

# Appendix B

## Consultation

- Study Design Report
- Report on SDR and PIC No.4
- Report on PIC No.5
- Frequently Asked Questions
- Council Resolution

# Study Design Report



United Counties of Leeds and Grenville

**Class Environmental Assessment for the Four lane  
Upgrade of County Road 43, Kemptville Corridor  
Study Design Report**

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## 1. Introduction

This Study is a continuation of work that was undertaken by the United Counties of Leeds and Grenville in 2005/06. In April of 2006 the Counties issued a report entitled “United Counties of Leeds and Grenville, County Road 43 Corridor Master Plan.” That study concluded that County Road 43 from Somerville Road to Highway 416 corridor should be upgraded to a four lane road. Widening of an existing road is a trigger for further study under the Municipal Class Environmental Assessment. The purpose of this study is to expand on the work done in 2005/06 to satisfy the requirements for a Schedule “C” project.

The Corridor Master Plan also concluded that County Road 43 east of Highway 416 should remain a two-lane highway with minor road widening for bicycle lanes. This is a Schedule “A” project under the Municipal Class Environmental Assessment and construction may proceed without further planning.

Studies of the County Road 43 corridor have been initiated as North Grenville has become the fastest growing municipality in the United Counties of Leeds and Grenville with a current population growth rate of 2.5%. Located on the Highway 416 corridor within the commuter-shed of the City of Ottawa, the Municipality is projected to double in population over the next twenty years. Within this time this section of County Road 43 in Kemptville is expected to develop rapidly and become the regional commercial hub for North Grenville and the surrounding area. Full municipal services are also expected to become available in the corridor in the near future.

As a result of ongoing development and the associated increased traffic the United Counties are faced with the need for planned access control and major intersection improvements along County Road 43. Currently the United Counties manage County Road 43 as an inter-urban connector highway and wish to accommodate the growth in this section according to principles of good highway design, environmental management, and fair apportionment of improvement costs to benefiting landowners.

The Study Design Report is a small document advising that the study has now commenced for the above mentioned area. Its purpose is to advise the public of the exact study area, reason for the study, any foreseen issues, and proposed methods for completing the study.

## 2. Study Area

The primary study area for the new study is a stretch of County Road 43 located in North Grenville between Somerville Road (to the west of Kemptville Mall) and the Western MTO boundary (approx. location of the existing Colonnade development roundabout). County Road 43 is the former King's Highway which runs from the Town of Perth, in Lanark County through Smiths Falls across Grenville County from Merrickville to Kemptville, to connect with Highway 416. East of 416, County Road 43 continues across the United Counties of Stormont, Dundas and Glengarry to end at Alexandria, northeast of the City of Cornwall.

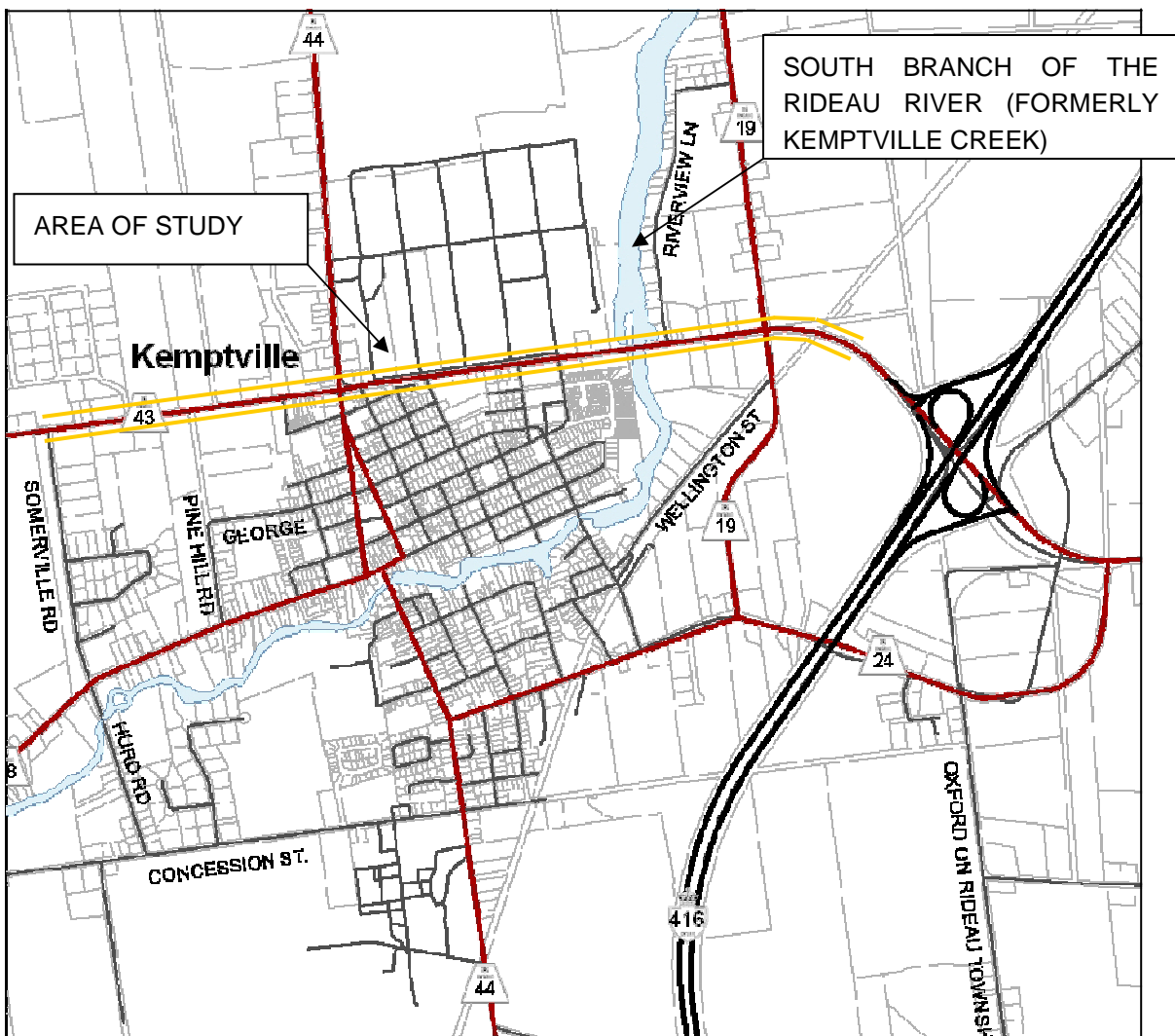


Figure 1 - Study Area

### 3. Corridor Master Plan

The previous study of the Corridor Master Plan examined alternatives for County Road 43 between Somerville Road and County Road 22 (South Gower Drive). The goal of the Master Plan was to create a long-range (20-year) plan to meet projected transportation needs while adhering to principles of good highway design and environmental management.

The two primary sections noted in the previous study were the east-west corridor, which spans a largely rural portion east of Highway 416, and an urban portion through the Town of Kemptville, west of Highway 416. The study followed the process for Master Plan projects under the Municipal Class Environmental Assessment. Direction was provided by a Steering Committee which included representatives from the United Counties of Leeds and Grenville, the Municipality of North Grenville, the Rideau Valley Conservation Authority, Ministry of Transportation Ontario and AECOM (formerly TSH), who met at all key decision points over the course of the study.

A Transportation Study was undertaken to measure existing and future traffic operations. Projections of future traffic were based on anticipated background traffic growth as well as traffic expected to be generated from proposed developