 877  
CORNWALL ONTARIO  
TEL 532-6262

April 14, 1971.

Department of Highways,  
530 Tremblay Road,  
Ottawa, Ontario.

Attention: Mr. K. Westerby,  
District Municipal Engineer.

Re Cornwall Centre Road.

Dear Sir:

For the past several years, Ontario Department of Highways have been using a portion of Cornwall Centre Road lying between St. Andrews Road (Highway 138) and Brookdale Avenue as a connection between control access Highway 401 and St. Andrews<sup>2</sup> now known as Highway 138.

Would you advise me as to what approach the City's Works Department must take to have this section of Cornwall Centre Road designated as a highway connecting link.

Yours truly,

*C. F. Adams*  
C. F. Adams, P. Eng.,  
City Engineer.

CFA/jf.

*Kew*  
*1/6*

*137*

CONST.	NOTE & PLAN
MAINT.	DISCUSS WITH ME
MUNICIP.	PLEASE ANSWER
SERVICES	NOTE & RETURN TO ME
ACCOUNTS	INVESTIGATE & REPORT
EQUIP	TAKE APPROPRIATE ACTION
STREETS & PARKS	SHOW ME EVIDENCE BEFORE MAKING

530 Tremblay Road,  
Ottawa, Ontario,  
K1G 0E 1,  
April 16, 1971

Mr. C. F. Adams, P.Eng.,  
City Engineer,  
Box 877,  
Cornwall, Ont.

Dear Sir:

Re: Cornwall Centre Road

Receipt is acknowledged of your letter of April 14th,  
and we will be in touch with you in due course.

Yours very truly,

*KW*

K. Westerby,  
District Municipal Engineer.

KW/HC



530 Tremblay Road,  
Ottawa, Ontario,  
K1G 0E 4,  
April 21, 1971

Mr. C. F. Adams, P.Eng.,  
City Engineer,  
Box 677,  
Cornwall, Ont.

Dear Sir:

Further to my letter dated April 16, 1971 please be advised that if a portion of the above mentioned road between existing Hwy. 138 and Brookdale Avenue is to be considered as a connecting link formal application would have to be made by a resolution from the City Council.

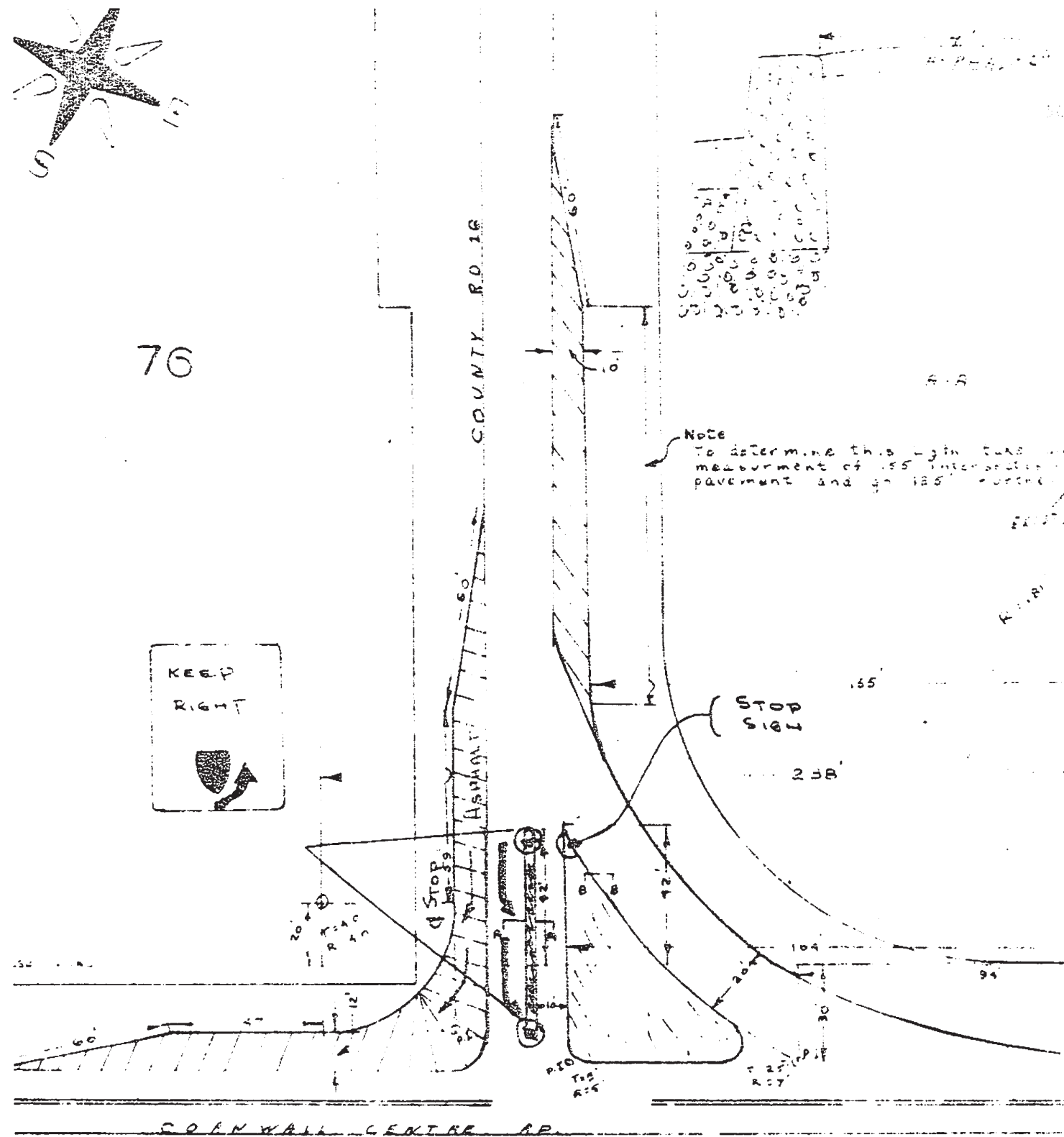
It would also be necessary to forward to this office a plan indicating the limits of the municipality, the present signed highway routes in this vicinity and the length of the proposed connecting link. The width of right-of-way and width and condition of existing pavement should also be indicated.

I trust the above will be of assistance to you.

Yours very truly,

K. Westerby,  
District Municipal Engineer.

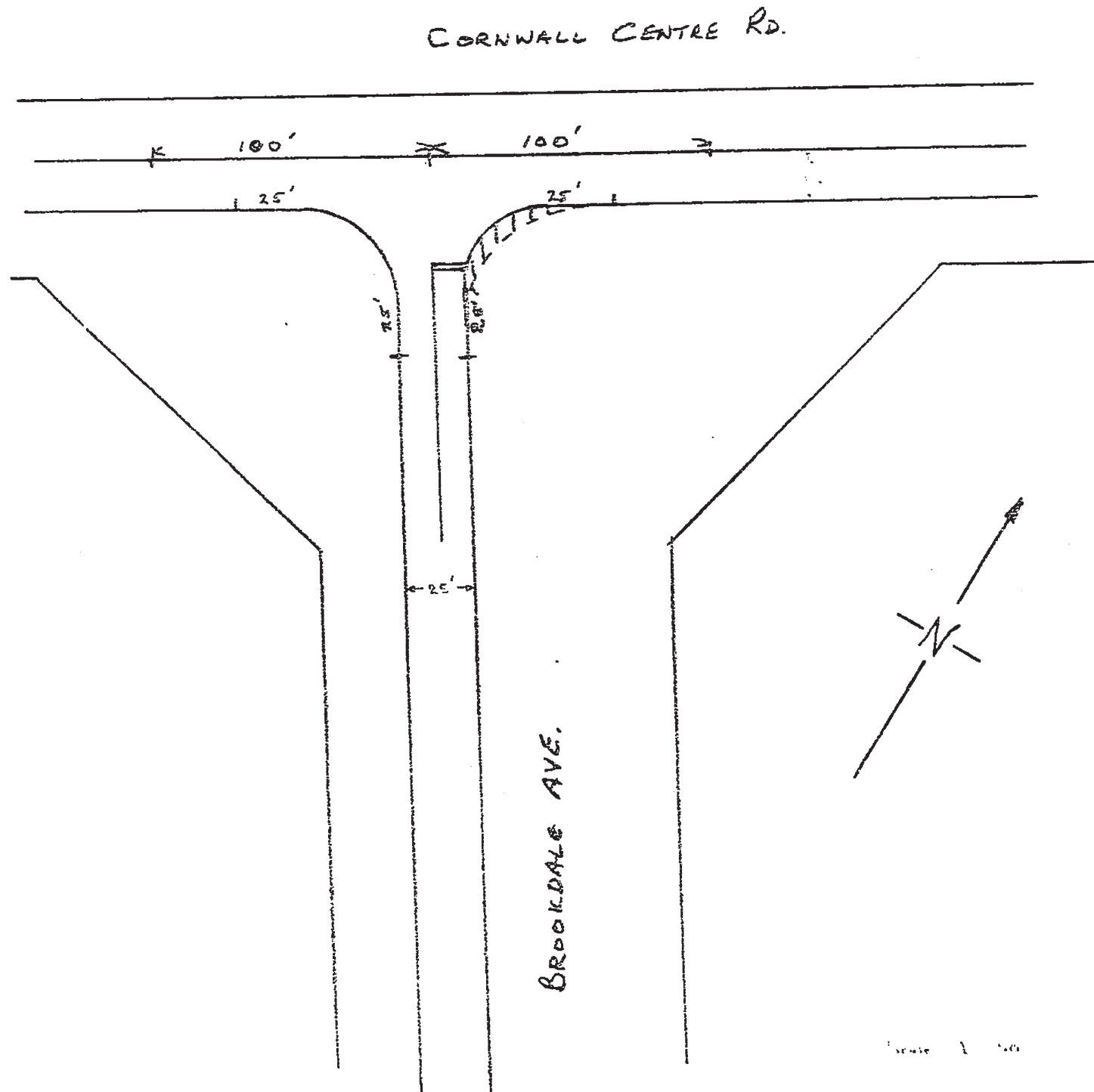
KW/HC



Note: Lgth of Island is - 25' -

CONTRACT TO INVOLVE  
2500-247500 AREA ONLY





**COMMENT FORM**  
**Preliminary Design and Class Environmental Assessment**  
**Highway 138 Improvements from Highway 401 to Highway 417**  
**(GWP 4015-08-00)**

Public Information Centre 1, Cornwall Township Lions Club – Wednesday, June 15, 2016

Your comments will help us to understand what is important to people in the study area. Please provide your comments on the following questions. (Use the back of this sheet if you need more space.) We would also appreciate your input to the carpool / commuter survey. Visit the project website at [www.highway138study.ca](http://www.highway138study.ca) to complete the short online survey. The PIC displays will also be available on the project website.

- Norman Roads LBI  
+ South Road OB 2
- Do you have any comments on the evaluation criteria?  
 The North bound passing lane at Seguin Road affects an OFSC snowmobile trail this is the only trail that is affected with this study
  - Do you have any comments on the improvement alternatives presented at PIC 1?  
 MTD signage for snowmobiling crossings 5 OFSC crossings.
  - Do you have any additional comments or questions?

Please leave your completed comment sheet in the drop box provided or submit (by July 15, 2016) to:

Maya Caron, B.Sc., MCIP, RPP  
 Senior Environmental Planner  
 Stantec Consulting Ltd.  
 49 Bathurst Street, Suite 300  
 Toronto, ON M5V 2P2  
 Tel. (416) 598-7162 Email: [comments@highway138study.ca](mailto:comments@highway138study.ca)

**Name and Address (optional) PLEASE PRINT**

Name: John Boals  
 Mailing Address: Box 1432, Norwoburg Ontario  
 (include postal code) K0C 1X0  
 Tel: 613 543 0374 Fax: Email: info@district106ec.ca



**COMMENT FORM**  
**Preliminary Design and Class Environmental Assessment**  
**Highway 138 Improvements from Highway 401 to Highway 417**  
**(GWP 4015-08-00)**

Public Information Centre 1, Cornwall Township Lions Club – Wednesday, June 15, 2016

Your comments will help us to understand what is important to people in the study area. Please provide your comments on the following questions. (Use the back of this sheet if you need more space.) We would also appreciate your input to the carpool / commuter survey. Visit the project website at [www.highway138study.ca](http://www.highway138study.ca) to complete the short online survey. The PIC displays will also be available on the project website.

1. Do you have any comments on the evaluation criteria?

2. Do you have any comments on the improvement alternatives presented at PIC 1?

3. Do you have any additional comments or questions?

- please consider a parking lot near the road to Moose Creek
- car pool in St. Andrew is necessary - what about at Fire Hall that is being rebuilt.

Please leave your completed comment sheet in the drop box provided or submit

(by July 15, 2016) to:

Maya Caron, B.Sc., MCIP, RPP

Senior Environmental Planner

Stantec Consulting Ltd.

49 Bathurst Street, Suite 300

Toronto, ON M5V 2P2

Tel. (416) 598-7162 Email: [comments@highway138study.ca](mailto:comments@highway138study.ca)

**Name and Address (optional) PLEASE PRINT**

Name: Dan Van Delst

Mailing Address: PO Box 30 St Andrews West ROC 2A0

(include postal code)

Tel: \_\_\_\_\_ Fax: \_\_\_\_\_ Email: dan@vandelst.ca

Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

**From:**  
**To:** [Caron, Maya](#)  
**Subject:** Cemetery wall alternatives  
**Date:** Friday, August 19, 2016 10:44:21 AM

Hello Maya:

Would you be able to link us with where to seek information on the alternatives you mentioned for the cemetery wall?

**Cornwall Township Historical Society**

**St. Andrews West, Ont.**

**KOC 2A0**

Stantec Engineering

June 15, 2016

**Re: Highway 138 Improvement Study**

**Background:** The Cornwall Township Historical Society is a steward of the historic cemetery located at St. Andrews. The cemetery is the burial site of John Sandfield MacDonald and Simon Fraser the explorer. The site is owned by the Diocese of Alexandria Cornwall.

**1936 – First restoration of cemetery and construction of stone wall**

**1992 – Township of Cornwall designates the site as property of historical value – by-law #3855 per the Ontario Heritage Act**

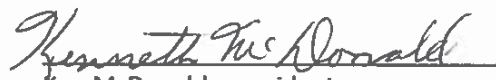
**2007- The stone wall was fully rebuilt at a cost of \$150,000 with the assistance of a grant from the province of Ontario and other private donations.**

**2008 – Mortar failure appears again along both south and east side of cemetery wall.**

**Concerns:**

Over the past several years the stone wall has been struck on numerous occasions by transport vehicles making a right hand turn from Hwy 138 on to County Rd 18. On some occasions the offending driver stopped and reported the incident; however, many times it was left to the Parish of St. Andrews to cover the repair cost. Numerous attempts at communication with MTO were made by CTHS since 2006. CTHS expressed concerns over the frequent wall collisions and suggested some sort of barrier to protect the wall. To date, nothing has been done.

**Drainage and snow/road salt accumulation issues:** Another major concern we have is the deposit of snow and road salt along the eastern length of the wall that runs parallel to Hwy 138. Considerable deterioration of the wall has occurred in this area. We are seeking a solution to this problem in your future design plans.

  
Ken McDonald, president

  
Don McIntosh Secretary

613-534-2075

---

**General Public**

---



I spoke to \_\_\_\_\_ this morning regarding \_\_\_\_\_ plans for a gas bar at this location and has been dealing with Corridor Planning. I provided a brief overview of the study and I advised him that we are not looking at any specific improvements in the vicinity of his property. He asked for a written response (letter format) to confirm any impacts to his planned development.

**Gregg Cooke, P.Eng., AVS, ENV SP**  
Senior Principal, Transportation  
Canada Central & Atlantic Regional Business Leader  
Stantec  
Phone: (905) 381-3227  
Cell: (289) 439-9630  
Fax: (905) 385-3534  
[gregg.cooke@stantec.com](mailto:gregg.cooke@stantec.com)

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**COMMENT FORM**  
**Preliminary Design and Class Environmental Assessment**  
**Highway 138 Improvements from Highway 401 to Highway 417**  
**(GWP 4015-08-00)**

Public Information Centre 1, Cornwall Township Lions Club – Wednesday, June 15, 2016

Your comments will help us to understand what is important to people in the study area. Please provide your comments on the following questions. (Use the back of this sheet if you need more space.) We would also appreciate your input to the carpool / commuter survey. Visit the project website at [www.highway138study.ca](http://www.highway138study.ca) to complete the short online survey. The PIC displays will also be available on the project website.

1. Do you have any comments on the evaluation criteria?

Seem reasonably complete but would consider two additions - Urban design/streetscape - important at Brookdale/CCR intersection, and pedestrian impact at same intersection as well as 138/CCR intersection.

2. Do you have any comments on the improvement alternatives presented at PIC 1?

Alternatives are covered well, Like alternative A2 at Brookdale/CCR, and B2 at 138/CCR, denaturalization seems a bit more pedestrian 'friendly' than simply widening roads.

3. Do you have any additional comments or questions?

Car pool lots are not great urban design elements, would Cornwall Mazda like one across from them??

Please leave your completed comment sheet in the drop box provided or submit (by July 15, 2016) to:

Maya Caron, B.Sc., MCIP, RPP  
Senior Environmental Planner  
Stantec Consulting Ltd.  
49 Bathurst Street, Suite 300  
Toronto, ON M5V 2P2  
Tel. (416) 598-7162 Email: [comments@highway138study.ca](mailto:comments@highway138study.ca)

Thank you for your email. This email is to confirm that your comments have been received and have been circulated to the project team for consideration. The project team is currently reviewing the comments received at and following the Public Information Centre (PIC), and will provide responses to all comments once the PIC comment date has passed (July 15, 2016).

Regards,

**Maya Caron, B. Sc., MCIP, RPP**

Senior Environmental Planner  
Transportation Environmental Planning Team Lead  
Stantec  
300-49 Bathurst Street Toronto ON M5V 2P2  
Phone: (416) 598-7162  
Cell: (416) 529-0426  
Fax: (416) 596-6680  
[Maya.Caron@stantec.com](mailto:Maya.Caron@stantec.com)

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We wish to express our concerns regarding the proposed carpools & bus stops on the northern part of Highway 138. We believe that Bus stops should be available at carpool & designated parking areas only, at the immediate proximities of Highway 417.

Presently the bus stops at the intersection of \_\_\_\_\_ and we are presently dealing with commuters who park their vehicles at our commercial property without authorization. This is a constant issue. This is a costly & now being a liability issue.

We feel this should be addressed by designating bus stops at the carpool parking areas only.

We trust this will be addressed.

Thanking you for your cooperation.

---

**From:** Caron, Maya [<mailto:Maya.Caron@stantec.com>]

**Sent:** June 21, 2016 3:45 PM

**Subject:** RE: Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00) Notice of Public Information Centre 1

Good afternoon,

Further to the email below, the materials that were available at the Public Information Centre, and a link to the carpool / commuter survey, are currently available on the project website: <http://highway138study.ca/>

Comments and completed surveys are requested by July 15, 2016.

Regards,

**Maya Caron, B. Sc., MCIP, RPP**

Senior Environmental Planner  
Transportation Environmental Planning Team Lead  
Stantec  
300-49 Bathurst Street Toronto ON M5V 2P2  
Phone: (416) 598-7162  
Cell: (416) 529-0426  
Fax: (416) 596-6680  
[Maya.Caron@stantec.com](mailto:Maya.Caron@stantec.com)

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---

**From:** Caron, Maya

**Sent:** Thursday, June 02, 2016 10:35 AM

**Subject:** Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00) Notice of Public Information Centre 1

Dear Sir/Madam,

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Preliminary Design and Class Environmental Assessment (Class EA) Study of approximately 35 kilometres of Highway 138 between Highway 401 and Highway 417 in the City of Cornwall and the Townships of North Stormont and South Stormont.

The purpose of this email is to invite you to the first Public Information Centre (PIC) planned for the study. A copy of the PIC notice is attached.

Representatives from the project team and a representative from the Ministry of Transportation Property Section will be available to address questions or comments directly.

The first Public Information Centre is scheduled for:

**Wednesday, June 15, 2016  
4:00 PM to 8:00 PM  
Cornwall Township Lions Club  
17413 McPhail Road**

If you are unable to attend the PIC and would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.

Regards,



**Maya Caron, B. Sc., MCIP, RPP, EnvSP**  
Senior Environmental Planner  
Transportation Environmental Planning Team Lead  
Stantec  
300-49 Bathurst Street, Toronto ON M5V2P2  
Phone: (416) 598-7162  
Cell: (416) 529-0426  
[Maya.Caron@stantec.com](mailto:Maya.Caron@stantec.com)

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**COMMENT FORM**  
**Preliminary Design and Class Environmental Assessment**  
**Highway 138 Improvements from Highway 401 to Highway 417**  
**(GWP 4015-08-00)**

Public Information Centre 1, Cornwall Township Lions Club – Wednesday, June 15, 2016

Your comments will help us to understand what is important to people in the study area. Please provide your comments on the following questions. (Use the back of this sheet if you need more space.) We would also appreciate your input to the carpool / commuter survey. Visit the project website at [www.highway138study.ca](http://www.highway138study.ca) to complete the short online survey. The PIC displays will also be available on the project website.

1. Do you have any comments on the evaluation criteria?

2. Do you have any comments on the improvement alternatives presented at PIC 1?

*Good start.*

3. Do you have any additional comments or questions?

*Would have liked to see roundabout option at  
Bonville. Hope that roundabout option is  
chosen for Headline Road/SDG44*

Please leave your completed comment sheet in the drop box provided or submit  
(by July 15, 2016) to:

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Senior Environmental Planner  
Stantec Consulting Ltd.  
49 Bathurst Street, Suite 300  
Toronto, ON M5V 2P2  
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towards intersection by those heading NB? I'm wary of cross traffic at this location due to the several severe accidents and close calls that have occurred.

*Passing lanes*

Signage to remind drivers that vehicles and slow farm equipment may be turning left from the passing lane to property (farms, fields) or to township roads.

Good Morning,

I attended the PIC meeting yesterday afternoon in Bonville and listed a few thoughts on the comment sheet. After reviewing the drawings this morning I'd like to comment further.  
I travel on Highway 138 from the Monkland area to Cornwall on a daily basis and from the Monkland area north to Highway 417 on a bi-monthly basis (~25 years+).

*Brookdale Avenue/Cornwall Centre Road*

A1 – better than existing configuration, leaves room for a short queue at the stop sign for left turning vehicles

A2 – about the same or not as good as existing, a single NB vehicle turning left onto Cornwall Centre Road will back up vehicles worse than existing (EB/NB vehicles can slip by at stop sign now)

*Cornwall Centre Road/Highway 138*

Either option – no preference

SB/WB trucks often swing into the center of the intersection to make their turn

B1 – will still be able to use center of intersection

B2 – mountable curb on island?

*Headline Road/County Road 44*

C2 – Roundabout – Definitely!!

Could also provide a northern gateway into Cornwall.

*County Road 18 – St. Andrews West*

D3 provides a larger radius for SB right turning vehicles.

If purchasing land on SE quadrant and demolishing the building, was purchasing more land and providing a dedicated left turn lane with a right slip around for northbound vehicles considered. (Many vehicles are using the narrow parking area on the west side of the building as a slip around lane.)

*Valade Road/Island Road*

E2 and E3 can be built within the current right-of-way so no land would be required.

Prefer E3 as SB left turning vehicles may use hatched area for a turn lane and having a dedicated lane would result in less confusion.

*Wheeler Road*

No preference

*Myers Road/McPhail Road*

Mentioned in other comments that a roundabout would have been nice to see at this location.

Prefer G3 – Could hill on SW quadrant be lowered to allow better visibility of vehicles heading EB

**COMMENT FORM**

**Preliminary Design and Class Environmental Assessment  
Highway 138 Improvements from Highway 401 to Highway 417  
(GWP 4015-08-00)**

Public Information Centre 1, Cornwall Township Lions Club – Wednesday, June 15, 2016

Your comments will help us to understand what is important to people in the study area. Please provide your comments on the following questions. (Use the back of this sheet if you need more space.) We would also appreciate your input to the carpool / commuter survey. Visit the project website at [www.highway138study.ca](http://www.highway138study.ca) to complete the short online survey. The PIC displays will also be available on the project website.

1. Do you have any comments on the evaluation criteria?

Norman Road OBI  
+ South Road OBI 2

The North bound passing lane at Seguin Road affects an OFSC snowmobile trail this is the only trail that is affected with this study

2. Do you have any comments on the improvement alternatives presented at PIC 1?

MTD signage for snowmobiling crossings  
5 OFSC crossings.

3. Do you have any additional comments or questions?

Please leave your completed comment sheet in the drop box provided or submit (by July 15, 2016) to:

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**COMMENT FORM**

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Highway 138 Improvements from Highway 401 to Highway 417  
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Public Information Centre 1, Cornwall Township Lions Club – Wednesday, June 15, 2016

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1. Do you have any comments on the evaluation criteria?

2. Do you have any comments on the improvement alternatives presented at PIC 1?

3. Do you have any additional comments or questions?

Signs on 138 should not block view of traffic.  
raise the signs.

Please leave your completed comment sheet in the drop box provided or submit (by July 15, 2016) to:

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Senior Environmental Planner  
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message:

-----  
My suggestions for Hwy. 138 are:

Set up a Round-A-Bout circle on Hwy. 138 at Headline Road, that would prevent alot of accidents and make it safer at that intersection. Ad some passing lanes with warning of passing lanes coming up OR increase the speed limit to 90 K1 in the 80 K1 zones (the reason why people are taking a chance to pass is because 80 K1 is way too slow and people get impatient. 90 K1 will deter people to pass! (it's like a reverse cycology). This week I got stuck 6 cars behind a farm tractor vehicle with approx. 11 cars behind me at rush hour time when people goes to work in Ottawa or west end areas. A couple of people right behind the tractor took chances to pass this tractor in the longest stretch possibilty. For the rest of us we put-put-put behind this Tractor driver. He should of been curtious and pull aside once in a while when he saw the big line up behind him!

Those are my suggestions.

message:

-----  
Passing lanes definatly needed. Passenger vehicles are constantly performing multi vehicle passes and even tractor trailers try passing vehicles travelling at the speed limit. Nothing new, just wanted to show my support.  
Thanks

message:

-----

We travel back and forth along Hwy 138 virtually weekly and are keenly interested in any improvements that can be brought to it, including better turning lanes, better lighting at intersections, the elimination of the traffic light at CR43 in Monkland and an increase in the posted speed to at least 90 kph but preferably to 100 kph. I realize full twinning is probably not in the cards, but consideration should be made for a full-length (35 km) 3rd (middle) lane to be used as alternating passing lane in 2 km stretches alternating northbound and southbound.

message:

-----

I wasn't able to attend the meeting wednesday night but I want to be able to see the projected changes. I have searched through the material on this site and can't find the pictures showing the possible changes. How can I access them?

Dear Mr. Freure,

I reviewed the two preliminary proposals for the intersection of Brookdale Ave. and Cornwall Centre Road on [www.highway138study.ca](http://www.highway138study.ca). I have attached the drawing that was on the

In 2011 we received full MTO and City of Cornwall approval of our site plan. It required our company to transfer significant frontage to the City of Cornwall for this type of road improvement.

Storm Water management must be a high priority in your final design. The ditch that run to the east of Brookdale Ave. receives a very high flow of water during spring run-off and rain storms. We also have a swale on our property that receives the water from our paved lot. Design A2 on the attached not allowing room for a new ditch or swale. Vehicle speeds on this new 90 degree radius turn would also be a concern. The current intersection forces vehicle to at least stop and creates space for vehicles exiting Brookdale avenue and Cornwall Centre Road. Design A1 looks like it would be more acceptable, however we would need to see a more detailed plan to give further feedback.

Regards,

message:

I have reviewed the two alternatives for possible improvement to the Brookdale ave. and Cornwall Centre Road intersection. My main concern with both alternative is the hadling of storm water. The ditch that runs East of Brookdale and south of Cornwall Centre Road handles a very large flow of water, especially during heavy rains.

we will not grant more land. There is ample land available. Drawing A1 would be more suitable. I would like to see a detailed storm water management study for this corner.



I would like to see the intersection of 138 and Headline Road controlled by traffic signals. Unfortunately we have to attend this location often due to collisions. area of hwy 9 between hwy 400 and new market and seen the reconstruction of hwy 9. They made many safer passing lanes and widening the road to 4 lanes in many spots. Once it was completed they reduced the speed limit and they strictly enforce it. This I think is a good idea, people need to slow down. After all a road is a road and doesn't cause accidents, people do. I am quite interested in this project. Thank you.

Sent from my iPhone

**COMMENT FORM**  
**Preliminary Design and Class Environmental Assessment**  
**Highway 138 Improvements from Highway 401 to Highway 417**  
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Public Information Centre 1, Cornwall Township Lions Club – Wednesday, June 15, 2016

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1. Do you have any comments on the evaluation criteria?

I really believe changes are needed to improve safety along this busy highway. We commute on it daily and go Ottawa at least once or more weekly/bi weekly.

2. Do you have any comments on the improvement alternatives presented at PIC 1?

Headline Rd area - lights are certainly needed with a turning ~~the~~ passing lane. Not sure if roundabout OK for transports - enough room.

3. Do you have any additional comments or questions?

Quail Rd + MacMillans corners Road has a passing lane - very difficult to turn off to both roads with all the traffic and the passing just as you go to pull on Highway someone comes

Please leave your completed comment sheet in the drop box provided or submit

(by July 15, 2016) to:

Maya Caron, B.Sc., MCIP, RPP

Senior Environmental Planner

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49 Bathurst Street, Suite 300

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**COMMENT FORM**

**Preliminary Design and Class Environmental Assessment  
Highway 138 Improvements from Highway 401 to Highway 417  
(GWP 4015-08-00)**

Public Information Centre 1, Cornwall Township Lions Club – Wednesday, June 15, 2016

I don't think raising speed limit  
to 90 Km will help - then people  
will go 100 Km - not all but some.

Thanks for having this information  
session and will be happy to  
have more.

message:

-----  
Please keep me posted on all developments. My idea is to create passing lanes to allow  
commuters to safely pass in designated areas.

message:

-----  
I would like to find out how i might propose a wildlife passageway across the underside of hwy 138 ?  
Between the Zones that you describe as being widened, more specifically between McMillans Corners and  
Willy Allen Road where the road elevation is considerably higher than the surrounding area. Many provinces  
embrace this type of wildlife preservation and it is truly effective when it comes to reduction in vehicle/wildlife  
collisions.

To the project team,

We have lived at \_\_\_\_\_ Since then, there have been a few  
accidents on Hwy 138 right in front of our house. Some of those accidents were fatal and  
others were less tragic but still caused permanent injuries that could have been avoided. We  
are too often observing close calls in front of our house all due to Hwy 138 conception  
problems. These following recommendations need to be considered seriously to improve  
security between Cameron Rd. and Quail Rd.

-----  
-----  
-----  
**Dangerous situation #1:**

Vehicles going northbound on Hwy 138 and turning west on Willy Allen Rd. are often rear-  
ended or cause traffic to pass them on the right side on the unpaved shoulder. This is a  
dangerous situation because the gravel can be slippery for cars at that speed. It also damages  
the side of the asphalt which is now crumbling at that spot where vehicles regularly pass on  
the right.

**Solution:**

A paved shoulder or a turning lane on the east side of Hwy 138 ( in front of Willy Allen Rd.) is a  
must to ensure security for those going northbound and turning on Willy Allen Rd.

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-----  
-----  
**Dangerous situation #2:**

The hill on Hwy 138 between Willy Allen Rd. and Amell & Ranald George Rd. is a definite blind  
spot for the school bus who has to stop \_\_\_\_\_ Cars and 18  
wheelers cannot stop in time when they come down the hill going southbound. When they  
see, at the last minute, the bus (going northbound) stopped on the 138 with its lights flashing,  
they have to slam on the brakes to try to stop in time or if they know they cannot stop in time  
they pass (the stopped cars) on the right (on the west side) unpaved shoulder in an unsafe  
way.

**Solution:**

- Cutting down the hill would be the best solution for maximum visibility.
- Putting a school bus sign with flashing lights up on the west side of the 138 near Amell &  
Ranald George Rd. to advise southbound vehicles that a school bus zone is coming up just

past the hill. There could also be another school bus sign on the east side of Hwy 138 just past Cameron Rd. for northbound vehicles.

-There should also be strictly (no passing) full double yellow lines from Amell & Ranald George Rd. to past Willy Allen Rd. (southbound) since this is a very dangerous passing spot.

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**Dangerous situation #3:**

That same hill on Hwy 138 is also a blind spot for any vehicle going southbound and trying to turn east. The traffic behind that turning vehicle is so dense and fast that some drivers will pass at that point when they are coming down the hill. They are not anticipating that a vehicle might be turning

They either get passed by fast drivers or they could get rear-ended by traffic that has not seen them stop. Some drivers just pass on the right side on the paved shoulder to avoid rear-ending the stopped car.

**Solution:**

-Cutting down the hill would be the best solution for maximum visibility.  
-There has to be a sign on the top of that hill (on the west side) near Amell & Ranald George Rd. to advise drivers about a coming hidden driveway (on the east side).  
-There should also be strictly (no passing) full double yellow lines from Amell & Ranald George Rd. to past Willy Allen Rd. (southbound) since this is a very dangerous passing spot.

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**Dangerous situation #4:**

-The vegetation (large trees, shrubs etc...) on both sides of Hwy 138 is too close to the highway in the area between north of Bonville and near Warina. It makes it very difficult to see the wildlife in time to react.

**Solution:**

Vegetation should be cut further away from Hwy 138 to assure drivers and passengers security.

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**Dangerous situation #5:**

Drivers stop their vehicle frequently on the east side of Hwy 138 onto the unpaved shoulder to use their mobile device. That can cause traffic hazards.

**Solution:**

There could be rest stops along Hwy 138 where drivers could stop their vehicle for texting or whatever other reason and feel secure and not be a nuisance to those following them.

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---

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We hope these five dangerous situations will be taken seriously by the project team. Please feel free to come chat with us if you want more specific details. It is so much easier to explain each situation in person while we have the facts and Hwy 138 in front of us.

message:

-----  
Unfortunately I will be unable to attend the session on June 15th to discuss the HWY138 study. However, I am a daily commuter to Ottawa for the last 13 years and would like to receive information about the study/be involved in future public consultations.

#### Headline Road

and have been involved in or witnessed so many near misses it's frightening as have my wife and children. I can't count the amount of petitions we signed or letters I send requesting something be done with that intersection. We hope to see traffic lights with advance greens and designated lanes for right hand turns that are clearly marked as such. Traffic zooms past vehicles on the righr that are turning left onto Headline Road in either direction making the use of the intersection a game of Russian Roulette. We sure hope this initiative means that something will finally be done before a serious accident with multiple fatalities occurs. It's not if, it's when. Thank you.



Please place a traffic light with advanced greens to be located at Headline Road & Hwy 138. As a resident whose family uses this intersection regularly, it is like playing Russian Roulette every time. Eventually there will be a horrific accident with multiple fatalities if nothing is done. It is when it happens and not if.

Hello

I feel the speed limit should be raised to 100 km/hr. Unfortunately drivers who drive the posted 80, bottleneck traffic which causes idiots to pass sometimes multiple cars resulting in accidents. Or how about better enforcement of the posted 80. I rarely see cops anywhere along this hwy. Drive in Quebec and there are cops everywhere. Four lanes would really be the cats meow.

Sent from my iPhone

Please add me to the project mailing list.

Thank you.

message:

-----  
Being a long time resident(30+years) my family has seen a lot happen at the intersection of 138 & County Road 44 (Headline Road).

We would like to see traffic lights and turning lanes installed. Many times again while vehicles on the 138 are waiting to turn on the side roads, traffic barrels through the intersection using what should be the turning lane.

When stopped at the intersection waiting for an opportunity to access the 138 or cross it have been at times very lengthy and frustrating, chances are taken.

You have a second option of a roundabout at this location! We feel strongly against this, since we believe the high level of traffic will just cause confusion and don't feel this is the location to educate people on how they work.

Since County Road 44 is a truck route servicing traffic to McConnell Avenue, to access the 401 or truck shops on this road. And also traffic to Boundary Road for the truck shops here aswell and all of the warehousing companies, and the 401. I now see (small trains) 80' tractor trailers coming down this road. With the number of transports and size accessing this road, I think a roundabout would be chaotic!!!

Being a regular traveler to Ottawa as well, I think the rest of the recommendations are suitable. Of course you realize where you increase from 80 to 90kms, the traffic will also exceed the 100kms, I am saying this because when I go to Ottawa, I set my cruise at 90 in those 80km areas and I still being passed! Hopefully the passing lanes will alleviate this situation!!

message:

-----  
I travel this road frequently, and it really does need a makeover.

Dear Mr. Freure,

I am so happy that finally something will be done about 138. I wonder if you have considered the safety of pedestrians along the connecting branch, known as Cornwall Centre Road, between 138 and Brookdale Ave. Having lived here for 16 years, I observe the big rig traffic increasing annually. Furthermore, the speeding is absolutely outrageous.

Since the development of the new subdivision south of Cornwall Centre Road, many young families have moved into the area. More and more pedestrians are forced to walk along a gravel shoulder on both the north and south sides. Bikers must risk their lives to get to a safe street to bike. Many seniors have moved into this area too. They walk along the shoulder of the road to get to the summer market on the south side and they walk to the bus stop at the corner of CCR and Hwy 138 to get to the corner restaurants and to the garden centre.

I know that Cornwall Centre Road is under the jurisdiction of 2 separate governments. South Stormont and City of Cornwall.

When someone gets killed, everybody will be scrambling to do something about this dangerous situation. Under your guidance and leadership, let's get the job done right.



**COMMENT FORM**

**Preliminary Design and Class Environmental Assessment  
Highway 138 Improvements from Highway 401 to Highway 417  
(GWP 4015-08-00)**

Public Information Centre 1, Cornwall Township Lions Club - Wednesday, June 15, 2016

Your comments will help us to understand what is important to people in the study area. Please provide your comments on the following questions. (Use the back of this sheet if you need more space.) We would also appreciate your input to the carpool / commuter survey. Visit the project website at [www.highway138study.ca](http://www.highway138study.ca) to complete the short online survey. The PIC displays will also be available on the project website.

1. Do you have any comments on the evaluation criteria?

I think you have made a good start at approaching the continuing problem of growth and increased traffic. - Need much more public input. Slower traffic with lanes for farm machinery - share the road

2. Do you have any comments on the improvement alternatives presented at PIC 1?

Although I dislike roundabouts - they slow the traffic and allow the continuous flow for vehicles trying to enter or to highway - lights are cheaper but stop the flow

3. Do you have any additional comments or questions?

[Redacted] - I am aware of the constant traffic the noise the damage + danger to farm livestock because accidents do happen. Fencing concerns when vehicles drive thru intersection. I feel avoiding St. Andrews is important and feel getting the traffic from the 401 to 138 is important.

Please leave your completed comment sheet in the drop box provided or submit (by July 15, 2016) to:  
Maya Caron, B.Sc., MCIP, RPP  
Senior Environmental Planner  
Stantec Consulting Ltd.  
49 Bathurst Street, Suite 300  
Toronto, ON M5V 2P2  
Tel. (416) 598-7162 Email: [comments@highway138study.ca](mailto:comments@highway138study.ca)

**COMMENT FORM**

**Preliminary Design and Class Environmental Assessment  
Highway 138 Improvements from Highway 401 to Highway 417  
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Public Information Centre 1, Cornwall Township Lions Club - Wednesday, June 15, 2016

Good luck nobody likes change!  
① - Roundabouts - continuous traffic flow - safe passing lanes - But more questions to safety of local farmers trying to make a living or having to deal with heavy traffic - longer slip roads???

② Avoid St. Andrews - Brookdale seems to be more logical as closer to 401 + less urban.

- McConnell has lots a congestion now. But I would get a new fence line. As is City Rd 44 needs to be completely torn up and have a proper base put down on the road. My headaches with issue is continuous

Again Good luck



on the east side of Hwy 138 within the 1.7 km stretch - quite a few business/residences and entrances in a condensed area where the business/homeowners are trying to enter/exiting their driveways on an already busy and dangerous highway. **Not Safe.**

I wonder if using the slip around on the west side of our Farm Business/residential entrances be, an option, as well as one at McDonald Road for the traffic going north and at Rombough Road for the traffic going south. From our front porch, we do see the line up at the said locations and have watched as people pass on the right at the three location on a regular basis.

Dear Maya

I attended the Public information meeting Centre 1 at the Cornwall Township Lions Club - Wed. June 15, 2016

The visual presentation of the proposal of the changes to Highway 138 was impressive.

**MAJOR SAFETY CONCERNS** regarding this option.

Majority of the time (90% +) we do a left hand turn into our Farm Business/Residential driveways off of Hwy 138 when headed south. At the present time, we either hold up traffic or traffic will pass our vehicles (both farm and personal) on the gravel, on the right hand side. As with any farming operation...our equipment is large and numerous...i.e. combine, tractors pulling wagons, haybine, seeder, harvester, cultivator, plow, one-way discs, stone picker, forage boxes - which can be anywhere from 55 to 70 feet long and several personal vehicles enter the property on a daily basis. We also have a transport trailer making a left hand turn into our driveway to pick up our milk every second day,

we will be forced to make our left-hand turn into our driveways from the passing lane - I feel that this will be extremely dangerous and life threatening. Traffic would have left the intersection, enter the passing lane going up the grade, accelerating and once they reached the top of the grade, - there we are sitting waiting to turn left into our driveways. **Not safe**

At the Public meeting, two of your representatives suggested that we pull over on to the gravel -right hand side and wait for the traffic to go through. We do this now with our farm vehicles and machinery.

we will then be travelling across 3 lanes of traffic compared to 2 with slow starting, slow moving vehicles that can be 55 to 70 feet in length...at the same time others are accelerating in the passing lane, up the grade and there we are halfway across the road. **Not Safe.**

The scenario will be the same, as above, when we try to exit our driveway, turning left onto Hwy138, with our farm vehicles and machinery, at the same time others are accelerating in the passing lane, up the grad and there we are half way across the road. **Not safe.**

From the start of the passing lane to the end, the road is not 100% visible. There is a grade that prevents the drivers from having clear visibility over that grade. Presently a school bus picks up a child just over that grade. **Not Safe.**

There are 7 Business/residences within the 1.7 km stretch. There are 8 business/residential entrances and 1 road entrance - Rombough Road on the West side of Hwy 138 and 9 entrances and 1 road entrance - McDonald Road,



Overall the presentation has a big feeling of a "Bandaid" solution

Still believe that a bypass from Brookdale straight north and re-connecting to 138 north of St. Andrews is the better solution

Very dissappointed that this won't be considered....if this was anywhere near Toronto, it would have been done years ago.

Otherwise, I would welcome most of the recommendations  
Prefer traffic circle over lights at Headline intersection

message:

-----

I would like to have my name added to the project mailing list. Thank you kindly,

**COMMENT FORM**  
**Preliminary Design and Class Environmental Assessment**  
**Highway 138 Improvements from Highway 401 to Highway 417**  
**(GWP 4015-08-00)**

Public Information Centre 1, Cornwall Township Lions Club – Wednesday, June 15, 2016

Your comments will help us to understand what is important to people in the study area. Please provide your comments on the following questions. (Use the back of this sheet if you need more space.) We would also appreciate your input to the carpool / commuter survey. Visit the project website at [www.highway138study.ca](http://www.highway138study.ca) to complete the short online survey. The PIC displays will also be available on the project website.

1. Do you have any comments on the evaluation criteria?

*The criteria seem logical - implementation is the key*

2. Do you have any comments on the improvement alternatives presented at PIC 1?

*See over & the passing lanes are a good idea. Those of us who don't believe in speeding & creating more greenhouse gases understand we hold up traffic!*

3. Do you have any additional comments or questions?

*#2 Possible carpool lot is on a hill!! Access would be a safety concern!  
The more allowance for carpooling the better!!*

Please leave your completed comment sheet in the drop box provided or submit

(by July 15, 2016) to:

Maya Caron, B.Sc., MCIP, RPP

Senior Environmental Planner

Stantec Consulting Ltd.

49 Bathurst Street, Suite 300

Toronto, ON M5V 2P2

Tel. (416) 598-7162 Email: [comments@highway138study.ca](mailto:comments@highway138study.ca)

I was wondering if there was ever any thoughts or discussion on making some changes to the intersection at 138 hwy and cornwall Centre rd. I believe pedestrian safety could be greatly improved. One very simple fix would be to cut out some of the curbs so that people with strollers can safely cross. There is only one sloped curb and it is on the south side (cornwall) of the road. Some larger projects that would also do greatly improve pedestrian safety is to maybe come up with a plan to work with the city to install a side walk that makes walking along cornwall Centre rd safe as the area around Eamer's corners and Churchill heights continues to grow. Anyways I took some pictures to send to anyone who wants to better see what I am talking about



**COMMENT FORM**

**Preliminary Design and Class Environmental Assessment  
Highway 138 Improvements from Highway 401 to Highway 417  
(GWP 4015-08-00)**

Public Information Centre 1, Cornwall Township Lions Club – Wednesday, June 15, 2016

A. Brookdale Ave - A2 is better & take into account the traffic flow from Cornwall Centre Rd onto Brookdale being more than east bound on C.C. Rd.

B Cornwall Centre Rd - B2 to allow maximum turn for transports

C Headline - C2 - Roundabout - Although many in our area are not too experienced in driving in roundabout, I prefer C2. If you put in a traffic light, it will have to have a variety of timings because of <sup>different</sup> quantities of traffic at diff. rights

D Dundas St. - D3 - There needs to be a right turn lane on Dundas St heading west. Can turn R onto Hwy 138 and trigger the change in the traffic light - stopping N/S traffic when no one on Dundas St.

E Walade - E3

F - Wheeler - F2

G Myers - G3

**COMMENT FORM**

**Preliminary Design and Class Environmental Assessment  
Highway 138 Improvements from Highway 401 to Highway 417  
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Public Information Centre 1, Cornwall Township Lions Club – Wednesday, June 15, 2016

Your comments will help us to understand what is important to people in the study area. Please provide your comments on the following questions. (Use the back of this sheet if you need more space.) We would also appreciate your input to the carpool / commuter survey. Visit the project website at [www.highway138study.ca](http://www.highway138study.ca) to complete the short online survey. The PIC displays will also be available on the project website.

1. Do you have any comments on the evaluation criteria?

✓

2. Do you have any comments on the improvement alternatives presented at PIC 1?

THE LAFLECHE RD. - 138 - INTERSECTION IS VERY BUSY WITH A WASTE COMPANY SOIL REMEDIATION SITE, TIRE RECYCLING COMPANY/ QUARRY OPERATIONS ARE USING A LARGE NUMBER OF 'NEWLAW' 53 TRAILERS. THIS INTERSECTION WARRANTS A STOP LIGHT TURN LANES.

3. Do you have any additional comments or questions?

TREES/SHRUBS SHOULD BE PLANTED AS A MORE PERMANENT SOLUTION IN LIEU OF SNOW FENCES ALONG AREA BY 138 - SOUTH OF LAFLECHE RD.

Please leave your completed comment sheet in the drop box provided or submit (by July 15, 2016) to:

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Senior Environmental Planner

Stantec Consulting Ltd.

49 Bathurst Street, Suite 300

Toronto, ON M5V 2P2

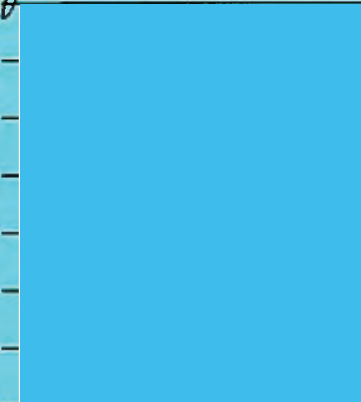
Tel. (416) 598-7162 Email: [comments@highway138study.ca](mailto:comments@highway138study.ca)



**COMMENT FORM**  
**Preliminary Design and Class Environmental Assessment**  
**Highway 138 Improvements from Highway 401 to Highway 417**  
**(GWP 4015-08-00)**

Public Information Centre 1, Cornwall Township Lions Club – Wednesday, June 15, 2016

*I would appreciate a call/meeting to discuss the  
Lafayette Rd. intersection.*



**Greetings**

Some comments relative to the EA that you are conducting for Hwy 138 between Cornwall and Hwy 416.

**1. Corridor Planning and St. Andrew Bypass:**

I recall that MTO was developing a plan for a future controlled access highway (438) and had completed some corridor property acquisition. I suspect that it will be many years before such an undertaking is warranted, however the planning should be completed and the future corridor secured.

The future alignment at the south end was to be an extension of Brookdale Ave. and a bypass of St. Andrews. I believe that this component should be considered a high priority as part of this project. It would eliminate the problem at the Cornwall Centre Road intersection and reduce traffic volumes on Cornwall Centre Road. It would also eliminate the problem intersection in St. Andrews. Hwy 138 would provide a more direct route between Hwy 401 and Hwy 416 and you could remove the connecting link designation from Cornwall Centre Road.

**2. Speed Limit:**

The regulatory speed limit should be increased to at least 90 kph. I suspect that the 85th percentile speed is approaching 100 kph. I drive the road every 2 weeks and observe that if you are not travelling at 95 kph then you are going to be holding up many other travellers. If you remove the slower moving vehicles from the statistics, the average speed will be greater because the rest of the traffic will not be impeded. This situation of course leads to tailgating and passing (some of which is unsafe).

**3. Passing Lanes:**

Add passing lanes in suitable locations to facilitate passing of slower moving vehicles including trucks and farm vehicles.

4. Car Pool System:

There are many commuters using 138. Set up a WEB based car pool system that commuters can access and also establish a car pool lot or two.

5. Enforcement:

More enforcement is necessary to help control excessive speeding, aggressive driving (tailgating), and unsafe vehicles. I often see vehicles pulling trailers that appear unsafe and trucks with loads not properly secured.

Please include me on the mailing list as the study progresses. Also I would appreciate receiving some AADT data along with vehicle classification.

**COMMENT FORM**  
**Preliminary Design and Class Environmental Assessment**  
**Highway 138 Improvements from Highway 401 to Highway 417**  
**(GWP 4015-08-00)**

Public Information Centre 1, Cornwall Township Lions Club – Wednesday, June 15, 2016

Your comments will help us to understand what is important to people in the study area. Please provide your comments on the following questions. (Use the back of this sheet if you need more space.) We would also appreciate your input to the carpool / commuter survey. Visit the project website at [www.highway138study.ca](http://www.highway138study.ca) to complete the short online survey. The PIC displays will also be available on the project website.

1. Do you have any comments on the evaluation criteria?

No

2. Do you have any comments on the improvement alternatives presented at PIC 1?

Further public consultation is necessary prior to finalizing plan for improvements

3. Do you have any additional comments or questions?

- My personal opinion is to realign; add stop lights to Headline Rd/138 intersection.
- Change passing lines at Quail Rd/Millan Rd intersection
- Use enforcement tools (ex cameras, patrol) to patrol & control speeds on 138.

Please leave your completed comment sheet in the drop box provided or submit (by July 15, 2016) to:

Maya Caron, B.Sc., MCIP, RPP

Senior Environmental Planner

Stantec Consulting Ltd.

49 Bathurst Street, Suite 300

Toronto, ON M5V 2P2

Tel. (416) 598-7162 Email: [comments@highway138study.ca](mailto:comments@highway138study.ca)



message:

-----  
I think all that the highway 138 needs is left turning lanes and at stretch of passing lanes like the highway 17 has going to Pembroke and North Bay.

**COMMENT FORM**  
**Preliminary Design and Class Environmental Assessment**  
**Highway 138 Improvements from Highway 401 to Highway 417**  
**(GWP 4015-08-00)**

Public Information Centre 1, Cornwall Township Lions Club – Wednesday, June 15, 2016

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1. Do you have any comments on the evaluation criteria?

The proposed Dundas Street / 18 junction proposal should incorporate option #3 shown. Vehicles coming from Oshtabruk Center would be closer to the intersection this way. Something to remember is that the church uses this frontage area for parking

~~2. Do you have any comments on the improvement alternatives presented at PIC 1?~~

hursts + wedding ceremony vehicles. It would be nice not to pose too much of this area. A good / great area for carpooling would be the current St. Andrew fire hall, once the new one is built or in Monkland intersection, close to

~~3. Do you have any additional comments or questions?~~

tracks. Monkland area wouldn't disturb as much of the buildings / houses. Downtown St. Andrews is a beautiful area, the less impact the better.

Please leave your completed comment sheet in the drop box provided or submit (by July 15, 2016) to:

Maya Caron, B.Sc., MCIP, RPP  
Senior Environmental Planner  
Stantec Consulting Ltd.  
49 Bathurst Street, Suite 300  
Toronto, ON M5V 2P2  
Tel. (416) 598-7162 Email: [comments@highway138study.ca](mailto:comments@highway138study.ca)

message:

-----

There have been too many near misses that I alone have witnessed at the corner of highway 138 and Headline Road. The traffic heading north and/or south are using the turning lane as a passing lane. They are doing so without considering reducing their speed in light of the congestion and reduced visibility of oncoming traffic. I would love to see traffic lights at this corner. PLEASE!!! BEFORE a life is taken. ALL lives are precious! Let's not wait until someone of a higher than average statute in our community is killed!! PLEASE put this corner at the top of your list for discussion at your round table! I have approached our local Cornwall MP and was told this is a Township issue. Please, for the sake of saving lives!

message:

-----

Hello,  
I have sent in comments earlier today but would like to add the following:

- The corner of Highway 138 and Headline Road is very congested during the peek hours of school commencement and completion. There is a primary school at the corner!!! For goodness sake, let's be putting the lives of these young children first and put LIGHTS at this corner!! Please pass this on to the team for Highway 138 Study!! Thanks.



Plan Proposal: To introduce and Identify a secondary traffic artery North of Cornwall to bypass residential areas along the Hwy. 138 corridor From Eamers Corners past St. Andrews West

Incorporating this proposal with M.T.O.'s highway 138 study is important to give our local governments and landowners foresight how the future traffic arteries will be laid out.

Cornwall's new growth is adding more commercial and personal vehicles to an already stressed section of Hwy 138.

Two areas have been identified as a possibility for a secondary traffic artery

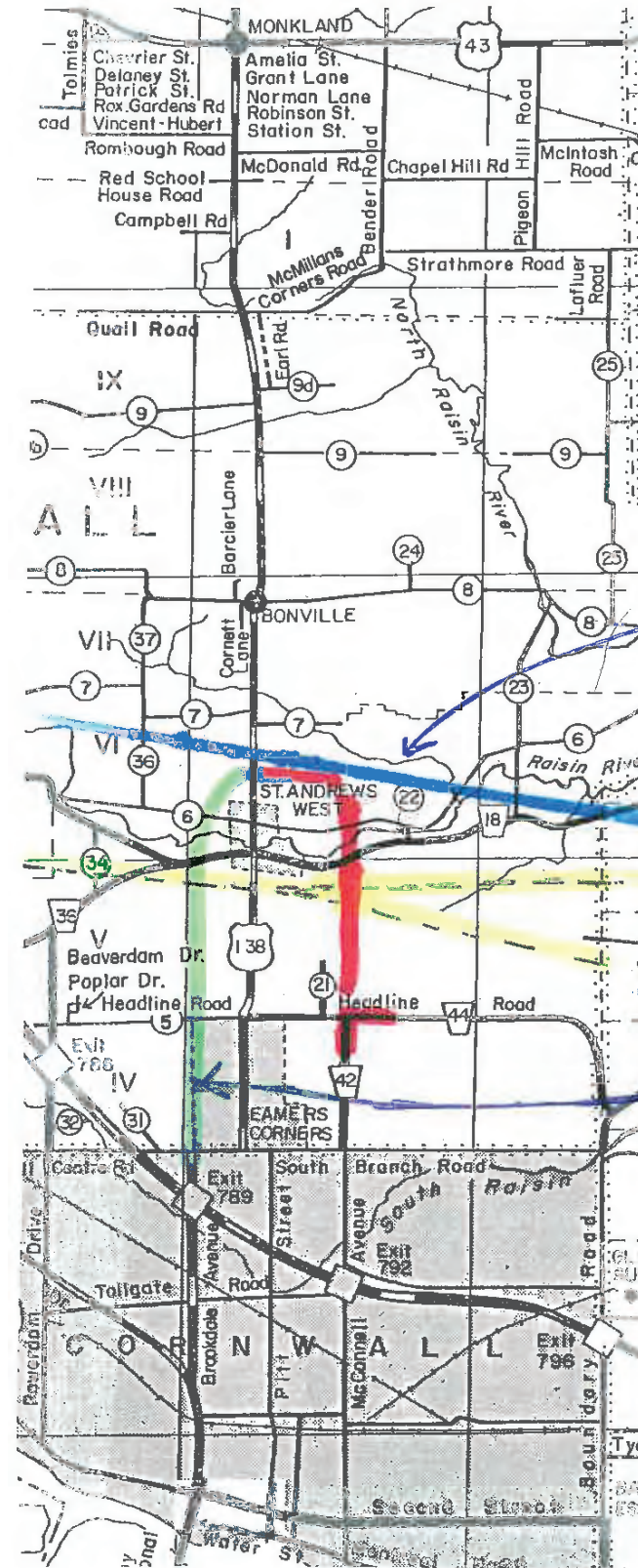
- (A) Broodale Ave (Hwy 138) Extension (introduced 40 yrs. ago)
- (B) McConnell Ave (County Rd 42) Extension (introduced recently)

PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT

Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00)

PLAN PROPOSAL HIGHWAY 138 IMPROVEMENTS

COUNTY RD. 42 (McConnell Ave.) EXTENSION to 138



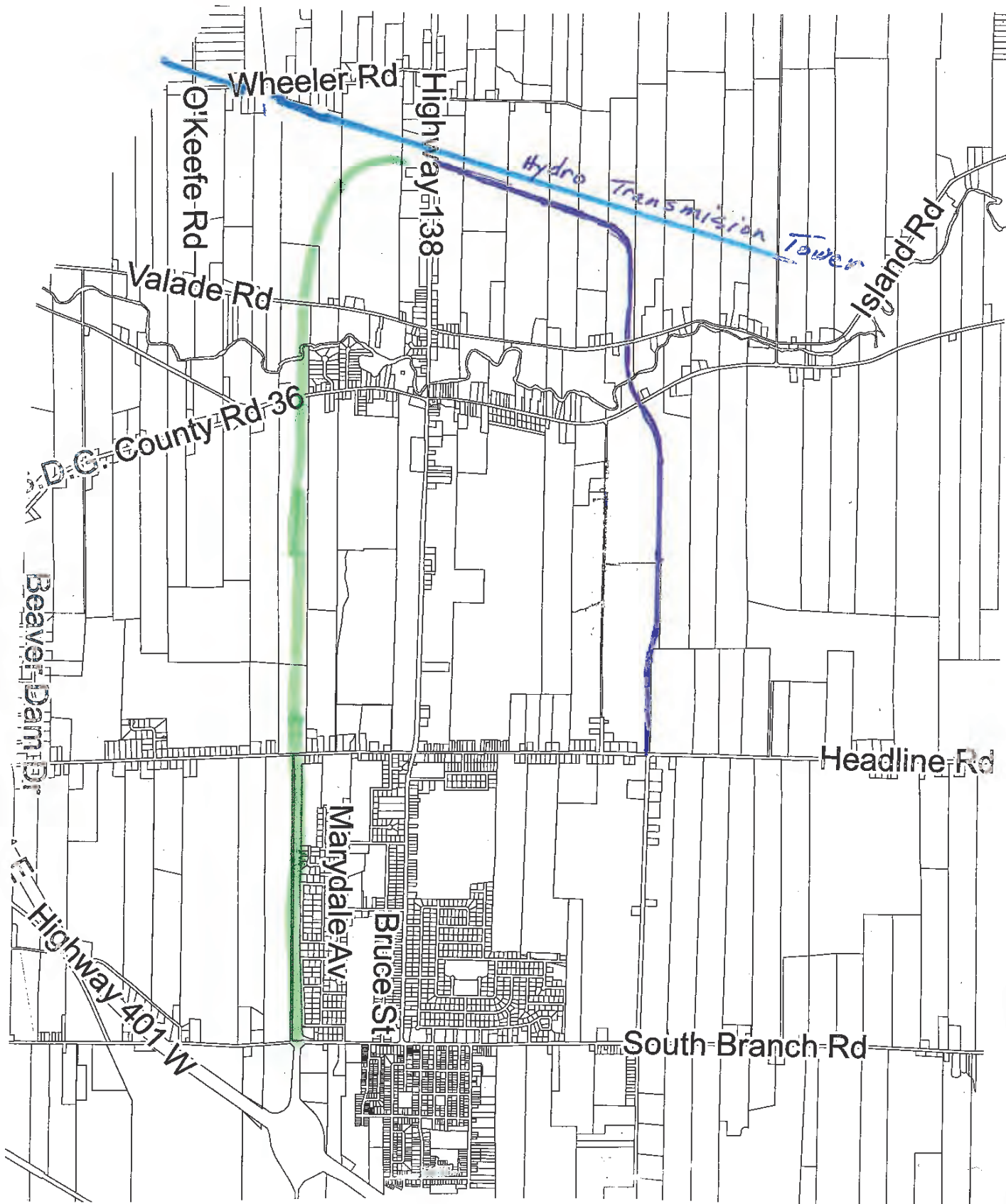
- BEAVER CREEK
- ISLAND RD.
- HYDRO TOWER LINES
- OIL PIPELINE
- GAZ PIPELINE
- ROAD ALLOWANCE (Future Brookdale Ave. extension)

NOTES:



**PRELIMINARY DESIGN AND  
CLASS ENVIRONMENTAL ASSESSMENT**

Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00)



**PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT  
Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00)**

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment (Class EA) Study for operational and safety improvements to approximately 35 kilometres of Highway 138 between Highway 401 and Highway 417 in the City of Cornwall and the Townships of North Stormont and South Stormont.

The purpose of the study is to identify a Recommended Plan for improvements as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network. The improvements could include intersection improvements, turning lanes, passing lanes, drainage improvements, possible carpool parking, corridor access and entrance reviews, and snowdrift mitigation.

This notice is to announce the first Public Information Centre (PIC). The purpose of PIC 1 is to display and seek input on the preliminary improvement alternatives and existing conditions in the study area. The PIC will be a drop-in format and will be held on:

**Wednesday, June 15, 2016  
Cornwall Township Lions Club  
17413 McPhail Road  
4:00 PM to 8:00 PM**

The project team is seeking information about local carpool / commuter behaviours as part of this PIC. We encourage you to visit the project website at [www.highway138study.ca](http://www.highway138study.ca) to complete the carpool / commuter survey to assist with this process. Copies of the survey will also be available at the PIC.

**THE PROCESS**

This study is a "Group B" project under the Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000) and includes undertaking environmental and engineering field investigations and seeking input from the public, local municipalities, external ministries/agencies, and businesses. A second PIC is tentatively scheduled for the fall of 2016. Upon completion of preliminary design, a *Transportation Environmental Study Report (TESR)* will be prepared and made available for public review. Notices will be published in local newspapers to advise the public of the TESR public review period.

**COMMENTS**

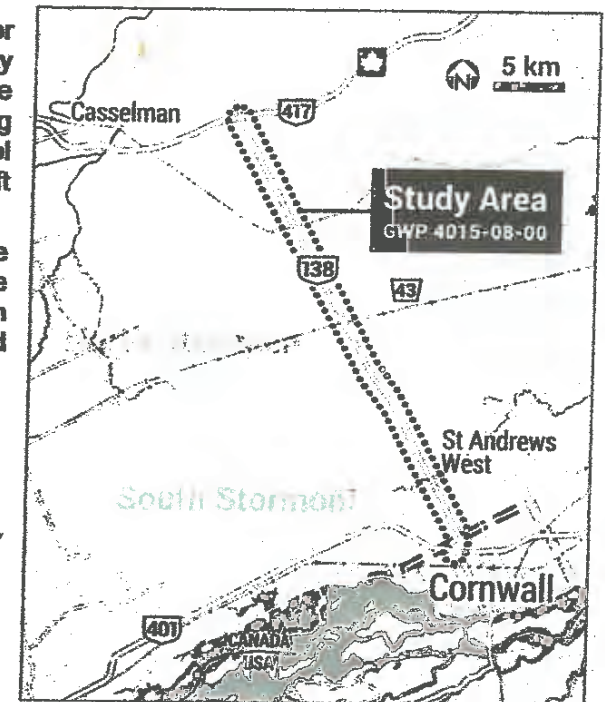
You are encouraged to participate in the study and to provide comments in writing to the project team. If you wish to have your name added to the project mailing list or have questions about the study please contact:

**Mr. Gregg Cooke, P.Eng.**  
Consultant Project Manager  
Stantec Consulting Ltd.  
200-835 Paramount Drive  
Stoney Creek ON L8J 0B4  
Tel: (905) 381-3227  
Call Collect: (905) 385-3234  
Fax: (905) 385-3534  
[comments@highway138study.ca](mailto:comments@highway138study.ca)

**Mr. Peter Freure, P.Eng.**  
MTO Project Manager  
Ministry of Transportation Eastern Region  
1355 John Counter Boulevard, Postal Bag 4000  
Kingston ON K7L 5A3  
Tel: (613) 547-1740  
Toll-free: 1-800-267-0295  
Fax: (613) 540-5106  
[peter.freure@ontario.ca](mailto:peter.freure@ontario.ca)

You are encouraged to visit the project website, [www.highway138study.ca](http://www.highway138study.ca), to obtain current project information and to submit comments to the project team. 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*. 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. Version française disponible en composant le (416) 598-7162, (Maya).





message:

-----

Hi. near Headline Rd. And the corner of 138 and Headline is a very dangerous corner . Cars, semi's and everything in between pass on the right when turning left! We would need turning lanes or even worse case a traffic light to slow down vehicle traffic while trying to make a left turn.

Thanks for trying to make the 138 a safer road.

message:

-----

I won't be able to attend the public meeting on June the 15. Can you add my name to your mailing list.

message:

-----  
Your email stated to visit the "website" for completion of the carpool/commute survey. I am unable to find it on the website. Can you please provide me with a copy?

We would like a private meeting as discussed. Next Wednesday at 11:00 am would be fine.  
We could meet at the Cornwall Township Lions Club if possible would be preferred. If that is not possible, we could meet at our house as we have many questions.

message:

-----  
We all agree the 138 is the word highway. Let's forget about improving the 138 and use some of the federal government's monies for infrastructure and get a four lain highway connecting the 401 and the 417 east of Ottawa!

message:

-----  
My mailbox is on Headline Rd. I have lost count of the amount of times a car has almost hit me when I go get my mail. Cars are CONSTANTLY passing other vehicles by using the turning lane (even with the arrow marked on the road indicating that it is a turning lane).  
I truly feel that the safest solution is a set of traffic lights on the corner of 138 and Headline Rd. This will definitely help to also slow drivers down especially with a school so close

Thank you.

It was good to talk with you this morning.

Would you please add both my colleague

and I to your mailing list. Our contact information is:

This email is to confirm that your contact information and that of \_\_\_\_\_ has been added to the project mailing list. You will be contacted again in advance of the next opportunity for public input.

Regards,

**Maya Caron, B. Sc., MCIP, RPP, EnvSP**  
Senior Environmental Planner  
Transportation Environmental Planning Team Lead  
Stantec  
300-49 Bathurst Street, Toronto ON M5V2P2  
Phone: (416) 598-7162  
Cell: (416) 529-0426  
[Maya.Caron@stantec.com](mailto:Maya.Caron@stantec.com)



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 Please consider the environment before printing this email.

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



Good afternoon,

We have recently purchased a property off Hwy 138  
mailing distribution list.

and we're hoping to be added to the

I know it is too early in the project to have any definitive answers however our main concern are:

- house is already close to the highway, if the road were to become 4 lanes.. What would happen to our home ? (Expropriate?) would we be compensated since we have a large frontage along the highway ? What about depreciation of value since it may become a large highway.
- what is the timeline of this project ? I noticed that there will be a public presentation in the fall of 2016 ... But how long will it take into affect ?

**COMMENT FORM**  
**Preliminary Design and Class Environmental Assessment**  
**Highway 138 Improvements from Highway 401 to Highway 417**  
**(GWP 4015-08-00)**

Public Information Centre 1, Cornwall Township Lions Club – Wednesday, June 15, 2016

Your comments will help us to understand what is important to people in the study area. Please provide your comments on the following questions. *(Use the back of this sheet if you need more space.)* We would also appreciate your input to the carpool / commuter survey. Visit the project website at [www.highway138study.ca](http://www.highway138study.ca) to complete the short online survey. The PIC displays will also be available on the project website.

1. Do you have any comments on the evaluation criteria?

*NO*

2. Do you have any comments on the improvement alternatives presented at PIC 1?

*NO*

3. Do you have any additional comments or questions?

*SEE REVERSE*

Please leave your completed comment sheet in the drop box provided or submit  
(by July 15, 2016) to:

Maya Caron, B.Sc., MCIP, RPP  
Senior Environmental Planner  
Stantec Consulting Ltd.  
49 Bathurst Street, Suite 300  
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**COMMENT FORM**

**Preliminary Design and Class Environmental Assessment  
Highway 138 Improvements from Highway 401 to Highway 417  
(GWP 4015-08-00)**

Public Information Centre 1, Cornwall Township Lions Club – Wednesday, June 15, 2016

CURRENTLY THERE ARE CENTRELINE RUMBLE STRIPS  
NORTH OF HWY 43

- I FEEL THAT THIS IS NOT BENEFICIAL

- THERE ARE NOISY.

- I FEEL ACCIDENTS ARE CAUSED WHEN  
CAR ARE PASSING NOT "DRIFTING ACCROSS"

I WOULD PREFER SIGNALS @ HEADLINE  
(NOT ROUNDABOUT)

message:

-----  
Please create some passing lanes

message:

-----

I see far too many people who won't wait for someone to complete a left turn. They will use the right shoulder, or even a right turn lane to speed past. Oncoming cars turning left do not see them. I think adding a few turn lanes could reduce this risk significantly.

The 138 needs at the very least passing lanes. I frequently see dangerous passing and a large variance in speeds. While a 4 lane highway would help local growth of communities , I am not sure how easy that would be to create. But putting in passing sections (similar to hwy 17) is the minimum that will be accepted.



Hi,

Thank you for sending this email, we are unable to make the information session this evening and would like to receive more information as to what information will be shared this evening.

---

**From:** Caron, Maya <Maya.Caron@stantec.com>

**Sent:** June 2, 2016 10:34 AM

**Subject:** Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00) Notice of Public Information Centre 1

Dear Sir/Madam,

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Preliminary Design and Class Environmental Assessment (Class EA) Study of approximately 35 kilometres of Highway 138 between Highway 401 and Highway 417 in the City of Cornwall and the Townships of North Stormont and South Stormont.

The purpose of this email is to invite you to the first Public Information Centre (PIC) planned for the study. A copy of the PIC notice is attached.

Representatives from the project team and a representative from the Ministry of Transportation Property Section will be available to address questions or comments directly.

The first Public Information Centre is scheduled for:

**Wednesday, June 15, 2016**

**4:00 PM to 8:00 PM**

**Cornwall Township Lions Club**

**17413 McPhail Road**

If you are unable to attend the PIC and would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.

Good morning,

Please note that I would like to voice my concern about the posted speed limit from St. Andrews West to Cornwall Ontario. The speed limit varies from 50 km/h to 80 km/h and the higher speed limits poses a real and measurable risk to public safety. There are several houses along the highway in the area, a school zone, businesses, farms, busy intersections and by lowering the speed limit to either 50 km/h or 60 km/h you will greatly enhance public safety. The extra 25 seconds in commuting time is time well spent to keep our roads and community safe.

In closing, I thank you and your colleagues for the commitment to public consultation and I truly hope that you take my feedback under advisement as it serves the public needs in both in terms of traffic facilitation and public safety.

Thank you



Good afternoon,

Further to the email below, the materials that were available at the Public Information Centre, and a link to the carpool / commuter survey, are currently available on the project website: <http://highway138study.ca/>

Comments and completed surveys are requested by July 15, 2016.

Regards,

**Maya Caron, B. Sc., MCIP, RPP**

Senior Environmental Planner  
Transportation Environmental Planning Team Lead  
Stantec  
300-49 Bathurst Street Toronto ON M5V 2P2  
Phone: (416) 598-7162  
Cell: (416) 529-0426  
Fax: (416) 596-6680  
[Maya.Caron@stantec.com](mailto:Maya.Caron@stantec.com)

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**From:** Caron, Maya

**Sent:** Thursday, June 02, 2016 10:35 AM

**Subject:** Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00) Notice of Public Information Centre 1

Dear Sir/Madam,

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Preliminary Design and Class Environmental Assessment (Class EA) Study of approximately 35 kilometres of Highway 138 between Highway 401 and Highway 417 in the City of Cornwall and the Townships of North Stormont and South Stormont.

The purpose of this email is to invite you to the first Public Information Centre (PIC) planned for the study. A copy of the PIC notice is attached.

Representatives from the project team and a representative from the Ministry of Transportation Property Section will be available to address questions or comments directly.

The first Public Information Centre is scheduled for:

**Wednesday, June 15, 2016  
4:00 PM to 8:00 PM  
Cornwall Township Lions Club  
17413 McPhail Road**

If you are unable to attend the PIC and would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.

Regards,

**Maya Caron, B. Sc., MCIP, RPP, EnvSP**

Senior Environmental Planner

Transportation Environmental Planning Team Lead  
Stantec  
300-49 Bathurst Street, Toronto ON M5V2P2  
Phone: (416) 598-7162  
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[Maya.Caron@stantec.com](mailto:Maya.Caron@stantec.com)

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**COMMENT FORM**  
**Preliminary Design and Class Environmental Assessment**  
**Highway 138 Improvements from Highway 401 to Highway 417**  
**(GWP 4015-08-00)**

Public Information Centre 1, Cornwall Township Lions Club – Wednesday, June 15, 2016

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Your comments will help us to understand what is important to people in the study area. Please provide your comments on the following questions. (Use the back of this sheet if you need more space.) We would also appreciate your input to the carpool / commuter survey. Visit the project website at [www.highway138study.ca](http://www.highway138study.ca) to complete the short online survey. The PIC displays will also be available on the project website.

1. Do you have any comments on the evaluation criteria?

2. Do you have any comments on the improvement alternatives presented at PIC 1?

- Stop Trucks from parking on 138 & 43  
- Put Light on 138 & Headline Rd (Not Round About)

3. Do you have any additional comments or questions?

Please leave your completed comment sheet in the drop box provided or submit

(by July 15, 2016) to:

Maya Caron, B.Sc., MCIP, RPP

Senior Environmental Planner

Stantec Consulting Ltd.

49 Bathurst Street, Suite 300

Toronto, ON M5V 2P2

Tel. (416) 598-7162 Email: [comments@highway138study.ca](mailto:comments@highway138study.ca)

message:

-----  
Hi, will there be a turning lane for Willy-Allen Rd.?

Stantec Engineering

June 15, 2016

**Re: Highway 138 Improvement Study**

**Background:** \_\_\_\_\_ is a steward of the historic cemetery located at St. Andrews. The cemetery is the burial site of John Sandfield MacDonald and Simon Fraser the explorer. The site is owned by the Diocese of Alexandria Cornwall.

**1936 – First restoration of cemetery and construction of stone wall**

**1992 – Township of Cornwall designates the site as property of historical value – by-law #3855 per the Ontario Heritage Act**

**2007- The stone wall was fully rebuilt at a cost of \$150,000 with the assistance of a grant from the province of Ontario and other private donations.**

**2008 – Mortar failure appears again along both south and east side of cemetery wall.**

**Concerns:**

Over the past several years the stone wall has been struck on numerous occasions by transport vehicles making a right hand turn from Hwy 138 on to County Rd 18. On some occasions the offending driver stopped and reported the incident; however, many times it was left to the Parish of St. Andrews to cover the repair cost. Numerous attempts at communication with MTO were made \_\_\_\_\_ since 2006. \_\_\_\_\_ expressed concerns over the frequent wall collisions and suggested some sort of barrier to protect the wall. To date, nothing has been done.

**Drainage and snow/road salt accumulation issues:** Another major concern we have is the deposit of snow and road salt along the eastern length of the wall that runs parallel to Hwy 138. Considerable deterioration of the wall has occurred in this area. We are seeking a solution to this problem in your future design plans.

message:

-----  
like to be added to the mailing list

I live In St. Andrew's west , I quit driving on hwy 138 going north drivers are crazy

message:

-----

I would like to be added to the mailing list. As someone who drives this highway every day to go to work in Ottawa, I see a lot of near head on collisions from impatient drivers, even transports passing too close. I have had to hit the sidewalk to avoid collisions on 2 occasions. If someone was parked there, or walking there it would be very dangerous. So I would like to see a few passing areas for people to have a safer opportunity. Or 2 lanes each direction. This is by far the most dangerous part of my journey to work.

Please put lights at the corner of Hwy 138 and County Road 44. It is a very dangerous corner, pedestrians and cyclists take chances crossing due to the amount of traffic. You must cross it to get from County Road 44 to the bicycle path on Headline Road!

At certain times of the day I go down McConnell Avenue to get to Power Dam rather than try to go through this corner with my car.

Please do something before a child is hit by a car or transport!

Thank you,



message:

-----

Add me to the contact list, property owner along the 138

message:

-----

I would like updates on the hwy 138 progress. it's  
dangerous Cameron Road. ..lots of passing in this area..thank you

message:

-----  
Please add to project mailing list

I have reviewed your study website and have an item that I feel should be considered in your planning. A couple of years ago a head on collision on 138 near the Moose Creek area when an oncoming south bound impaired driver crossed completely into north lane. In this area of 138 you can see the ditches have obstructions (abutments) which may have been put in place to allow access to properties (for the most part there are very few properties needing such access). The situation for drivers is there is little hope of escape to the ditches without probably running head on into one of the obstructions. With no ditch to escape to, the northbound driver tried to avoid collision by turning into the south lane - didn't turn out so well as the drunk veered back. By some miracle no one was killed. Anyway, I note you are considering widening the roadways and improving drainage for the ditches. It would be a good thing to consider improving the possible ditch escape routes - obstructions/abutments when you have a look at the ditches.

## **PREAMBLE**

The far south eastern tip of Ontario, where the history of the province was born, has long been neglected by Provincial Governments of all different political stripes. Highway 138 is, perhaps, a classic example of the neglect afforded this region. While originally designed to be a transit route for people residing in rural communities or living in sparsely occupied farms and home situations death and injury now stalk this highway on a regular basis.

In the fast changing world of automobile travel this rural-designed road has, as a result of the lack of medical services in the Cornwall Community Hospital, become a major traffic corridor for people residing in the local area who are forced to travel to Ottawa for their medical needs. This brings a heavy travel load onto Highway 138 because it is the only direct route to the capital city where the medical services reside.

Additionally, Highway 138 is the most logical route for US citizens to access Canada's capital city as a tourist destination. These US citizens emerge from their homes in the New England states and eastern New York state to cross the international bridge located in the City of Cornwall. What an appalling image we give to those visitors to our beautiful province when they are expected to traverse a dangerous highway, competing with heavy trucks and virtually uncontrolled, speeding commuters making their way to the capital. It has also become the main connecting channel for heavy tractor trailer traffic joining Highways 401 and 417.

To the west of this south eastern corner of Ontario Highway 416 was constructed to answer identical concerns from users of our highway system traversing to the capital along Highways 16 and 31. The residents in south eastern Ontario have contributed, through their taxes, to the revenues of the province. They deserve some return on their investment.

I am providing three options for alleviating, or modifying, the present unacceptable situation prevalent to traffic volumes on Highway 138 from the international bridge in the City of Cornwall through to Highway 417 leading to Ottawa, the capital city of Canada.

It is my personal belief that Highway 138 should be completely replaced by a new

arterial highway [Plan One] having the capacity to provide two separate directional lanes. Such a highway would ensure only traffic travelling in the same direction will occupy either of these lanes. Obviously, traffic all going in the same direction diminishes the potential for road traffic collisions.

With the aging demographic taken into consideration it is quite likely those farming along the proposed new arterial road might be more ready, because of age, to release their land for such a purpose. Later, as the growth in the farming industry magnifies, along with the decline of the family farm, it will become more difficult to obtain the appropriate land.

Further, the cost of constructing such a new highway in 2016 dollars will be far less costly than in dollars of future years. Historically, this is a proven fact. Equally important, are the users of Highway 138 not entitled to something better than a piecemeal, temporary solution to the potential death, injury and property damage created by inadequate infrastructure?

The present Ontario Government is attempting to refashion our environmental image by making attempts to reduce vehicle emissions yet, through its poor medical services, it causes the citizens of this region to travel to distant places for their medical needs.

Not only is this an uncomfortable exercise it has proven to be dangerous because of inadequate road structures and poor, uncontrolled driver behaviour of others using the highway. Is it asking too much that we have a safe highway to traverse as we personally shoulder financial burdens created by inadequate Provincial Government services?

Respectfully submitted, 15<sup>th</sup> June, 2016.

## PLAN ONE

Plan One would see the creation of a new arterial highway from the end of Moulinette Road, Long Sault, and, after connecting with and crossing Highway 401, would ultimately link together Highways 401 and 417. The northern connection would be at Highway 417 in the vicinity of Embrun. It is envisaged part of the regional, existing road infrastructure might be incorporated into this proposed arterial road.

The proposed arterial highway would divert heavy tractor trailer traffic along the new route connecting Highways 401 and 417 thus avoiding them using the presently inadequate Highway 138 to the east.

Tourist traffic, coming from the international bridge in the City of Cornwall, would be diverted at Brookdale Avenue to travel west along Highway 401 where it would connect up with the new arterial highway in the Long Sault area. The proposed new arterial road would then carry them to and along Highway 417 into the capital city.

Citizens within the catchment area of the Cornwall Community Hospital, presently denied adequate medical programs in their own locale, would be able to travel more safely to their ultimate medical destinations in the City of Ottawa.

Those citizens in the Long Sault area, whose medical needs are addressed in the Winchester Community Hospital, would also find this proposed arterial road of value since they could travel along the proposed route and exit where it converges with Highway 43. Part of their journey would now be removed from the country roads leading to Winchester.

THE PROPOSED ARTERIAL HIGHWAY WOULD PROVIDE MANY ADVANTAGEOUS REDUCTIONS IN POTENTIAL DEATH, INJURY AND PROPERTY DAMAGE CAUSED BY THE THOUGHTLESS RECONSTRUCTION OF A TRAFFIC LINK THAT WAS ORIGINALLY DESIGNED ONLY FOR USE BY LOCAL RESIDENTS.

Traffic flowing all in one direction must be considered safer by virtue of drivers not having to contend with oncoming vehicles. In these modern times, when car drivers consider it is their right to ignore the rules of the road, illegal speeding must be taken into account in any proposed road modifications.

Heavy tractor trailers, often more slow moving than the speeding car owners, would no longer present a particular traffic hazard caused by impatient car drivers. There is nothing wrong with Highway 138, apart from the often huge volume of traffic. The real problem is a human one and the greatest danger lies in poor driver behaviour. This is a scenario presently

common on this highway and any changes to the infrastructure will NOT address the difficulties presented by those imbued with their own desires. Speeding vehicles will always be a problem whenever oncoming traffic must be confronted.

The creation of a new arterial road would profit municipalities; the highways and byways they must maintain would be subjected to less traffic since most drivers will choose to travel the faster route. On this point there should be no confusion around which roads are maintained by municipalities and those that are provincially maintained. Local roads are presently under immense pressure as drivers choose to use these as they seek to avoid the heavily traveled routes. This I know from experience.

In reaching any determination with regard to changing existing infrastructure it is important to consider the following criteria:

- Human safety
- Implications relevant to usage
- The impact on other authorities
- Costs to the traveler
- Speed of traversing the road for various reasons.

As someone experienced in traveling international roads I have been forced to contend with many situations; small sections of highway modified to give speeding/overtaking lanes, driving on different sides of the road, dealing with speeding drivers ill equipped to be driving at high speeds. Furthermore, having considerable knowledge of traffic flow I am convinced while simply changing an existing road may be the least costly it rarely addresses the other major factors impacting on road travel.



## PLAN TWO

Plan Two does not fully address the difficulties that arise from avoiding developing an accurate plan of action and acting upon the findings. However, trying to undertake modifications to something that was not created to be adapted to modification has often proven, in the long term, to be the most costly way. This may, again, prove to be so. I would repeat, there is nothing wrong with Highway 138, apart from the often huge volume of traffic. The real problem is a human one and the greatest danger lies in poor driver behaviour.

Whilst I believe Plan Two to be an inadequate alternative to a properly designed highway it is recognized the Provincial Government cares little for the needs of those living and working in this distant corner of the province. I do believe the Provincial Government most likely subscribes to the belief the province ends at Kingston, just as the live media often does. I will predict the Provincial Government will take the least costly remedial action and fail to resolve a serious problem.

Therefore, I will provide this secondary input relative to trying to improve on that which is unlikely to become an appropriate improvement. The secondary plan will show how the present northern direction of Highway 138 ceases at Cornwall Centre Road. At Cornwall Centre Road Highway 138 turns right [looking north] and combines with Cornwall Centre Road, for a short distance, in an easterly direction. From the traffic lights at the eastern junction of Cornwall Centre Road and Highway 138 proper, the highway under consideration, once more commences in a northerly direction.

From these traffic lights the overly busy highway passes through a fairly dense community until beyond the community of St. Andrews. Through the dense lower section of the highway this heavily used segment must also contend with traffic emerging from the subdivision known as Rosedale Terrace making the traffic volume in this part of the corridor quite dense relative to traffic flow in the City of Cornwall.

Plan Two would see the above described heavily populated area, including the village of St. Andrews and Rosedale Terrace being by-passed. In order to do this it is essential for the present southern section of Brookdale Avenue to be extended, as it would seem was originally intended. At the head of Brookdale Avenue, where it joins Cornwall Centre Road, a new section of highway would be constructed allowing traffic to avoid the present high density section of this corridor.

At that point, the junction of Brookdale Avenue and Cornwall Centre Road, a traffic circle [a traffic island] should be created to afford continuous traffic flow. Such traffic circles should also be installed at the junction with Headline Road and Post Road where traffic flow would indicate there is a need. It is my understanding the Ministry of Transportation is presently considering traffic lights at the junction with Headline Road due to traffic congestion

and/or possible vehicular collisions.

Where the new section of Highway 138 meets the existing section, somewhere in the vicinity of Wheeler Road [if not actually at this junction] another traffic circle should be created to facilitate good traffic flow. From this point north it would be a matter of determining where there is a need for passing lanes. Such passing lanes are usually constructed where road levels vary significantly thus permitting the most reasonable passing opportunity. Of course, none of this takes into account the determination of a wilful public that ignores the rules of the road.

Texting stops, or lay-bys, should be installed as perceived to be necessary; some motorists do abide by the rules of the road and these law-abiding drivers should be afforded the opportunity to respond to incoming messages.

The Ontario Provincial Police should be made aware of the need for drivers to conform to normal protocol when using a traffic circle - the vehicle on the traffic circle has the right of way. From experience it would seem only the drivers in Kemptonville, Ontario, are aware of the rules for using a traffic circle.

It is to be hoped that, should this approach be used, the traffic circle may become a regular feature of road construction in Ontario as it is in Britain and Europe.

## PLAN THREE

Once more, I would repeat, this project is unlikely to fully address the difficulties that arise from avoiding developing an accurate plan of action and following up on the findings. Trying to undertake modifications to something that was not created to adapt to modification has often proven to be the most costly way in the long term. This may prove to be so, again.

This is my final plan of three submitted for consideration, on 15<sup>th</sup> June, 2016. It may be the least valuable and it is surely the least costly. However, this plan does still address two serious concerns relative to the present Highway 138. Although Plan Three may be the least costly approach in attempting the evolution of a remedial program for a serious traffic problem it should still be considered and acted upon as merit is afforded it.

The first location needing some action is at the junction where Brookdale Avenue meets Cornwall Centre Road. There is nothing wrong with this highway, apart from its overly heavy usage. The real problem is a human one and the greatest danger lies in poor driver behaviour.

A vehicle drawing into position along side a waiting vehicle that is trying to turn left will often block the visibility of the first driver at the stop sign. Inconsiderate drivers often pull alongside a waiting vehicle, sometimes not even stopping yet preventing the driver of the waiting vehicle from seeing if the road is clear. All too often a driver is forced to gamble and pull into the face of traffic that may be traveling from the east.

To alleviate this difficulty a traffic circle should be created so that the natural vehicular flow occurs. Additionally, a traffic circle allows the traffic to freely flow rather than accumulate behind a slower driver or when, occasionally, inadequate timing of the traffic lights limits the movement as the traffic flow becomes more dense. This often occurs at the traffic lights located at the east junction with Highway 138 and Cornwall Centre Road. The limitations of diminished land availability, where the traffic lights are located, may deny the creation of another traffic circle but the possibility should be explored.

At the junction of Highway 138 and Headline Road, east and west, another traffic circle should be created because this would allow free traffic flow whereas the traffic lights being considered might only increase the build-up of traffic in the north/south and south/north corridor.

The junction of Highway 138 and Headline Road brings together rather high volumes of traffic from the east and west, south and north, thus creating a natural collision location.

At peak times a driver emerging from Headline Road must often gamble by taking advantage of a slight break in traffic flow from the south to the north or vice versa. Exacerbating this scenario is the reality that the west section of Headline Road, where it meets Highway 138, tends to curve slightly towards the north.

Again, I would repeat, from this point north it would be a matter of determining where there is a need for passing lanes. Such passing lanes are usually constructed where road levels vary significantly thus permitting the most reasonable passing opportunity. Of course, none of this takes into account the determination of a wilful public that ignores the rules of the road.

I reiterate the need for texting stops, or lay-bys, and they should be installed as perceived to be necessary; some motorists do abide by the rules of the road and these law-abiding drivers should be afforded the opportunity to respond to incoming messages. As well heavy tractor trailer drivers will often appreciate the opportunity to relax as they traverse this most difficult highway.

Although often blamed for traffic collisions and problems, the heavy vehicle driver tends to be the knight of the road. These are the drivers who are often forced to drive defensively in the interests of other road users.

Once more I caution, the Ontario Provincial Police should be made aware of the need for drivers to conform to normal protocol when using a traffic circle - the vehicle on the traffic circle has the right of way. From experience it would seem only the drivers in Kemptonville, Ontario, are aware of the rules for using a traffic circle. Once these basic rules become the norm traffic difficulties tend to become less problematic. It is to be hoped that, should this approach be used, the traffic circle may become a regular feature of road construction in Ontario as it is in Britain and Europe.



This is a formal Complaint to you and your Council and a follow-up to complaints registered previous Township Councils in 2000 (copy attached) and 2001 (no recorded letter) regarding the above matter and our requests for your Council to take the appropriate actions to resolve the above drainage problem and find a resolution. Our residence and property has again been affected by water flooding, resulting from a severe rainfall event by water draining onto our land from lands originating from watersheds to the north and west of our property, due to our location at the low point in this watershed area. Flood waters continue to back-up at your municipal roadway culverts entrance conveying the water from the north side of your roadway allowance to the south side of the roadway, resulting in flooding of my land and our neighbor's to the east. This is unacceptable and intolerable. It continues to be a source of frustration and irritation to us.

A second culvert at this location was installed in 2000, as a remedial measure to resolve this flooding back-up problem and its presence has offered some relief. However, it has not totally solved this flooding problem as is indicated by this recent incident. Previously, our basement was flooded and water supply affected.

During this current event, although our basement did not flood, our well supply was affected and I have disinfected it with chlorine. We will drink bottled water and continue to use the well supply for only domestic uses (ie. laundry, washrooms etc) until the water is declared potable.

We appreciate your staff's (both the Road Superintendent and Drainage Superintendent) immediate response to our problem that evening and the installation of a culvert on the upstream

side of the two existing culverts (conveying water across to the drainage outlet on south side) diverting the water entering the north ditch from the lands west of our property

It is our opinion that this action diverted water coming from the west across the road to the south ditch reducing some of the water flow impacting the two culverts at the west side of our property and will have a definite effect on the occurrence of back-ups at the same location. And, we agree with your Drainage Superintendent's recommendation that a second culvert be installed at the east side of our property to convey the water directly across the municipal road to the south side ditch would allow all water originating from the north of our two properties to go across the road at this point and directly remove this water from flowing across the northern front of our property reducing the water flows further.

However, it is still our personal opinion that although the above actions will go a long way to reducing water flow in front of our land, it will not fully solve these flooding problems until a proper outlet for the water flows from the west and north is established to the south and action is taken to reduce the flows originating from lands north of us. Our land will continue to be the drainage sump for surface water flowing overland from the water shed of the lands to the north and west of our property. The ultimate solution is for the Township to engage a qualified drainage engineer to conduct a study of the flooding problem and provide a report outlining his or her recommendations on the matter.

In addition, we are also still of the opinion that if the ditching along the west side of Highway No. 138 is not constructed properly to convey water southerly to the Raisin River. No drainage water has ever been discharged along this roadway ditch since we constructed our home, 8 years ago and our neighbour reinforces the fact that drainage water flows along this highway ditch have been minimal in the 16 years that they were resident there. If this highway ditch was constructed properly and water allowed to discharge southerly along it, then it is our opinion that a portion of the water flows discharging from the north, along our eastern property line would also be minimized and reduced, thereby preventing the continued flooding of our property.

If the Ministry of Transport (MTO) can provide a water pump to discharge water from the east side of Highway No. 138 to a ditch on the west side of Highway No.138 to a farm neighbour to the north of our property. I am sure that they can find the appropriate expertise to deal with our drainage concerns. We also strongly recommend that your Township Road and Drainage Superintendents meet with their MTO counterparts to address this issue on our behalf.

We are not satisfied that the appropriate steps are currently being taken to fully resolve this problem. Consequently, we are formally filing with the Township Clerk, a request that the Township initiate steps for a Requisition Drain, as provided for in the Drainage Act (Section 3, (2)) on our behalf and appoint an engineer to perform a study of the lands lying within 750 metres of either side of our property as outlined therein. Towards that end, we are enclosing the necessary \$300.00 (by cheque) required of the property owner to be used towards defraying the expenses incurred as prescribed in the legislation, which sum shall be taken into consideration by the engineer in apportioning the costs of the drainage works.

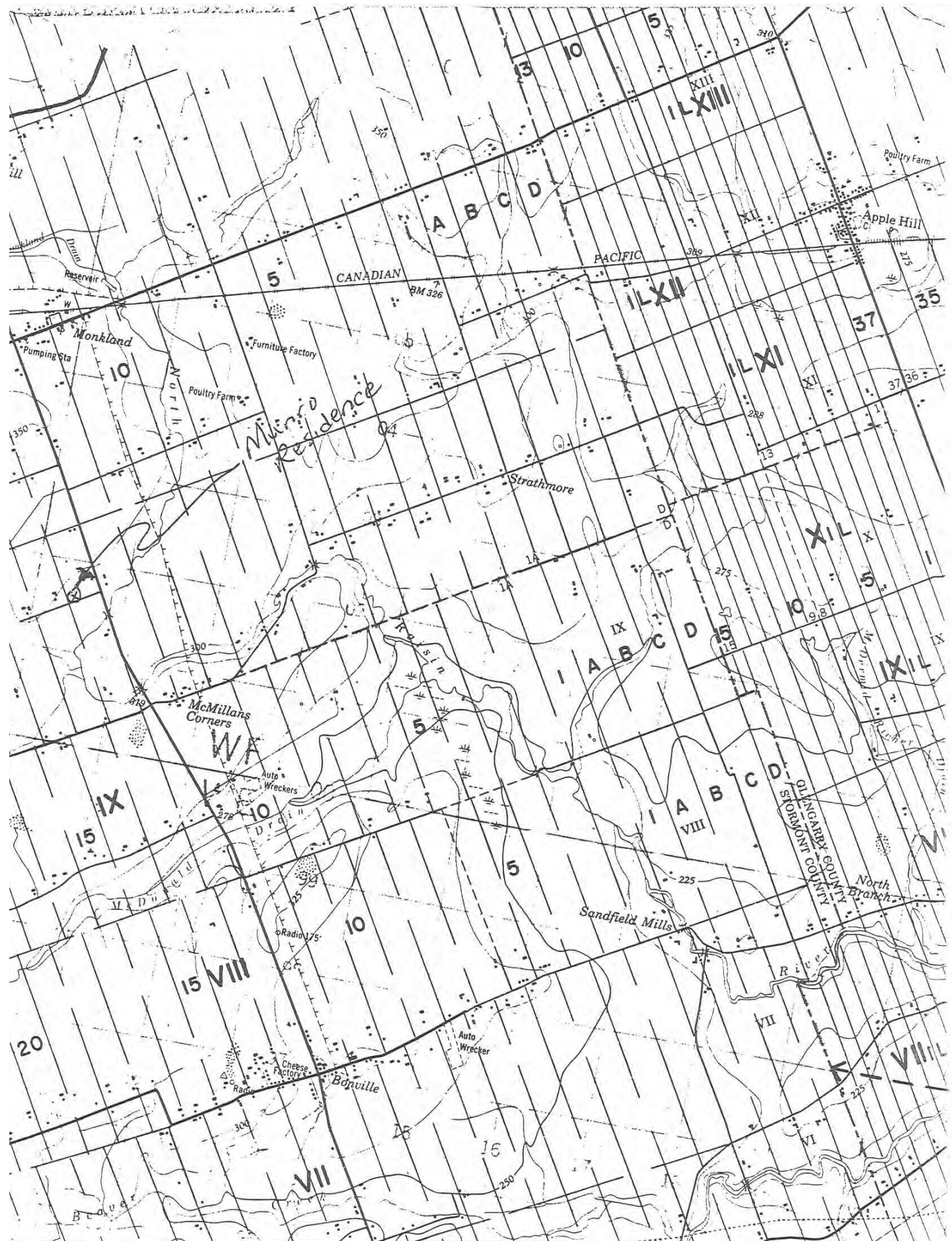


In addition, we are also asking that the Township Council allow us to participate in the proposal selection of a qualified consulting engineer to perform the study and also review his or her ultimate study recommendations as active participants of this drainage requisition, since we are providing a portion of the study funds with respect to the expenses. We strongly recommend that at least three (3) or four (4) consulting engineering firms be contacted to provide proposals for this work.

**DRAINAGE PROBLEM**

**LOCATION**





# DRAINAGE PROBLEMS

## INTRODUCTION



## INTRODUCTION

This ORAL presentation represents our formal complaint to the Township Council and a follow-up to complaints registered to previous Township Councils in 2002 and 2001 regarding our drainage problems (see photographs Exhibits A to D). Our residence and property has once again been deluged by water flooding on our lot, resulting from a severe rainfall event (IVAN) by water draining onto our land from surface water runoff originating from adjacent lands at a higher elevation in the watershed areas to the North and West. This flooding of our residential property stems from our lot location at the low point in this uncharted watershed area and the fact that your roadway presents a physical barrier to the water flow from the north, causing it to flow across the front of our property to your road culvert outlet at south-west of our lot where it discharges to the south. Here again, the water accumulates again creating additional flooding. Prior to your road department staff installing a relief culvert diverting the water flow from the West, the flooding at this point was compounded by the water volume flowing from both the west and the east (conveying the water from the north). Diverting this water flow to the south side of the road and providing the roadway ditching to the existing outlet which discharges to the lands south of your roadway at this junction was commendable and will undoubtedly provide some relief but it does not solve the overall flooding problem. A culvert installed at the east side of our property at the junction between our land and the property of [REDACTED] conveying the water across your road to the south side and discharging to the existing outlet appears to be the best solution to our flooding from this water runoff originating from the north of our land. This would direct the water flow away from the front of our residence and our well supply to the south side of your roadway and discharge the same water flow which is currently being directed across your roadway at the south west side of our land.

As a testament to our problem, we have provided Council with photographs of the flooding incidents from 1998 to the present and those taken of our flooded basement during one of those events. In addition, we have provided you with a map displaying the contour elevations to the north of us and to the south of us which shows a gradient drop of 10 metres (about 33 feet), a substantial fall ( the topographic profile exhibit included in this presentation clearly depicts the fall in the grade of land to the river). This fully

substantiates our claim that our land is the drainage sump for this area from We are no longer prepared to accept this recurring situation.

We are requesting Council's consideration before we take further action to resolve this problem even if we have to construct flooding proofing barriers along the north and east sides of our lands to prevent further flooding of our land. And as you know, this action will not only re-direct the water flow onto our neighbour's land to the east and to the west but will also continue to affect your roadway as the run off water flow will still continue to flow to the existing outlet across their lands (as it is still the lowest point of land) from somewhere along your roadway perpetuating this problem.

According to common law, we do not have to accept surface water runoff from a higher elevation and can take whatever measures we deem appropriate to prevent further water runoff from ponding on our lands causing water damage to our home without legal recourse. We are prepared to do so.

Therefore, if the Township is unable to solve the matter of outlet to the south amicably, then we are left with no choice but to request a drainage study of the water shed areas by a qualified Consulting Engineer. Resolving our flooding problem with an engineered solution will prove costly to all and require significant annual maintenance by the municipality.

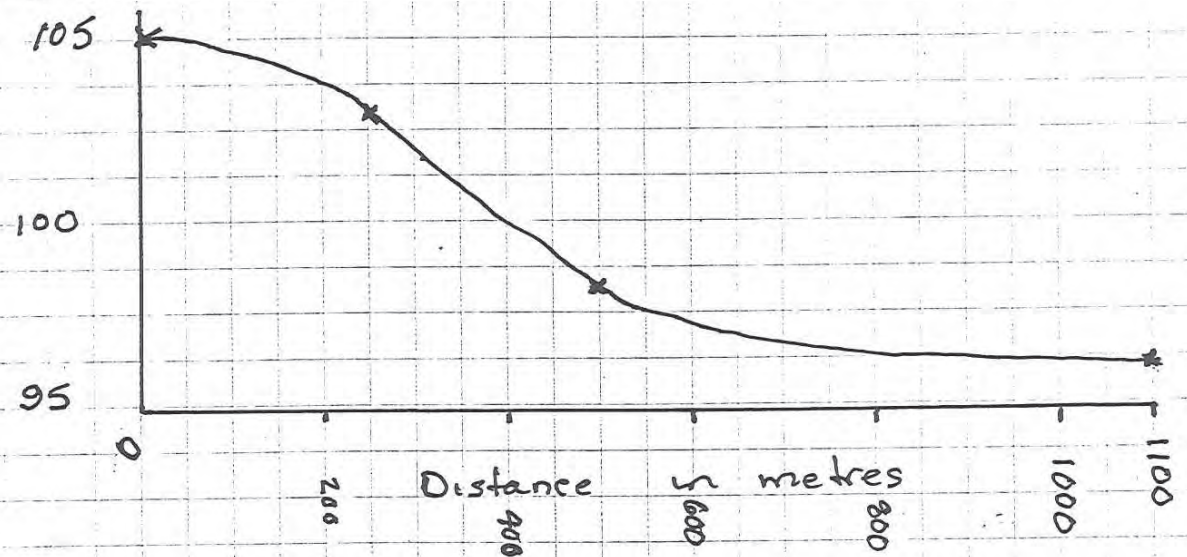
Thank you for your immediate consideration of this matter.



# DRAINAGE PROBLEM

## TOPOGRAPHIC PROFILE

Contours and Topographic Profile



x-axis scale (1" = 5 metres) (Elevations -

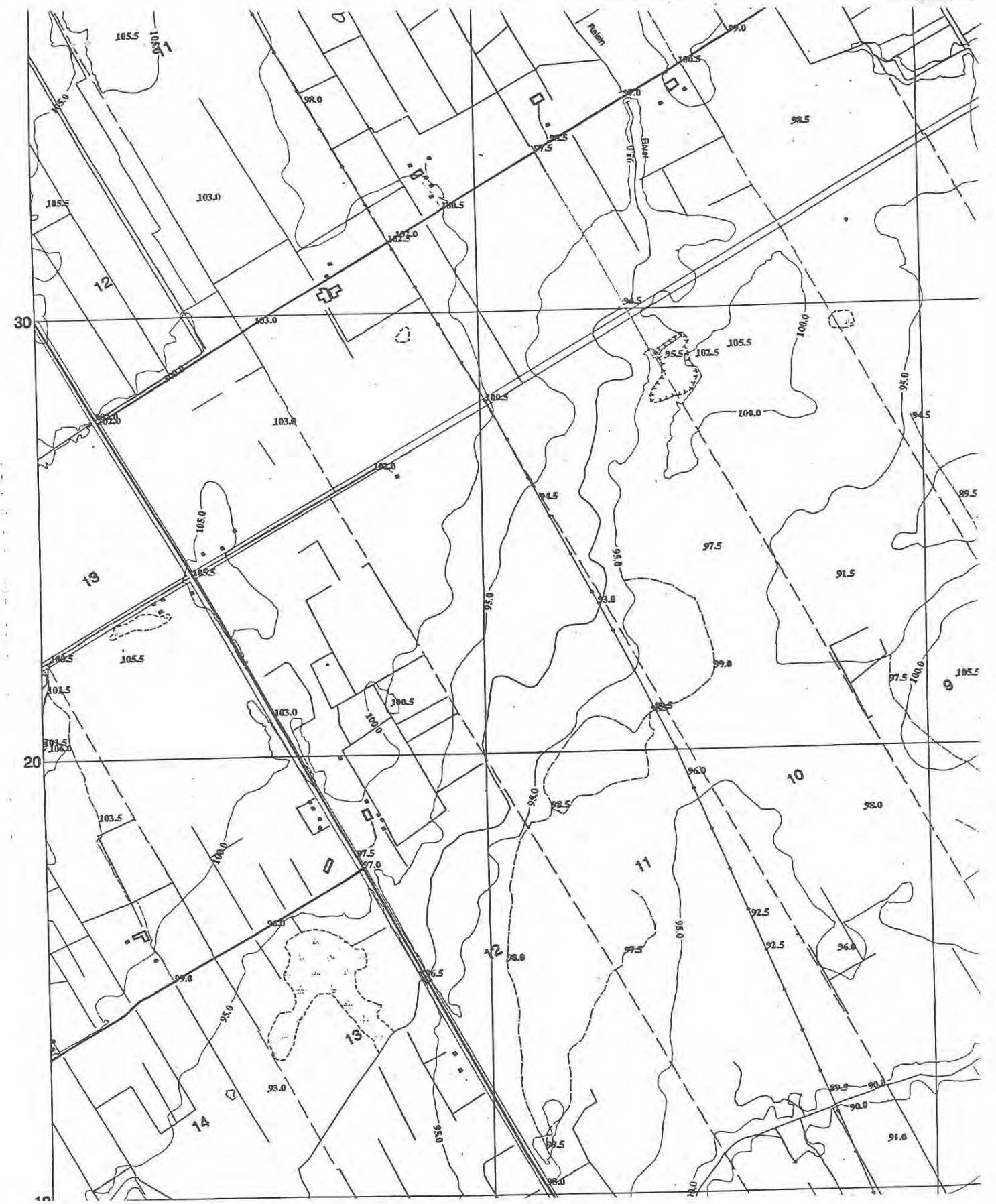
y-axis scale (1" = 200 metres)  
(Distance From

$$\text{slope} = \text{rise/run} = \frac{20}{1100} = 1.8\% \text{ grade}$$



# DRAINAGE PROBLEMS

## CONTOUR ELEVATIONS





message:

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Please add me to the mailing list. We are a huge supporter of car pool parking lots along this corridor.

Thank you

message:

-----

Im on 138 5 times between 7 & 9am ,also 5 times between 2 & 4:30pm. The worst offenders that do not respect Speed-The Solid Line or a School bus are :

young Girls  
vehicles with Quebec plates

middle aged men

commercial vans

I have also been passed by the odd motorcycle, on the yellow line facing on coming traffic !

mostly its the "speed factor" is the problem , nobody wants to do the speed limit !!!!

message:

-----  
You need to put in passing lanes just like on highway 17. If you don't, stop wasting everyone's time. Passing lanes are needed and increase the speed limit to 90

**COMMENT FORM**  
**Preliminary Design and Class Environmental Assessment**  
**Highway 138 Improvements from Highway 401 to Highway 417**  
**(GWP 4015-08-00)**

Public Information Centre 1, Cornwall Township Lions Club – Wednesday, June 15, 2016

Your comments will help us to understand what is important to people in the study area. Please provide your comments on the following questions. *(Use the back of this sheet if you need more space.)* We would also appreciate your input to the carpool / commuter survey. Visit the project website at [www.highway138study.ca](http://www.highway138study.ca) to complete the short online survey. The PIC displays will also be available on the project website.

1. Do you have any comments on the evaluation criteria?

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2. Do you have any comments on the improvement alternatives presented at PIC 1?

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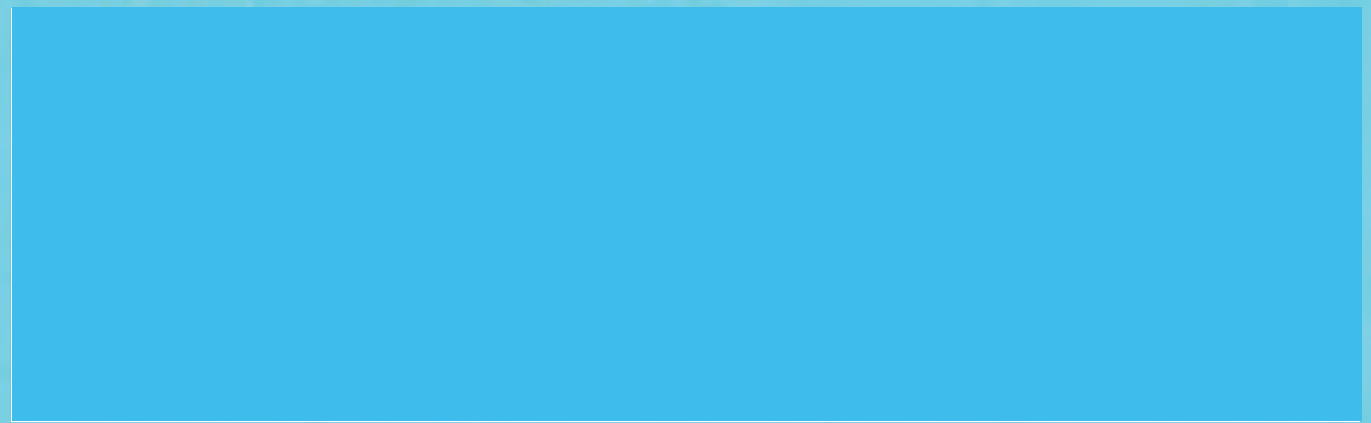
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3. Do you have any additional comments or questions?

*Requesting more information on ditch drainage on  
138 in St. Andrews. Ditches  
full of standing water. Water does not flow to the Ransom  
property.*

Please leave your completed comment sheet in the drop box provided or submit **(by July 15, 2016)** to:

Maya Caron, B.Sc., MCIP, RPP  
Senior Environmental Planner  
Stantec Consulting Ltd.  
49 Bathurst Street, Suite 300  
Toronto, ON M5V 2P2  
Tel. (416) 598-7162 Email: [comments@highway138study.ca](mailto:comments@highway138study.ca)



Thank you for taking the time to write and show an interest in this project. Your comments have been forwarded to the project team for consideration.

The scope of this study does not include highway expansion, such as a by-pass of St. Andrews West or upgrading the highway to a four-lane divided highway.

The highway planning process is part of the Ministry of Transportation's ongoing review of the provincial highway network. Based on preliminary traffic analysis, highway safety and traffic operations issues can be addressed by implementing intersection and passing lane improvements within the existing Highway 138 corridor.

I encourage you to attend the upcoming Public Information Centre (PIC), scheduled for Wednesday, June 15, 2016, to view and comment on the project alternatives. Alternatively, the PIC displays will also be available on the project website <http://highway138study.ca/>, the day of the PIC.

Your contact information is on the project mailing list and we will continue to advise you of opportunities for public comment.

Regards,  
Peter

Re: MTO study of Highway 138 in South Stormont Township

I just read the article in the local paper regarding the current study for the improvement of highway 138. It isn't feasible that we will ever have a four lane roadway between highway 417 and the city

Cornwall. But I would like to submit the following proposal. One obstacle is the town of St Andrews. The road there is only two lanes and it could never be widened because of the historic cemetery and the business of Quinn's Inn. Would it be possible to build a two lane bypass from somewhere north of St Andrews which could connect to Brookdale Avenue at the intersection of Cornwall Center Road? This would eliminate the serious problem of accidents which often occur south of St Andrews at the intersection of Hwy.138 and Headline Road.

This would much improve the flow of traffic because the existing highway between St Andrews and the "TEE" intersection at Eamers Corners is a real bottleneck especially for the transport trucks, which there are many of.

As far as the highway north of St Andrews improvements are somewhat easier because there is much more space to work with.

message:

-----  
Please add me to the mailing list.

I retired , but have used Hwy 138 for seven years (daily) to commute to work.

message:

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I have travelled this road many times and found it very frustrating. You definitely need passing lane. Parking for those who travel daily is also a go idea.



**COMMENT FORM**  
**Preliminary Design and Class Environmental Assessment**  
**Highway 138 Improvements from Highway 401 to Highway 417**  
**(GWP 4015-08-00)**

Public Information Centre 1, Cornwall Township Lions Club – Wednesday, June 15, 2016

Your comments will help us to understand what is important to people in the study area. Please provide your comments on the following questions. (Use the back of this sheet if you need more space.) We would also appreciate your input to the carpool / commuter survey. Visit the project website at [www.highway138study.ca](http://www.highway138study.ca) to complete the short online survey. The PIC displays will also be available on the project website.

1. Do you have any comments on the evaluation criteria?

NEED MORE POLICE TO CONTROL TRAFFIC GET  
90 MPH OVER FINED!! LIGHTS ON HIGHWAY + 138 ALSO  
CAMERON RD + 138 INTERSECTION BETWEEN A HILL  
AND CURVE WORK CARS ARE PASSING ALL THE TIME.

2. Do you have any comments on the improvement alternatives presented at PIC 1?

3. Do you have any additional comments or questions?

Please leave your completed comment sheet in the drop box provided or submit (by July 15, 2016) to:

Maya Caron, B.Sc., MCIP, RPP  
Senior Environmental Planner  
Stantec Consulting Ltd.  
49 Bathurst Street, Suite 300  
Toronto, ON M5V 2P2  
Tel. (416) 598-7162 Email: [comments@highway138study.ca](mailto:comments@highway138study.ca)

message:

-----  
Please add me to the project's mailing list.

Thanks,

message:

-----  
What about Cameron rd and Quail rd ??? the 138 in straight until you hit Bonville then it is hills and curves witch make it all blind spots ( Cameron Rd, Quail rd) then back to straight road up to the 417 There was not a study on them????

Thanks for the reply Maya

Thank you for your email. This email is to confirm that your comments have been received and have been circulated to the project team for consideration.

The proposed improvements presented at the PIC did provide for a left-turn slip around to improve safety and operations at Cameron Road. This proposed addition would add space for through traffic to by-pass left turning vehicles on the right side of the turning lane. A graphic that shows this proposal is available at the following link: [http://highway138study.ca/public/uploads/pic1/pic1\\_brd-06\\_overview.pdf](http://highway138study.ca/public/uploads/pic1/pic1_brd-06_overview.pdf).

The project team is currently reviewing the comments received at and following the Public Information Centre (PIC), and will provide responses to all comments once the PIC comment date has passed (July 15, 2016), including your request for improvements at both Cameron Road and Quail Road.

Regards,

**Maya Caron, B. Sc., MCIP, RPP**

Senior Environmental Planner  
Transportation Environmental Planning Team Lead  
Stantec  
300-49 Bathurst Street Toronto ON M5V 2P2  
Phone: (416) 598-7162  
Cell: (416) 529-0426  
Fax: (416) 596-6680  
[Maya.Caron@stantec.com](mailto:Maya.Caron@stantec.com)

message:

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As per conversation at the first general meeting I have a few concerns

1. Shrubs and trees growing too close to side of road in the corridor between St. Andrews and Monkland. I believe that these trees and shrubbery should be trimmed back to the fence line to deter wildlife from hiding along edge of road
2. The proposal at headline intersection I believe a roundabout would allow the traffic to flow better the ones in Kemptville seem to work very well
3. At Quail road when heading northbound the road markings should be changed to solid lines to deter people from passing and wider paved shoulders so traffic is allowed to go around vehicles making left or right hand turns onto the side roads. Many transports cannot stop and will try and go around you even though there is NO Room

message:

-----  
What about Cameron rd and Quail rd ??? the 138 in straight until you hit Bonville then it is hills and curves which make it all blind spots ( Cameron Rd, Quail rd) then back to straight road up to the 417 There was not a study on them???

message:

-----  
I attended the first information meeting in Bonville and I have a few concerns

1. Shrubs and trees growing too close to side of road in the corridor between St. Andrews and the 417. I believe that this trees and shrubbery should be trimmed back to the fence line to deter wildlife from hiding along edge of road
2. The proposal at headline intersection I think a set of lights would be an excellent idea for when you are turn east traffic is always trying to pass on the shoulder
3. at Quail road when heading north bound the road markings should be changed to solid lines to deter people from passing and wider paved shoulders so traffic is allowed to go around vehicles making left or right hand turns onto the side roads. Many transports cannot stop and will try and go around you even though there is NO Room Or Have turning lanes at this intersection and the side roads
4. the sign at Quail Road naming the road on the west side needs to be moved back or higher when stopped at the corner on quail road it is almost impossible to see traffic heading south bound at the bridge

message:

-----  
2 of the 3 options shown for the Dundas Street/County Road 18 interchange include the loss of parking in front of St Andrew Church. I would like to see parallel parking replace this on one or both sides of the street for elderly members of the parish who currently park in the parking spots in front of the church because of the distance from the 2 parking lots.



message:

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Highway 138 from Cornwall Centre to Valade Road is about 5 km. About 2/3 of this has wide paved shoulders but the rest from Headline Road to the pipeline crossing has a very narrow paved shoulder. I have often travelled this part of the highway on bicycle or on foot and have seen many others doing the same. The wide shoulder is much safer in particular when it is not full sunshine as there is little or no lighting. Access to the Cornwall to St Andrews bike path requires travel along Cornwall Centre to the north end of Brookdale where there is no shoulder or sidewalk.

message:

-----

request to add to the project email list.

message:

-----  
Looking forward to public comments/survey.

Hello,  
Due to work I won't be able to attend the meeting. Could you please keep me updated on information regarding the meeting.

Dear Sir/Madam,

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Preliminary Design and Class Environmental Assessment (Class EA) Study of approximately 35 kilometres of Highway 138 between Highway 401 and Highway 417 in the City of Cornwall and the Townships of North Stormont and South Stormont.

The purpose of this email is to invite you to the first Public Information Centre (PIC)

planned for the study. A copy of the PIC notice is attached.

Representatives from the project team and a representative from the Ministry of Transportation Property Section will be available to address questions or comments directly.

The first Public Information Centre is scheduled for:

**Wednesday, June 15, 2016**  
**4:00 PM to 8:00 PM**  
**Cornwall Township Lions Club**  
**17413 McPhail Road**

If you are unable to attend the PIC and would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.

Regards,

**Maya Caron, B. Sc., MCIP, RPP, EnvSP**  
Senior Environmental Planner  
Transportation Environmental Planning Team Lead  
Stantec  
300-49 Bathurst Street, Toronto ON M5V2P2  
Phone: (416) 598-7162  
Cell: (416) 529-0426  
[Maya.Caron@stantec.com](mailto:Maya.Caron@stantec.com)

The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.

 Please consider the environment before printing this email.

I think that MTO should take the land that they own north of Brookdale and here come out on Headline Rd and then go east to join the hwy 138.

Now, you would eliminate the residential area and also the St-Lucie school exit from Dow street onto the 138hwy.

I think that it is important to be able to keep the speed on hwy138 closer to 80mph and better 100mph.

My issue is that when I am on hwy 417 I am travelling at 100mph and when I turn on the hwy 138, I drop in speed to 80mph. My wife and I think that we are hardly moving.

Thanks

Please confirm that you have received my email

I was on the 417hwy coming to cornwall. When I took the hwy138, I had to reduce my speed.

It was challenging. I thought that I was not moving. When you are returning home, You become impatient.

We need to increase the speed limit on hwy 138 to Cornwall.

Thanks

I take hwy 138 to Headline Rd often and I find it dangerous to turn because you cannot tell how fast the cars are going. There is a curve in the road and a night , the road is not illuminated.

Also, that intersection has more traffic now due to the access to MCCConnell Street.

Also, St-Lucie school has access to the 138.

This is very dangerous, very dangerous. You come out from Dow Street and again, I cannot access the hwy safely.

please confirm that you have received this email



message:

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We would really like the city to put a 4 way stop light at the corner of headline and highway 138. There's way too many accidents there and it's very dangerous as people pass in the turning lanes

---

Reference: Highway 138 study, Project D, Dundas St. (County Rd. 18) Intersection Alternatives.

In reviewing the suggested intersection modifications and hearing that (if plans proceed) you will be expropriating the business . I have a few questions and concerns.

Will I be able to continue  
my road access? How will it be cleared in the winter

During construction how will I access my property?

Will measures be put in place during construction so my daughter and I can safely cross Highway 138 going to and from the school?

Since you will have to move the power line poles how much of a power disruption can I expect?

During construction what measures will be put in place to prevent the ignorant disrespectful public from driving across my lawn as they did during the bridge repair?

I am addressing this email to you, as you are the only one that I have been able to get hold of in all of the names listed on the registered letter I received today.  
Thank you for your time on the phone, it is greatly appreciated.

As I explained to you, \_\_\_\_\_ and will need to make a private meeting with all parties that are concerned. If I am unable to arrange this,

Upon looking at the plans, they are all unacceptable to me,

I also believe that our community needs the corner store, this is a meeting place. Its also where we get our mail. I see no changes to quinn's and the cemetery, I know that these are historical sites, however the cemetery wall could move back four feet. There could be a sign posted no right turns 20 to fifty meters back for trucks. As I believe that this is the biggest issue.

The accidents that have happened have been because people have run red lights, and that would not change with building a new road.

Nor do I see this as an improvement for this intersection.

Please confirm receipt of my email.

Thank you

I wanted to thank all of you for taking the time to meet with me privately. For answering my questions.

I still have a lot of questions, but they are unanswerable until a decision is made. I appreciate that things were explained to me in terms that I could understand.

I still see the simple solution NO RIGHT HAND TURNS FOR TRUCKS.

Does the mto not own property south west of here where they could run the road up from brookdale?

Again thank you all for your time.

Please send me any information you obtained after the public meeting and how that went. Or tell me where I can see that information on line.

Take Care

Please forward. Thanks

I know that [redacted] copied you on this email... she said she put [redacted] as well. But I don't see that, I guess what I am asking [redacted] is when will I have news.

thank you.

It is just so stressful as I don't want the road beside me,

I will keep toughing it out. I am just getting tired of the comments from people in my community. I do well, until it is the stupid comments, and then it just throws me for a loop. LOL.

I appreciate your time and you answer.

I sympathize that this is a trying process and seems long and drawn out. As part of the Environmental Assessment we try to get [redacted] involved in the process as early as possible so that their input can be taken into account in the decision process as early as possible. I recognize that you are hoping for a “concrete” answer regarding dates, but unfortunately until we have an approved “technically preferred” alternative to present to the public the best we can say is that Stantec is aiming to host PIC #2 in late fall/early winter. At PIC #2 we will present the “technically preferred” alternatives for further public comment.

We received and gathered a lot of comments, information, and ideas at and following PIC#1 that must be considered and analysed. There is a lot of work to still to be done so that we can ensure that we deliver the most appropriate solutions balancing all factors.

We have not forgotten your comments and they are well documented and will be considered in the decision making process. [redacted] Where appropriate we will continue to consult with and update you.

I received the email below from \_\_\_\_\_ yesterday. Can you please have a quick look at the following draft response and confirm that you're comfortable with the timing messaging?

Thank you for sharing your comments. We recognize that it can be difficult for potentially affected property owners as we progress through the planning and environmental assessment phase of a study. We are still planning to have our evaluation of alternatives complete this fall, although I can't confirm a date at this time, and we will let you know when we can provide a better idea of this timing.

I did note in your comments that you were concerned about the possibility of having to move next spring, and I would like to mention again that this highway planning process is part of the Ministry of Transportation's ongoing review of the provincial highway network. Once the preliminary design and environmental assessment study is complete, the Ministry of Transportation will be able to protect land required for future highway improvements, and will also be able to identify an implementation strategy. Construction timing is dependent on regional and provincial priorities and available funding, and the project is not currently scheduled or funded.

Once this preliminary design and environmental assessment study is complete, the next stage would be the detail design phase. Typically, property acquisition would be initiated during detail design. However, as noted above, the timing of this phase is also not currently known. Generally detail design is initiated closer to construction. Hopefully this provides some clarity regarding timing, and I would encourage you to follow up with the MTO Property Section if you have any specific questions regarding the timing of property acquisition.

Again, thank you for your ongoing comments.

Regards,

I hope that this email finds you enjoying your summer. I have to tell you, that I am not at all enjoying my summer. My level of stress is getting higher and higher as the days go by. It is so hard to wait not knowing what will happen. It is hard not to do the projects that I have planned. I have made that decision based on \_\_\_\_\_ telling me to stop any work I was planning to do on my house as I would probably not get what I put in.

I have been trying so hard to be positive and think the best thoughts. Do they not realize how hard it is when they ask someone to be in limbo? To basically stop their life while they make a decision. Because in reality that is what they are doing. You know, I know they will say they aren't asking to stop living a life, but let me tell you from my perspective \_\_\_\_\_ How can I do a trip a summer vacation when I might need the money in the spring cause I might have to move. (that is being responsible)(and I am quite sure, I would never have \_\_\_\_\_ so I need to try and save to help just in case, I so don't want to start over). I am not deriving any pleasure from my flowers or planting more, as they might go the wayside.

I have such a heavy heart. And it is so hard to stay positive and not become weighed down by this. I am sorry, you are my sounding board, and I just need to verbalize how I feel. It is tough. I still see such a simple solution, and it is beyond me that if they go forward with the endeavour that it will be such a costly project and uproot me,

When in the fall will I hear something?

Thank you for the follow up email. I have reminded \_\_\_\_\_ the MTO Property Section representative that was at our meeting, that you requested the information that she had



regarding what you were entitled to during the property acquisition process and will let you know when I hear back from her. The fifth person at the meeting was an MTO Property Section Coop Student, who was attending to observe as part of his learning process.

With respect to comments from the public, we typically will not post public comments on the project website. All comments will be documented as part of the study in the final Transportation Environmental Study Report (TESR) that will be made available for public review in early 2017.

The project team is currently still accepting comments from the public (until July 15, 2016) and will be having follow up discussions with relevant agencies and municipalities once the comments have all been reviewed and considered. The evaluation phase will then be initiated and the results will not be available until shortly before our next Public Information Centre, which is currently planned for the fall of 2017.

Regards,

I hope this email finds you well. I have looked at the information, basically it is what we went through in the private meeting. Is there somewhere I get to see comments? That is the only thing that I cannot find.

I am trying very hard not to stress over all of this, but it sure isn't easy. It is so hard to be in limbo, and not know. Is there any further news? What happens from here?

Also it is two weeks since our meeting and I am still waiting for the email from of that paper of how they work the real estate.

The other thing that I was curious about, was the fifth person in the meeting I never received his business card or knew what his function was.

Thank you for your time

Wish you a nice day.

Thank you for your follow up email. The additional comments that you have provided have been noted and have been circulated to the project team for consideration. As you have noted in your email, we will continue to keep you up to date as the study progresses. You are correct that as we have discussed, no decisions have been made to date. We did note that there was some misinformation circulating in the community, based on our discussions at the Public Information Centre (PIC). The next stage in the study will be to refine the alternatives based on comments received at and following the PIC, and complete an evaluation of alternatives.

With respect to the potential for a by-pass of Highway 138, continuing Brookdale Avenue to the north, the Ministry of Transportation (MTO) has a corridor designated and partially owned between Brookdale Avenue and St. Andrews. However, this current study does not include highway expansion. The Ministry would only consider a major expansion, such as four-laning or a by-pass, when the existing and projected traffic volumes indicate that the existing corridor will no longer meet the provincial transportation needs. Based on recent traffic analysis, it is not expected that this will occur within the current planning horizon (2032).

The full set of materials available at the Public Information Centre (PIC) are available at this link: <http://highway138study.ca/docs>. Please let me know if you have any difficulty with the files or if you have any questions after reviewing the files.

Regards,

I wanted to thank all of you for taking the time to meet with me privately. For answering my questions.

I still have a lot of questions, but they are unanswerable until a decision is made. I appreciate that things were explained to me in terms that I could understand.

I am getting conflicting information from other parties, that say a decision has already been made, however I am putting my trust in all of you to keep me

apprised of everything that is going on, and that once a decision is made to let me know. It is very hard though to be in limbo.

I felt overwhelmed, but I also realize that you all have your jobs to do, and that no one there was against me. I also walked away feeling that if things do not go the way that I want (which I am saying again the best solution for me is do nothing), that the mto will do their best to be fair. I still see the simple solution NO RIGHT HAND TURNS FOR TRUCKS.

Does the mto not own property where they could run the road up from brookdale?

Again thank you all for your time.

Please send me any information you obtained after the public meeting and how that went. Or tell me where I can see that information on line.

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1. Do you have any comments on the evaluation criteria?

I LIKE WHAT I'VE SEEN

2. Do you have any comments on the improvement alternatives presented at PIC 1?

I AM DEFINITELY IN FAVOUR OF A ROUNDABOUT AT HEADLINE RD. WE ALL KNOW THAT THIS IS THE SAFEST AND MOST EFFICIENT TYPE OF INTERSECTION HERE.

3. Do you have any additional comments or questions?

STEEP AND NUMEROUS HILLS NORTH OF BONEVILLE ARE A BIG PROBLEM. CUT DOWN THE HIGHS - FILL THE LOWS.

Please leave your completed comment sheet in the drop box provided or submit

(by July 15, 2016) to:

Maya Caron, B.Sc., MCIP, RPP

Senior Environmental Planner

Stantec Consulting Ltd.

49 Bathurst Street, Suite 300

Toronto, ON M5V 2P2

Tel. (416) 598-7162 Email: [comments@highway138study.ca](mailto:comments@highway138study.ca)

message:

-----  
For the last eight years I travel to ottawa every second friday  
my biggest concern is people passing. I would  
suggest that the speed limit be increased to 90 kilometers per hour, or that you put passing  
lanes every five kilometers.I often use highway 7 . they  
have passing lanes and you are notified 2 kilometers before. I am glad the ministry is looking  
into this before innocents lives get injured or die. thank you

message:

-----  
The intersection of 138 and Headline Road is the most dangerous part of this highway. There  
are right turn lanes for North and South travelling cars but no left turn lanes. Cars stop on the  
highway in both directions to turn left onto Headline...other North and South traffic go around  
these cars in the right hand turning lanes with no regard for cars travelling in the opposite  
direction that are turning left off the 138 and actually have the right of way. I have had 3 close  
calls at this intersection in the last 4 years.



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1. Do you have any comments on the evaluation criteria?

2. Do you have any comments on the improvement alternatives presented at PIC 1?

3. Do you have any additional comments or questions?

- please consider a parking lot near the road to Moose Creek  
- car pool in St. Andrew is necessary - what about at Fire Hall that is being rebuilt.

Please leave your completed comment sheet in the drop box provided or submit

(by July 15, 2016) to:

Maya Caron, B.Sc., MCIP, RPP

Senior Environmental Planner

Stantec Consulting Ltd.

49 Bathurst Street, Suite 300

Toronto, ON M5V 2P2

Tel. (416) 598-7162 Email: [comments@highway138study.ca](mailto:comments@highway138study.ca)

As I will not be able to attend the public consultation meeting taking place on June 15, 2016 I would still like to contribute the following comments and input to the study.

I commute from Ottawa to Cornwall several times a week for work and travel Highway 138 for recreational purposes on a regular basis and am well aware of the issues that this highway presents.

I believe that the following should be considered to improve the driving conditions of the highway:

- A flashing green light should be installed at the intersection of Highway 138 and County Road 18 (St. Andrews Church). Having a flashing green light for the south-bound traffic which north-bound traffic faces a red light and then the roles are reversed. This would eliminate traffic build-up at this intersection and driver passing on the right-hand side (north-bound traffic).
- Traffic lights and turning lanes need to be installed at the intersection of Headline Road (County Road 44) and Highway 138. This would eliminate drivers passing on the right once again. This has caused some very serious accidents in the past and should seriously be considered.
- Passing lanes are required between the town of Monkland and Highway 417.
- Snowdrift mitigation would be useful between the town of Monkland and Highway 417. Especially where the Highway is surrounded by open fields.

I am looking forward to the outcome of this project. Should you wish to discuss this matter further, please do not hesitate to contact me.



Good morning!

My biggest concern is about the St. Andrews & Hwy 138 corner. Due to stop lights, there are fewer accidents/dangers than many of the other corner or turn lanes along this stretch. It is the truck turnings and the cemetery wall that remains the ongoing issue. Protecting the wall is easily satisfied by banning truck turns. There is little need for them to turn here, in any case, as there are other options at Cornwall Center Road. This is used merely as a 'shortcut' to the 401 in spite of the wall and its heritage.

This corner is central to the identity of the village and its historic value. The corner store also has its identity that many in St. Andrews see as 'meeting' place however casual. The Township has recently denied us a community center and the store is one of the few places where we can pick up the mail, grab some milk and catch up on local news with local residents. Our library usage is also being reduced not because of lack of use but due to the condition of the building. Tourists/Visitors stop here and chat, pick up a snack, get directions and even some history of the area which is lengthy. We need this corner store. Not want. Need!

Proper turn lanes are a necessity to the safety of highway usage but the corner store is also. If you do a redesign, please include a viable facility that meets the needs of the residents.

Many thanks for your consideration in this matter which if past studies are any indication will be ignored by Queen's Park anyway. However, I do hope your report is taken seriously.

message:

-----  
I would like very much to be included in the contact list for this much-needed study on improvements to ON Highway 138 between Trans-Canada/ON Highway 17 and the city of Cornwall.

message:

-----  
I commute everyday to Ottawa from Cornwall. I have some thoughts on how to improve the highway safety and would like to be involved in the consultation process. Thank you.

Nice meeting you today at the public consultation session. As discussed these are my comments

**General:**

1. Commissioning such a study on highway 138 is definitely needed to improve overall safety. Suggestion: conduct a short traffic study to determine volume and type of vehicles using the highway
2. Tree lines in certain areas require further set back from the road particularly between
  - a. Headline Road and St. Andrews
  - b. Myers and Guindon Road
  - c. Seguin Road and McNeil Road
3. Interchange at Headline Road and HWY 138 should have traffic lights not a roundabout
  - Significant volumes of truck traffic will create backlogs and frustrations with automobile drivers given trucks in their nature are slower to stop and accelerate
  - Speed limit between Cornwall Centre Road and St. Andrews should be set at 70 km
  - South bound requires tree lines to be set back due to curve into the traffic light (line of sight is impaired)
4. Restrict large trucks and transport trailers from using Highway 138 between 6 am and 8 am to allow for commuter traffic to safely reach their destination (mostly Ottawa)
5. Install deer fencing in wooded areas adjacent to highway 138
6. Have OPP patrol the 138 more often particularly during commuting hours
7. Repaint the lines. Newest highway drivers are unable to see the lines after sunset and early morning hours particularly during rainy periods. Suggest use of fluorescent paint
8. Install traffic cameras where appropriate to monitor traffic flows

**Passing Lanes:**

1. Northbound 1 - Best spot between Cornwall and Monkland however the passing lane ends on a crest and an embankment which does not allow for defensive driving if vehicles do not allow to merge back into one lane
2. NB 2, SB1 and SB2 are all good options
3. Illuminate the passing lanes with street lights

**Interchanges:**

1. All good options that will ensure a steady flow of traffic and reduce potential accidents due to sudden stopping
2. See comment on Interchange at Headline Road and Hwy 138

If you wish to contact me directly, please use this email.

Good afternoon,

Also, we just received a forwarded letter about a town hall that has already taken place. As we were not able to attend would we be able to receive the details that were given at that time. Mostly, we would like to know how this will potentially affect our property.

Thank you for your time,



**COMMENT FORM**

**Preliminary Design and Class Environmental Assessment  
Highway 138 Improvements from Highway 401 to Highway 417  
(GWP 4015-08-00)**

Public Information Centre 1, Cornwall Township Lions Club – Wednesday, June 15, 2016

Your comments will help us to understand what is important to people in the study area. Please provide your comments on the following questions. (Use the back of this sheet if you need more space.) We would also appreciate your input to the carpool / commuter survey. Visit the project website at [www.highway138study.ca](http://www.highway138study.ca) to complete the short online survey. The PIC displays will also be available on the project website.

1. Do you have any comments on the evaluation criteria?

2. Do you have any comments on the improvement alternatives presented at PIC 1?

3. Do you have any additional comments or questions?

*RESTRICTED PARKING  
IN FRONT OF CHURCH WOULD AFFECT THE FUNERALS  
AS THE PROCESSION PASSES THERE. COME SOME DAY AND  
SEE OURS.*

Please leave your completed comment sheet in the drop box provided or submit (by July 15, 2016) to:  
Maya Caron, B.Sc., MCIP, RPP  
Senior Environmental Planner  
Stantec Consulting Ltd.  
49 Bathurst Street, Suite 300  
Toronto, ON M5V 2P2  
Tel. (416) 598-7162 Email: [comments@highway138study.ca](mailto:comments@highway138study.ca)

Name and Address (optional) PLEASE PRINT

Name:

Mailing Address:

(include postal code)

Tel:

Fax:

Email:

Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

**COMMENT FORM**

**Preliminary Design and Class Environmental Assessment  
Highway 138 Improvements from Highway 401 to Highway 417  
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1. Do you have any comments on the evaluation criteria?

*I question why 2039 was the cut off year for  
evaluating the traffic. My guess is that if we looked  
a little further the traffic flow would warrant looking  
into a by-pass or four lanes*

2. Do you have any comments on the improvement alternatives presented at PIC 1?

3. Do you have any additional comments or questions?

*I feel these improvements are a bandaid solution  
to a bigger monetary investment. I am, however,  
glad to see something is being done sooner rather than  
later and understand the need for financial planning.  
Here is hoping that this study indicate  
the need to be ready for more  
changes down the road and to  
ensure the plan for those changes  
starts happening now.*

Please leave your completed comment sheet in the drop box provided or submit (by July 15, 2016) to:  
Maya Caron, B.Sc., MCIP, RPP  
Senior Environmental Planner  
Stantec Consulting Ltd.  
49 Bathurst Street, Suite 300  
Toronto, ON M5V 2P2  
Tel. (416) 598-7162 Email: [comments@highway138study.ca](mailto:comments@highway138study.ca)

Name and Address (optional) PLEASE PRINT

Name:

Mailing Address:

(include postal code)

Tel:

Fax:

Email:

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Peter, Kevin,

This morning I received phone calls from both of the directly impacted property owners that we sent plans to by registered mail. Ultimately, both would like to meet in person, earlier in the day, the day of the PIC, as outlined below. We are working on seeing if the PIC venue will be available in the morning to accommodate these meetings. Peter – can you confirm if yourself and Kevin will be available?

1. [redacted] identified [redacted] as a full buy-out for two of the alternatives. She is not happy with the alternatives and very upset at the idea of losing the home, which she says she has invested over \$60,000 in over the last several years.

I provided her with an overview of the study, the overall study process, and confirmed that all of the alternatives, including 'do nothing' are still under consideration. We discussed the constraints of the intersection, and she does understand that there is not much space for improvements. We discussed the next steps in the study, and she has questions about the property valuation and acquisition process, which I explained would be best answered by a representative of the MTO Property Section. [redacted] would like to meet us in person earlier the day of the PIC, if possible

2. [redacted] are also not happy with the alternatives, since all of the options directly impact [redacted]. I again explained the study, the overall study process, and confirmed that [redacted] the alternatives impact the property, but that 'do nothing' is still under consideration. Their primary concern at this point, is to receive additional information about the property acquisition process, and

[redacted] They will be able to attend the PIC to speak to the property agent but would also like an in person meeting earlier in the day.

---

**Public Information Centre 2**  
**Comments Received**

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## External Agency

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### Vanhell, Shane

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**From:** Gazibara, Nevena  
**Sent:** Tuesday, January 17, 2017 12:12 PM  
**To:** Vanhell, Shane  
**Subject:** FW: 0004087 -Cornwall and Stormont -Hwy 138 Improvements (4015-08-00)- PIC 2 Displays

Please save comment and response and add to TRACER accordingly.

---

**From:** Gazibara, Nevena  
**Sent:** Monday, January 09, 2017 10:23 AM  
**To:** 'Kirzati, Katherine (MTCS)'  
**Cc:** Belliveau, Tim; Cooke, Gregg; Ogilvie, Kevin (MTO); peter.freure@ontario.ca  
**Subject:** RE: 0004087 -Cornwall and Stormont -Hwy 138 Improvements (4015-08-00)- PIC 2 Displays

Good morning Katherine,

All of the materials that were presented at the second PIC, for the above-mentioned project, on December 14, 2016, can be found on the project website at [www.highway138study.ca](http://www.highway138study.ca) in the 'Documentation' section (files are in PDF format and can be downloaded directly from the website).

Please don't hesitate to contact me should you require any further information or project resources.

Kind regards,  
**Nevena Gazibara, B.Sc., MREM**  
Environmental Planner  
Stantec  
Phone: 416-598-7663  
Fax: 416-596-6680  
[nevena.gazibara@stantec.com](mailto:nevena.gazibara@stantec.com)



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**From:** Kirzati, Katherine (MTCS) [<mailto:Katherine.Kirzati@ontario.ca>]  
**Sent:** Monday, January 09, 2017 9:39 AM  
**To:** Gazibara, Nevena; Ogilvie, Kevin (MTO)  
**Subject:** 0004087 -Cornwall and Stormont -Hwy 138 Improvements (4015-08-00)

Good morning Nevena:

We have received the Notice of PIC 2 for the above-noted project. Would it be possible to obtain a copy of the display panels, for our records?

Thanks, Katherine

**Katherine Kirzati**  
Heritage Planner | Heritage Program Unit  
Ministry of Tourism, Culture and Sport  
401 Bay Street, Suite 1700 | Toronto, ON M7A 0A7  
416.314.7643 | [katherine.kirzati@ontario.ca](mailto:katherine.kirzati@ontario.ca)



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**General Public**

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**COMMENT FORM**

**Preliminary Design and Class Environmental Assessment  
Highway 138 Improvements from Highway 401 to Highway 417  
(GWP 4015-08-00)**

Public Information Centre 2, Cornwall Township Lions Club – Wednesday, December 14, 2016

Your comments will help us to understand what is important to people in the study area. Please provide your comments on the following questions. (Use the back of this sheet if you need more space.) The PIC displays will also be available on the project website at [www.highway138study.ca](http://www.highway138study.ca).

1. Do you have any comments on the evaluation of alternatives?

Surprised that overall safety is not above valued more than overall efficiency of Hwy

2. Do you have any comments on the Recommended Plan presented at PIC 2?

Right turn taper going north turning east on McMillans corners Rd. People turning onto Hwy 138 going south, are subject to being hit by people passing who are driving north on the 138. Also people going around the person

3. Do you have any additional comments or questions?

turning, they often are a risk of hitting the car turning onto the 138.

Please leave your completed comment sheet in the drop box provided or submit (by January 13, 2017) to:

Nevena Gazibara, B.Sc., MREM  
Environmental Planner  
Stantec Consulting Ltd.  
49 Bathurst Street, Suite 300  
Toronto, ON M5V 2P2  
Tel. (416) 598-7663 Email: [comments@highway138study.ca](mailto:comments@highway138study.ca)

Name and Address (optional) PLEASE PRINT

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**COMMENT FORM**

**Preliminary Design and Class Environmental Assessment  
Highway 138 Improvements from Highway 401 to Highway 417  
(GWP 4015-08-00)**

Public Information Centre 2, Cornwall Township Lions Club – Wednesday, December 14, 2016

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1. Do you have any comments on the evaluation of alternatives?

No Round A Boat At Headline Road.  
Traffic Lights At Headline Road.  
Too Much Truck Traffic For A Round A Boat.

2. Do you have any comments on the Recommended Plan presented at PIC 2?

I Like Some of the Ideas.  
Level the Shoulder on Hwy 138 From St. Andrews South To Headline Road for SMV to Drive on Safely

3. Do you have any additional comments or questions?

Keep Reduced Speed From Headline Road to St. Andrews West.

Please leave your completed comment sheet in the drop box provided or submit (by January 13, 2017) to:

Nevena Gazibara, B.Sc., MREM  
Environmental Planner  
Stantec Consulting Ltd.  
49 Bathurst Street, Suite 300  
Toronto, ON M5V 2P2  
Tel. (416) 598-7663 Email: [comments@highway138study.ca](mailto:comments@highway138study.ca)

Name and Address (optional) PLEASE PRINT

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**Vanhell, Shane**

**From:** Gazibara, Nevena  
**Sent:** Friday, December 16, 2016 4:26 PM  
**To:** Vanhell, Shane  
**Subject:** FW: Highway 138 Improvements and my property implications (file 165000963)

Highway 138 comment- although this person came to the PIC and was satisfied with the plans. I would suggest we draft a follow-up response just thanking him for attending and letting him know that the PIC materials are available on the project website...

Thanks,  
Nevena

**From:**  
**Sent:** Monday, December 12, 2016 12:31 PM  
**To:** Gazibara, Nevena; comments@highway138study.ca; peter.freure@ontario.ca  
**Subject:** Highway 138 Improvements and my property implications (file 165000963)

Hello,

I am co-owner of a property along Highway 138 and I received a letter about an improvement project and implications for my property. Neither can attend the information session this Wed. Dec 14th from 4:00 - 8:00 PM so I would like to know the next best option so that I can obtain the information about my property. Could we schedule a phone call?

Thanks and best regards

**COMMENT FORM**  
**Preliminary Design and Class Environmental Assessment**  
**Highway 138 Improvements from Highway 401 to Highway 417**  
**(GWP 4015-08-00)**

Public Information Centre 2, Cornwall Township Lions Club – Wednesday, December 14, 2016

Your comments will help us to understand what is important to people in the study area. Please provide your comments on the following questions. (Use the back of this sheet if you need more space.) The PIC displays will also be available on the project website at [www.highway138study.ca](http://www.highway138study.ca).

1. Do you have any comments on the evaluation of alternatives?

Larger Culvert crossing Hwy 138 where the unnamed drainage crosses.  
HWY ELEVATION IS 40'-50' higher than natural elevation.

2. Do you have any comments on the Recommended Plan presented at PIC 2?

While concern for fluidity, North & South of Auell Road is a priority, perhaps a secondary concern would be to large animals in that Area. Passing lanes = ~~fast~~ higher average speeds & less reaction time.

3. Do you have any additional comments or questions?

THIS AREA IS HEAVILY ~~TREED~~ TREED AND ~~IS~~ low lying. This area is already a high wild life collision area.

Please leave your completed comment sheet in the drop box provided or submit

(by **January 13, 2017**) to:

Nevena Gazibara, B.Sc., MREM

Environmental Planner

Stantec Consulting Ltd.

49 Bathurst Street, Suite 300

Toronto, ON M5V 2P2

Tel. (416) 598-7663 Email: [comments@highway138study.ca](mailto:comments@highway138study.ca)

**Name and Address (optional) PLEASE PRINT**

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Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

**Vanhell, Shane**

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**From:** Gazibara, Nevena  
**Sent:** Friday, December 16, 2016 4:54 PM  
**To:** Vanhell, Shane  
**Subject:** FW: Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00)

[Highway 138 comment for the comment and response table](#)

**From:** contactform@highway138study.ca [mailto:contactform@highway138study.ca]  
**Sent:** Monday, December 05, 2016 3:41 PM  
**To:** comments@highway138study.ca  
**Subject:** Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00)

message:  
-----

I'm the owner of the Monkland Diner at the corner of Hwy 138 and County road 43. The study mentions the possibility of a carpool parking lot. Is one of the possible locations just north of the diner? Can I be put on the mailing list as well?

**Vanhell, Shane**

---

**From:** Gazibara, Nevena  
**Sent:** Friday, January 13, 2017 4:49 PM  
**To:** Vanhell, Shane  
**Subject:** FW: Hwy 138 Comments  
**Attachments:** MTO - Hwy 138 Prelim Design Comments Jan 12 2017.pdf; ATT00001.htm

[Please save in comments and add to comments table.](#)

Thanks!

---

**From:**  
**Sent:** Friday, January 13, 2017 2:28 PM  
**To:** comments@highway138study.ca  
**Cc:** peter.freure@ontario.ca  
**Subject:** Hwy 138 Comments

Good afternoon Nevena,  
I received your contact info at the Highway 138 PIC2 a few weeks ago, on the comment sheet provided.  
Attached please find my comments, for MTO.

Thank you.



January 12, 2017

Nevena Gazibara, BSc, MREM  
Environmental Planner  
Stantec Consulting Ltd.  
49 Bathurst Street, Suite 300  
Toronto, ON M5V 2P2  
comments@highway138study.ca

**Subject: Re-alignment of Highway 138 Through Rosedale Terrace**  
**Project: Highway 138 Preliminary Design**

---

Dear Nevena:

I am a resident of the Township of South Stormont, living in Rosedale Terrace subdivision, and I wish to comment on the proposed future re-alignment of Highway 138. I have reviewed the information on the website highway138study.ca, and I attended the Public Information Centre 2 in December 2016.

I strongly oppose a future re-alignment of Highway 138, as proposed starting from the north limit of Brookdale Avenue, extending along the west side of Rosedale Terrace subdivision, and continuing north past Headline Road. The MTO owns a strip of land along the west side of this subdivision, however in the time since MTO acquired this strip of land and did nothing with it, this subdivision continued to grow in population. Land ownership does not grant the owner a pass to build on it as he pleases; land use planning issues and public input must be considered, among other factors. The highway is a not a compatible land use with the established residential subdivision that has been growing over the past 50+ years. Many of my neighbours share this same opposition, and so I wish to have it documented that there will be a staunch collective objection to a future re-alignment at this location.

Please forward this letter to the MTO Project Manager, so that it can be retained in the MTO project file for future discussion. Also please add my name to the project mailing list for future correspondence. I respectfully ask that you email me at \_\_\_\_\_ to confirm that this has been done.

Thank you.

Yours truly,

**Vanhell, Shane**

---

**From:** Gazibara, Nevena  
**Sent:** Friday, December 16, 2016 4:53 PM  
**To:** Vanhell, Shane  
**Subject:** FW: Highway 138 Study

[Highway 138 comment](#)

---

**From:**  
**Sent:** Wednesday, December 07, 2016 9:57 AM  
**To:** Gazibara, Nevena; comments@highway138study.ca; peter.freure@ontario.ca  
**Cc:** dangingras43@gmail.com  
**Subject:** Highway 138 Study

Hello, we have just received a registered letter, outlining the potential changes to Highway 138. We received this letter as homeowners on Highway 138. Our property is located at:

We have lived at this property since 2004, we have noticed a significant increase in traffic, as well as witnessed numerous (and in some cases fatal) accidents along the corridor from Cornwall to 417. At times, it takes 5 or even 10 minutes to get out of our driveway safely.

While there is no doubt that something must be done, we take issue with the proposed plan.

The proposal for a left hand slip lane, on the west side of the highway, and encroaching on our property is not acceptable for a number of reasons.

1. The area of impact is directed on top of our septic holding tank.
2. This will increase the already loud noise we can hear inside our home, in addition to the shaking of the home.
3. It will most certainly cause foundation damage, as we have experienced what I believe to be shifts in the house from the recent repaving right outside our home.
4. Our property value will absolutely decrease, in addition to it being next to impossible to sell the home. We have been on the market since April 2016 without a sale, and the impact that the close proximity to the highway has had on a sale, has been very evident. If the highway moves even closer in any way, it will be impossible.
4. Leaving our driveway if a slip lane is added, will be even more dangerous than it already is and most certainly end in an accident.

Just slowing down to get into our driveway is difficult, as we are often followed by transports going over the speed limit. Tractor trailers cannot stop quickly and need alot of notice for vehicles turning, while we agree this slip lane would help for the Warina Road intersection it does not address the traffic on the east side of 138

going north. This is a dangerous spot we well, as slowing down to turn left is difficult as one cannot see what is coming south until right on the hill and at our drive.

For the above reasons, we are very concerned and oppose the proposed change and the impact it will have to our property.

We do plan to attend the upcoming PIC meeting and ask further questions.

Best regards,

---

**Vanhell, Shane**

**From:** Gazibara, Nevena  
**Sent:** Friday, December 16, 2016 4:19 PM  
**To:** Vanhell, Shane  
**Subject:** FW: Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00)

[Highway 138 comment](#)

**From:** contactform@highway138study.ca [mailto:contactform@highway138study.ca]  
**Sent:** Friday, December 16, 2016 9:01 AM  
**To:** comments@highway138study.ca  
**Subject:** Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00)

message:

-----  
Hello, this is following the PIC meeting on December 14. We would like to include our comments to reiterate our concerns on the proposed plan. Specifically we would ask that the team consider modifying the slip lane positioning outside our property at xxxx Highway 138 as this will directly impact our septic system. As well the proposed slip lane will increase the traffic immediately in front of our driveway making it considerably more dangerous for those exiting or entering our property. In addition to impacting our septic system, it will most certainly reduce our property value and ability to sell our home. We ask that you reconsider the proposed location of the slip lane in front of Warina road and modify the plans. Any consideration of this would be greatly appreciated.

## Vanhell, Shane

---

**From:** Gazibara, Nevena  
**Sent:** Monday, January 23, 2017 11:30 AM  
**To:** Vanhell, Shane  
**Subject:** FW: Closing of north intersection Guindon Rd and HWY 138 (GWP 4015-08-00)

Hi Shane,

Can you please save this comment and add to the comments and response table for Highway 138?

Thanks!  
Nevena

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

From: guindon@g-m-c.on.ca [mailto:guindon@g-m-c.on.ca]  
Sent: Friday, January 20, 2017 4:00 PM  
To: Gazibara, Nevena  
Subject: Re: Closing of north intersection Guindon Rd and HWY 138 (GWP 4015-08-00)

Dear Ms Gazibara,

Thank you for your correspondence. Would it be possible to obtain a copy of the report with designs pertaining to Guindon Rd. so I can review it before we have a conference call or better a site visit. I was never contacted which I thought would be the norm before any recommendations being made as I have concerns about many issues affecting entrance and exit from my driveway onto Guindon Rd. and the same from Guindon Rd onto Hwy. 138. We have lived here over 35 years and have all that experience using Guindon RD and Hwy 138.

May I hear from you?

Quoting "Gazibara, Nevena" <Nevena.Gazibara@stantec.com>:

> Thank you for your email Mr. Guindon.  
>  
> As noted in our previous correspondence, the Recommended Plan includes  
> the closure of the north section of Guindon Road and Highway 138.  
> Access to Highway 138 will be provided via the south intersection of  
> Guindon Road.  
>  
> As part of the study, the project team has completed an access  
> management review of all intersections and entrances along the Highway  
> 138 corridor. The purpose of this review was to identify opportunities  
> to improve safety and efficiency on Highway 138 as part of the  
> Ministry's ongoing access management process. As part of this review,  
> it was determined that Guindon Road is a low volume road that  
> primarily functions as an entrance to your property; and that a second  
> access to Highway 138 is not necessary.  
>  
> If you prefer to discuss the project with members of the project team,  
> we can arrange a conference call.  
>  
> We look forward to hearing from you to discuss the Recommended Plan

> and any other comments or concerns you might have as well as your  
> preference and availability for a conference call.

>  
> Kind regards,  
> Nevena Gazibara, B.Sc., MREM  
> Environmental Planner  
> Stantec  
> Phone: 416-598-7663  
> Fax: 416-596-6680  
> nevena.gazibara@stantec.com

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>

> -----Original Message-----

> From: guindon@g-m-c.on.ca [mailto:guindon@g-m-c.on.ca]  
> Sent: Friday, December 16, 2016 1:23 PM  
> To: Gazibara, Nevena  
> Subject: Re: Closing of north intersection Guindon Rd and HWY 138

>  
> Good afternoon Ms Gazibara,

>  
> We are back from our trip and I do not see an acknowledgement of my  
> email below. I realise that this is not an urgent matter but since it  
> affects us directly I would like to insure you have received my  
> correspondence and that at some point we will be discussing this  
> issue.

>  
>  
>

> Quoting guindon@g-m-c.on.ca:

>  
>> Dear Ms Gazibara,

>>  
>> We received by mail yesterday(Dec. 1st) a notice that the north  
>> entrance to our road is being recommended for closing in the plan  
>> being proposed for improvements to Hwy 138.

>>  
>> We are leaving tomorrow December 3rd and will be away on the 14th of  
>> December for the public information session and will not be available  
>> to be there to provide you with our comments and concerns.  
>> We will be directly affected by this proposed closing and would like  
>> to discuss this with you as we are the only ones living on this road  
>> but not the only ones using it.

>>  
>> Could we make arrangements on our return to discuss the entire matter  
>> with you before any of it reaches a final proposal.

**COMMENT FORM**  
**Preliminary Design and Class Environmental Assessment**  
**Highway 138 Improvements from Highway 401 to Highway 417**  
**(GWP 4015-08-00)**

Public Information Centre 2, Cornwall Township Lions Club – Wednesday, December 14, 2016

Your comments will help us to understand what is important to people in the study area. Please provide your comments on the following questions. (Use the back of this sheet if you need more space.) The PIC displays will also be available on the project website at [www.highway138study.ca](http://www.highway138study.ca).

1. Do you have any comments on the evaluation of alternatives?

I AGREE WITH MOST HOWEVER SOMETHING NEEDS TO BE DONE AT COUNTY ROAD 18. (ST. ANDREWS VILLAGE), I KNOW THAT THERE IS LITTLE SPACE TO WORK WITH.

2. Do you have any comments on the Recommended Plan presented at PIC 2?

AT THE VERY LEAST CAN AN ADVANCED GREEN BE PROVIDED FOR NORTH BOUND TRAFFIC MAKING A LEFT ONTO CTY RD 18. (AND SOUTH BOUND TURNING EAST) LONG ENOUGH TO ALLOW 1 OR 2 CARS TO MAKE THE TURN. TONIGHT (DEC 14TH) I SAT FOR

3. Do you have any additional comments or questions?

3 CYCLES OF THE LIGHT BEFORE I COULD PROCEED NORTH.  
THERE WERE NO BREAKS IN SOUTH BOUND TRAFFIC.

Please leave your completed comment sheet in the drop box provided or submit (by January 13, 2017) to:

Nevena Gazibara, B.Sc., MREM  
Environmental Planner  
Stantec Consulting Ltd.  
49 Bathurst Street, Suite 300  
Toronto, ON M5V 2P2  
Tel. (416) 598-7663 Email: [comments@highway138study.ca](mailto:comments@highway138study.ca)

**Name and Address (optional) PLEASE PRINT**



**Vanhell, Shane**

**From:** Gazibara, Nevena  
**Sent:** Friday, December 16, 2016 4:55 PM  
**To:** Vanhell, Shane  
**Subject:** FW: Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00)

Highway 138 comment

**From:** contactform@highway138study.ca [mailto:contactform@highway138study.ca]  
**Sent:** Friday, December 02, 2016 7:07 PM  
**To:** comments@highway138study.ca  
**Subject:** Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00)

message:

I live on the 138.

This road is dangerous no matter what you will do. In this case it's only going to get worse with the SB-1 southbound passing lane. We have a hard time getting in and out of our driveway safely as it is. Especially getting in our driveway. Getting rear ended or causing a collision behind us or a head on is always a concern. People will pass us in the other lane with incoming traffic and almost colliding forcing other cars on the shoulder. And it happens many times to me and our neighbors. We all have youg kids that take the bus to school also. It's will be a much bigger concern for our family if this portion goes trough. We where all asking to drop the speed limit in this section to the intersection of Hwy 43. Which is a dangerous intersection that causes at least 2-3 big accident every year.

I'm all for passing lanes but not near a major intersection or a crowded residential area where there's more than 8 houses in less than a 1000ft and a street light. MTO should keep our road safe and make them safer not the opposite.

**COMMENT FORM**  
**Preliminary Design and Class Environmental Assessment**  
**Highway 138 Improvements from Highway 401 to Highway 417**  
**(GWP 4015-08-00)**

Public Information Centre 2, Cornwall Township Lions Club – Wednesday, December 14, 2016

Your comments will help us to understand what is important to people in the study area. Please provide your comments on the following questions. (Use the back of this sheet if you need more space.) The PIC displays will also be available on the project website at [www.highway138study.ca](http://www.highway138study.ca).

1. Do you have any comments on the evaluation of alternatives?

2. Do you have any comments on the Recommended Plan presented at PIC 2?

3. Do you have any additional comments or questions?

The addition Northbound lane near Cameron's road will be very close to the water well for my house -possibly over it. Also there is a 2nd driveway and culvert not indicated in the map. Both are marked in the attached.

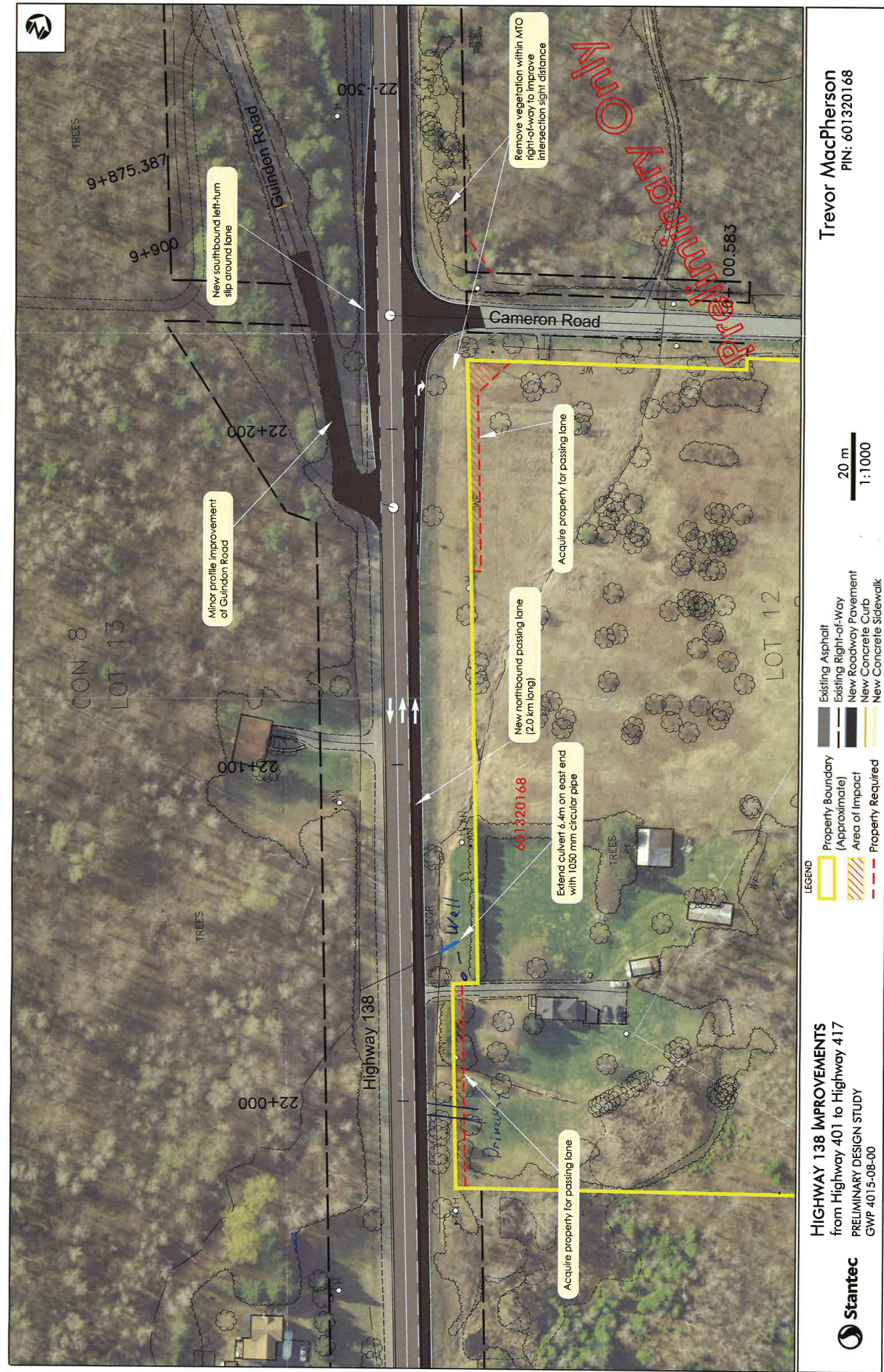
Please leave your completed comment sheet in the drop box provided or submit (by January 13, 2017) to:  
Nevena Gazibara, B.Sc., MREM  
Environmental Planner  
Stantec Consulting Ltd.  
49 Bathurst Street, Suite 300  
Toronto, ON M5V 2P2  
Tel. (416) 598-7663 Email: comments@highway138study.ca

Name and Address (optional) PLEASE PRINT

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Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.





**Vanhell, Shane**

**From:** Gazibara, Nevena  
**Sent:** Wednesday, January 11, 2017 8:34 PM  
**To:** Vanhell, Shane  
**Subject:** FW: Highway 138 improvements study

Hi Shane,

Can you please save this in the comments folder and add to the comments and responses table.

Thanks,  
 Nevena

**From:**  
**Sent:** Wednesday, January 11, 2017 8:06 PM  
**To:** comments@highway138study.ca  
**Subject:** Highway 138 improvements study

Hello

I attended the last PIC regarding the study for the improvement of Hwy 138 which your firm has been working on. I also attended the previous session last summer. My main concern is with the intersection of HWY 138 and County Road 18 at St. Andrews West. This intersection, unfortunately, is the scene of many collisions with the stone wall which surrounds the historic pioneer cemetery on the north-west corner. I am a member of the Cornwall Township Historical Society and thus have a great interest in preserving the site. I led the group several years ago which secured funding to refurbish the stone wall which surrounds the site. Between the many collisions and the effects of the highway salting all winter this beautiful stone wall is again an eyesore and at the cost to taxpayers of over \$150,000!

I see that your firm has had essentially no recommendation for improvements to this intersection. I do have one suggestion – close off the access to HWY 401 at Power Dam Drive. The transports which have caused so much of this damage over the years are taking the right turn at CTY RD 18 to proceed west to Power Dam Drive and colliding with the stone wall in doing so. If access to the 401 West were closed the transports would have no reason to use Cty Road 18 and 36.

This seems to me to be a simpler and relatively inexpensive alternative. Please consider this suggestion when collecting your comments.

Best Regards



**COMMENT FORM**

**Preliminary Design and Class Environmental Assessment  
Highway 138 Improvements from Highway 401 to Highway 417  
(GWP 4015-08-00)**

Public Information Centre 2, Cornwall Township Lions Club – Wednesday, December 14, 2016

Your comments will help us to understand what is important to people in the study area. Please provide your comments on the following questions. (Use the back of this sheet if you need more space.) The PIC displays will also be available on the project website at [www.highway138study.ca](http://www.highway138study.ca).

1. Do you have any comments on the evaluation of alternatives?

Yes - Traffic light at Headline Road.

Turning lanes at various intersections would be wise.

2. Do you have any comments on the Recommended Plan presented at PIC 2?

Passing lanes only starting North of Monkland.

To populated - we don't want a freeway!

3. Do you have any additional comments or questions?

New route from Maxville Exit to Boundary Road 401 - should be explored - or Casselman to Power Dam

Please leave your completed comment sheet in the drop box provided or submit (by January 13, 2017) to:  
Nevena Gazibara, B.Sc., MREM  
Environmental Planner  
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Tel. (416) 598-7663 Email: [comments@highway138study.ca](mailto:comments@highway138study.ca)

Name and Address (optional) PLEASE PRINT

**COMMENT FORM**

**Preliminary Design and Class Environmental Assessment  
Highway 138 Improvements from Highway 401 to Highway 417  
(GWP 4015-08-00)**

Public Information Centre 2, Cornwall Township Lions Club – Wednesday, December 14, 2016

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1. Do you have any comments on the evaluation of alternatives?

2. Do you have any comments on the Recommended Plan presented at PIC 2?

3. Do you have any additional comments or questions?

The creation of NB-1 passing lane will impact the entrance to the Cornwall Handgun Club (4395, line #). The grade between the existing roadway and the gate (at fence line) is already steep.

Please leave your completed comment sheet in the drop box provided or submit (by January 13, 2017) to:  
Nevena Gazibara, B.Sc., MREM  
Environmental Planner  
Stantec Consulting Ltd.  
49 Bathurst Street, Suite 300  
Toronto, ON M5V 2P2  
Tel. (416) 598-7663 Email: [comments@highway138study.ca](mailto:comments@highway138study.ca)

Name and Address (optional) PLEASE PRINT

OVER →

**COMMENT FORM**  
**Preliminary Design and Class Environmental Assessment**  
**Highway 138 Improvements from Highway 401 to Highway 417**  
**(GWP 4015-08-00)**

Public Information Centre 2, Cornwall Township Lions Club – Wednesday, December 14, 2016

*Our concern is that the addition of the passing lane will relocate our gate further back from its existing position, to a higher elevation on our property. The resulting angle between the roadway and gate/fence line will be greater, making entry into the club during winter months more difficult. Grading would be required between the road and plateau area of the top of the hill, to maintain what is currently in place.*

**Vanhell, Shane**

**From:** Gazibara, Nevena  
**Sent:** Friday, December 16, 2016 4:52 PM  
**To:** Vanhell, Shane  
**Subject:** FW: Highway 138

[Highway 138 comment](#)

**From:**  
**Sent:** Wednesday, December 07, 2016 8:26 PM  
**To:** peter.freureontario.ca>  
**Subject:** Highway 138

Hello:

Many thanks for forwarding the projected second Public Information Centre scheduled for 14th December, 2016. Whilst my natural inclination is to attend such an event I will be out of the country on that date so I must, through this medium, provide some thoughts for your consideration. You may remember me as the Englishman, who spent several years in planning with the British government; I presented specific plans at the first meeting as initial input.

May I respectfully recommend you consider my further thoughts as you prepare plans for the improvement to Highway 138 which, due to the irresponsibility of certain vehicle operators, has become a hazardous route to the capital city of this vast and splendid country.

Needless to say I must commence with a point of view that is common to all engaged in planning exercises; we must give serious considerations on how the future unfolds. With this in mind we must understand it is almost beyond mere speculation there will be increased traffic volumes along this Highway 138 corridor connecting the citizens of South Eastern Ontario and visitors from the Eastern seaboard of the United States, with our National Capital.

Bearing this in mind we must create a traffic flow pattern that engenders the needs of that traffic flow, avoiding what has emerged in other traffic corridors as 'grid lock'. Such traffic congestion might be avoided by creating a natural, continuing traffic flow process. It should be noted that traffic lights, whilst providing excellent collision avoidance equipment, tend to be a part of restricted traffic flow. Perhaps the finest tool a highway design engineer might engage in order to maintain traffic flow is the traffic island [sometimes described as a traffic circle]. Should this concept not be fully understood, a brief study of traffic patterns in Kemptville, in the Municipality of North Grenville [also in South Eastern Ontario] might be profitable.

Such a study will show how traffic flows because Kemptville engages both traffic lights and traffic islands. Studying the flow of traffic in such a location will demonstrate how the traffic lights control traffic flow though causing the traffic to stop as it alternates the opportunity to proceed from various directions. The traffic island permits a constant flow of vehicular movement through its organized traffic flow pattern.



It is recognized the costs of constructing traffic islands might exceed the cost of installing traffic lights but the latter must only be considered an interim measure if we are to consider future traffic flow needs. Clever engineering can create inexpensive traffic islands as has been demonstrated in Britain. Further, the traffic island does not require energy, an environmental consideration. Future costs of large traffic islands might be mitigated through encouraging local service clubs and business companies to 'adopt' an island - as is practised in the UK.

Should the cost of traffic islands be too prohibitive in the short term, it may be preferable to spread the timing of installations of definitively superior engineered structures over a protracted time-frame in order to equalise the costs over time. This south eastern corner of the province has been forced to endure the difficulties for such a long time it may be far better to plan for a thorough engineering project rather than create an interim measure that only pushes the costs into the future when they will, inevitably, be higher.

At this time the traffic lights in St. Andrews West control the traffic density patterns but we must be ever hopeful a far seeing political party will, one day, emerge to permit the construction of a bypass around this constricted, narrow community location. It will surely be most cost ineffective to create solutions around this bottleneck so many previous governments have considered with blinkers covering their eyes.

Of course, this project is conflicted by the conundrum of who finally makes the decision. Governments throughout Canada from local municipalities to the federal level tend not to engage engineers, qualified, or able, to actually design projects such as this Highway 138 reconstruction, for that is what is being considered. Hence governments engage consultants who rarely recommend long term solutions. A long term solution, for any project, is likely to obviate the need for more consultation fees on the same project in future years.

Respectfully submitted by

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**Vanhell, Shane**

**From:** Gazibara, Nevena  
**Sent:** Monday, January 23, 2017 11:30 AM  
**To:** Vanhell, Shane  
**Subject:** FW: Highway 138 (GWP 4015-08-00)

Hi Shane,

Can you please save this comment and add to the comments and response table for Highway 138?

Thanks!  
Nevena

---

**From:**  
**Sent:** Friday, January 20, 2017 3:33 PM  
**To:** Gazibara, Nevena  
**Subject:** RE: Highway 138 (GWP 4015-08-00)

Dear Gazibara:

Thank you for the kindness of your response. I am surely pleased to see the dangers of potential collisions at junction of Highway 138 and Headline Road have been addressed though the provision of a traffic roundabout - a laudable decision. Now, we only need, in the early days, the understanding of the Provincial Police to monitor and ensure correct use of the roundabout. From the time this roundabout is created we might expect smoother traffic flow.

Again my thanks for your response.

On 2017-01-20 14:44, Gazibara, Nevena wrote:

[Thank you for your email](#)

Your comments concerning increasing traffic volumes have been noted and circulated to the project team. While traffic utilizing Highway 138 will likely increase over time, a traffic study completed for this Preliminary Design Study indicated that future mainline corridor operations are anticipated to maintain acceptable levels-of-service. Despite this, several recommendations to improve Highway 138 were developed and presented at the second Public Information Centre (PIC) as part of the Recommended Plan.

The Recommended Plan, which was identified through the evaluation of alternatives process that included consideration for traffic operations and geometrics, includes numerous improvements to the Highway 138 corridor. These improvements include implementing new turning lanes, slip-around lanes, intersection improvements (including a roundabout at Headline Road), passing lanes, and carpool lots.

Regarding your comment about by-passing St. Andrews West, the scope of this study includes improvements to the existing Highway 138 but does not include highway expansion, such as a by-pass of St. Andrews West. This study includes reviewing existing traffic and highway conditions and a range of reasonable alternatives to determine the most appropriate short, medium, and long term improvement plans. The Recommended Plan was presented at the second PIC and the displays are available for your review on the project website at [www.highway138study.ca](http://www.highway138study.ca).

Thank you for your comments. Your contact information has been added to the project mailing list and you will be contacted again in advance of the *Transportation Environmental Study Report (TESR)* public review period, anticipated to occur in Spring 2017.

Kind regards,

**Nevena Gazibara, B.Sc., MREM**

Environmental Planner  
Stantec  
Phone: 416-598-7663  
Fax: 416-596-6680  
[nevena.gazibara@stantec.com](mailto:nevena.gazibara@stantec.com)



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Please consider the environment before printing this email.

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**From:** [milnesjj@xplornet.ca](mailto:milnesjj@xplornet.ca) [mailto:[milnesjj@xplornet.ca](mailto:milnesjj@xplornet.ca)] **On Behalf Of** [milnesjj@xplornet.ca](mailto:milnesjj@xplornet.ca)

**Sent:** Wednesday, December 07, 2016 8:26 PM

**To:** [peter.freureontario.ca](mailto:peter.freureontario.ca)>

**Subject:** Highway 138

Hello:

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May I respectfully recommend you consider my further thoughts as you prepare plans for the improvement to Highway 138 which, due to the irresponsibility of certain vehicle operators, has become a hazardous route to the capital city of this vast and splendid country.

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Respectfully submitted

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**Vanhell, Shane**

**From:** Gazibara, Nevena  
**Sent:** Friday, January 13, 2017 4:49 PM  
**To:** Vanhell, Shane  
**Subject:** FW: Highway 138  
**Attachments:** MTO\_HWY\_138\_letter\_Jan\_13\_2016.pdf

[Please save in comments and add to comments table.](#)

Thanks!

**From:**  
**Sent:** Friday, January 13, 2017 4:40 PM  
**To:** comments@highway138study.ca  
**Subject:** Highway 138

Please see the attached letter with comments regarding improvements to highway 138.

Jan 13 2016

Nevena Gazibara, B.Sc. MREM  
Environmental Planner  
Stantec Consulting Ltd.  
49 Bathurst St, Suite 300  
Toronto, ON  
M5V 2P2  
[comments@highway138study.ca](mailto:comments@highway138study.ca)

Dear Nevena,

I am writing you today with comments regarding the development plans for the 138. Both my wife and I have been residents of Rosedale Terrace subdivision for approximately 30 years. We both grew up in the subdivision and have many members of our extended family that live in Rosedale Terrace. We support the improvements to Highway 138 as currently proposed as we feel they will make the highway safer. However, we would like to comment on the longer term plans for the future re-alignment of Highway 138 between Brookdale Ave and Headline Road (as well as further north).

We understand that the MTO has owned a block of land that has been put aside for this realignment for quite some time but it has never been constructed. Rosedale Terrace has grown, and continues to be developed into a subdivision where the residents have an expectation of a quiet, safe, and low traffic community. Development of the MTO owned property into its planned use of a commuter highway would remove the quality of life that residents of Rosedale Terrace expect when they chose to live here. In addition, the property values in residences adjacent to the planned realignment (such as ours) would be negatively impacted.

The desired outcome of this property is to leave it as it is, in its current state: a naturalized area and recreational trail. If development of this property is something that the MTO must do then an alternative plan with a much more compatible land use should be developed, such as subdividing the land into more residential lots that are consistent with the current subdivision (i.e. single family 0.75-1 acre lots).

Can you please add us to the future correspondence list for any developments of Highway 138.

---

## Vanhell, Shane

**From:** Gazibara, Nevena  
**Sent:** Monday, January 09, 2017 2:27 PM  
**To:** Vanhell, Shane  
**Subject:** FW: G - Myers Rd/Mcphail Rd 138 Study

Hi Shane,

Can you please save this in the PIC 2 comments folder and update our comments and responses table with it?

Thanks,  
Nevena

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

From:  
Sent: Monday, January 09, 2017 2:26 PM  
To: [comments@highway138study.ca](mailto:comments@highway138study.ca); [peter.freure@ontario.ca](mailto:peter.freure@ontario.ca)  
Subject: G - Myers Rd/Mcphail Rd 138 Study

Hello,

Mr. Cooke & Mr. Freure

I writing today regarding Dec 14, 2016 renderings for the study in zone G. I am concerned about all three options G1, G2, G3 all closing access off on 2.5 acres of Highway commercial zoned land from 17345 Myers Rd. (North West corner) where there is current access. This is unacceptable. I look forward to speaking to someone regarding this study.

Please Contact me to discuss further  
Thanks



## **Vanhell, Shane**

---

**From:** Gazibara, Nevena  
**Sent:** Friday, December 16, 2016 4:45 PM  
**To:** Vanhell, Shane  
**Subject:** FW: Comments regarding PIC2 on Dec 14, 2016

[Highway 138 comment](#)

---

**From:**  
**Sent:** Friday, December 16, 2016 4:27 PM  
**To:** comments@highway138study.ca  
**Subject:** Comments regarding PIC2 on Dec 14, 2016

Hello Peter;

Thank you to you and the Stantec team-members for the most recent PIC regarding the Highway 138 Improvements from Hwy 401 to 417.  
As discussed with you and several of Stantec's employees, I would like to bring the following comments regarding the Lafleche Road/Allaire Road/Hwy 138 intersection to your attention, prior to the finalization of your Report:

In 2009, the inbound waste tonnage at the Lafleche landfill site was approximately 290,000 tonnes;  
In 2016, the inbound waste tonnage at the Lafleche landfill (recently acquired by GFL Environmental) will likely exceed 700,000 tonnes;

Using the same intersection, the goal of the Moose Creek Tire plant on Allaire Road is to process 3.5 million tires annually (say 3.5 million tires x 10 kg per tire ÷ 1000 kg per tonne = 35,000 tonnes inbound;  
See <http://rethinktires.ca/18-million-production-facility-expansion-boosts-ontarios-green-economy-local-jobs/#sthash.A7SmtQp5.dpbs> , and  
<http://www.cbc.ca/news/canada/ottawa/used-tires-turned-into-rubber-mats-in-moose-creek-1.2435819>

Using the same intersection, the GFL Soil Remediation facility on Allaire Road is permitted to receive a maximum of 405,600 tonnes of contaminated soil waste (Reference amended ECA # 8197-6NYJXP dated April 7, 2016).  
Some or all of this soil is then transferred out once it is treated. Conservatively say 400,000 tonnes total per year inbound;

Using the same intersection, the A.L. Blair quarry on Allaire Road supplies the GFL landfill with approximately 25,000 or more tonnes of limestone aggregate;

Using the same intersection, the Calco Soils company potentially exports 125,000 tonnes per year of peat moss (this is an estimation); and

Using the same intersection, the Manderley Sod company potentially exports 50,000 tonnes of rolled sod-grass per year (this is an estimation).

The conservative total of materials turning at or crossing this intersection is about 1,335,000 tonnes. Using 30 tonnes per vehicle, this would indicate about 44,500 vehicles per year.  
Accounting for statutory holidays and Sundays the landfill is open 302 days per year, so this would suggest about 300 large-vehicle turns or crossings per day at this intersection (when factoring in the outbound return trip).

No personal vehicle (i.e. workers) numbers are included in this estimate.

Obviously there are peak times and seasonal variability involved, so my hope is that one or more traffic studies are undertaken to investigate the necessity for traffic lights and left-turn lanes at this busy intersection on Hwy 138.

The winter season is definitely more quiet due to lack of construction activity.

In my opinion, a roundabout at this intersection would not serve well due to the type of heavy vehicle traffic turning left onto both Lafleche and Allaire Roads.

Please let me know if you and Stantec agree.

I left my contact coordinates at the PIC sign-in sheet, and have registered already with the Project team.  
Thank you.

**COMMENT FORM**  
**Preliminary Design and Class Environmental Assessment**  
**Highway 138 Improvements from Highway 401 to Highway 417**  
**(GWP 4015-08-00)**

Public Information Centre 2, Cornwall Township Lions Club – Wednesday, December 14, 2016

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1. Do you have any comments on the evaluation of alternatives?

Not to my satisfaction

2. Do you have any comments on the Recommended Plan presented at PIC 2?

Yes Brookdale should continue North to HEADINGS ROAD.

This should be a RECOMMENDATION

3. Do you have any additional comments or questions?

You own the land and this section of road is A VERY SIMPLE AND NOT COSTLY CONSTRUCTION. PLEASE REPLY.

Please leave your completed comment sheet in the drop box provided or submit

(by January 13, 2017) to:

Nevena Gazibara, B.Sc., MREM

Environmental Planner

Stantec Consulting Ltd.

49 Bathurst Street, Suite 300

Toronto, ON M5V 2P2

Tel. (416) 598-7663 Email: [comments@highway138study.ca](mailto:comments@highway138study.ca)

Name and Address (optional) PLEASE PRINT

**COMMENT FORM**  
**Preliminary Design and Class Environmental Assessment**  
**Highway 138 Improvements from Highway 401 to Highway 417**  
**(GWP 4015-08-00)**

Public Information Centre 2, Cornwall Township Lions Club – Wednesday, December 14, 2016

DUE TO MANY RESIDENTIAL BUILDING AND PEOPLE WALKING ALONG THE HIGHWAY THE HWY SPEED SHOULD BE LOWERED.

THE CORNWALL CENTRE ROAD GOING TO BROOKDALE HAS VERY LITTLE LIGHTING

ALSO, THE HWY WHERE I LIVE DOES NOT HAVE ENOUGH ROAD LIGHTS

YES, IN THE WINTER, THE EXTENSION (ASPHALT) ON EITHER SIDE OF THE HWY IS NOT CLEAR OF SNOW. I REPORTED THIS AND NOTHING WAS DONE.



**COMMENT FORM**  
**Preliminary Design and Class Environmental Assessment**  
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**(GWP 4015-08-00)**

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1. Do you have any comments on the evaluation of alternatives?

2. Do you have any comments on the Recommended Plan presented at PIC 2?

3. Do you have any additional comments or questions?

*with the exception of Cornwall Centre Rd intersections, I see a positive plan. Also, without a St Andrews bypass, there would still be a major problem.*

Please leave your completed comment sheet in the drop box provided or submit (by January 13, 2017) to:

Nevena Gazibara, B.Sc., MREM  
Environmental Planner  
Stantec Consulting Ltd.  
49 Bathurst Street, Suite 300  
Toronto, ON M5V 2P2  
Tel. (416) 598-7663 Email: [comments@highway138study.ca](mailto:comments@highway138study.ca)

**Name and Address (optional) PLEASE PRINT**

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**Vanhell, Shane**

**From:** Gazibara, Nevena  
**Sent:** Tuesday, December 20, 2016 5:42 PM  
**To:** Vanhell, Shane  
**Subject:** FW: Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00) Notice of Public Information Centre 2

Hi Shane,

Can you please save the following comment and update the comments and response table. We can plan to update the comments table with all other remaining incoming comments the first week of January.

Thanks,  
Nevena

**From:**  
**Sent:** Tuesday, December 20, 2016 4:32 PM  
**To:** Gazibara, Nevena  
**Subject:** RE: Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00) Notice of Public Information Centre 2

Nevena,

I reference to the meeting of this past Wednesday, I felt it best to put my thoughts on paper. The party I spoke with seemed disinclined to alternative views.

To begin, it appears that the highway study has looked at many factors to improve traffic flow along with safety. I am somewhat disappointed in a few items and will attempt to outline them point by point.

The turn lanes onto Cornwall Center Road are a much needed improvement and should help prevent congestion especially as it pertains to the movement of tractor trailer units through these tight corners. What surprised me is that you failed to take into consideration the problems associated with the traffic flow moving from Hwy#138 proper south bound and attempting to negotiate a left turn onto Cornwall Center Road in the direction of Pitt Street. I am sure if you look at your maps you will discover that the dividing barrier restricts the east bound lane to the point that trucks turning in that direction are forced to travel well off the roadway in order for the following trailer to clear the cement dividing barrier. In fact, you may also wish to inquire as to how many times the sign in this median has been clipped or knocked down. It may well be that this is a case of split jurisdiction with the City of Cornwall but I am sure that you recognize that the associated complications impact onto hwy#138 proper. Furthermore, at this same intersection provision ought to be made for the west bound traffic on Cornwall Center Road to avail themselves of a ramp so as to enter onto hwy#138 Northbound. Doing so, will again remove congestion and delays as this corner. Currently, the traffic coming from the other direction and heading North is forced to juggle with the opposing turning traffic. Each should have their own entry lane onto hwy#138 before merging into the existing single lane. I believe that currently, there is sufficient room to accommodate these changes.

It is my assertion that the inclusion of a roundabout at Headline Rd will be a recipe for disaster. First of all, the proposed roundabout is much too small in diameter to permit the free flow of traffic. Especially again for the larger trucks, they will be forced to engage the circle very slowly and especially if they wish to change direction. This will result in hard braking and rear end collisions. Moreover, the North and South bound traffic has an inherent or implied right of way. They will be faced with the predicament of the left turning trucks blocking them leading to further collisions. You may have already conducted site observations and witnessed the number of gravel trucks as well as tractor trailer units

who make a South to East left hand turn. Roundabouts are better suited in slower moving and city traffic and not on a main commuter highway.

The solution is again available from outside jurisdictions. Segregated left turn lanes would appear to be the better option. What I mean is that the left turn lane is bound on both sides by curbing. Left turn vehicles will be forced to stop at the end of these lanes via a stop sign and can then proceed once they have a clear opportunity to do so. Again, traffic flow is not impeded as there will not be any confusion as to whether the opposing vehicle is turning or not nor will there be the current tendency to pass on the right of a stopped vehicle. Construction costs are comparatively lower and most importantly safety is greatly enhanced. Should at a future date traffic flow increase to the point of needing further measures, signal lights can be installed without needing to rebuild the roadway.

I believe the addition of a center "rumble strip" dividing traffic flow between North and South flowing traffic greatly enhances safety. However, given the nature of this highway, it is my view that there should be not one but two rumble strips as there are in many other jurisdictions outside of Ontario. In other words these two strips would be separated by a small median portion of a minimum of 12 inches (inside dimensions) with each lane having their own separate painted pavement markings on the outside. Currently, when the rumble strip is engaged by a vehicle's left tires, it can already be too late and cause interference with traffic in the other direction. This addition provides for an inattentive driver who has wandered over the line to make a correction without further disturbance. Passing then becomes a more concerted decision. In doing so, the best of two worlds is achieved: The safety benefits associated with a "divided" highway but maintaining costs associated to a single lane construction.

It is my opinion that the major underlying cause of accidents is due to impatience and frustration regardless of what action this resulted in ie speeding, unsafe passing etc. Where a driver is permitted to travel smoothly, without unnecessary impediments and in an orderly fashion, accidents are accordingly far less likely to occur.

While there will never be a perfect highway or for that matter 100% safe drivers, insightful design can contribute greatly towards our common objective.

Thank you for providing me with an opportunity to further your deliberations.

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**From:** Gazibara, Nevena [<mailto:Nevena.Gazibara@stantec.com>]  
**Sent:** December 1, 2016 11:55 AM  
**To:** [comments@highway138study.ca](mailto:comments@highway138study.ca)  
**Subject:** Highway 138 Improvements from Highway 401 to Highway 417 (GWP 4015-08-00) Notice of Public Information Centre 2

Dear Sir/Madam,

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Preliminary Design and Class Environmental Assessment (Class EA) Study of approximately 35 kilometres of Highway 138 between Highway 401 and Highway 417 in the City of Cornwall and the Townships of North Stormont and South Stormont.

The purpose of this email is to invite you to the second Public Information Centre (PIC) planned for the study. A copy of the PIC notice is attached.

Representatives from the project team and a representative from the Ministry of Transportation Property Section will be available to address questions or comments directly.

The second Public Information Centre is scheduled for:

**Wednesday, December 14, 2016  
4:00 PM to 8:00 PM**

**Cornwall Township Lions Club  
17413 McPhail Road**

If you are unable to attend the PIC and would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.

Regards,  
**Nevena Gazibara, B.Sc., MREM**  
Environmental Planner  
Stantec  
Phone: 416-598-7663  
Fax: 416-596-6680  
[nevena.gazibara@stantec.com](mailto:nevena.gazibara@stantec.com)



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Please consider the environment before printing this email.



**COMMENT FORM**  
**Preliminary Design and Class Environmental Assessment**  
**Highway 138 Improvements from Highway 401 to Highway 417**  
**(GWP 4015-08-00)**

Public Information Centre 2, Cornwall Township Lions Club – Wednesday, December 14, 2016

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Your comments will help us to understand what is important to people in the study area. Please provide your comments on the following questions. (Use the back of this sheet if you need more space.) The PIC displays will also be available on the project website at [www.highway138study.ca](http://www.highway138study.ca).

1. Do you have any comments on the evaluation of alternatives?

2. Do you have any comments on the Recommended Plan presented at PIC 2?

3. Do you have any additional comments or questions?

*Looks logical - go for it!*

Please leave your completed comment sheet in the drop box provided or submit **(by January 13, 2017)** to:

Nevena Gazibara, B.Sc., MREM  
Environmental Planner  
Stantec Consulting Ltd.  
49 Bathurst Street, Suite 300  
Toronto, ON M5V 2P2  
Tel. (416) 598-7663 Email: [comments@highway138study.ca](mailto:comments@highway138study.ca)

**Name and Address (optional) PLEASE PRINT**

Name:

Mailing Address:

(include postal code)

Tel:

Fax:

Email:

Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.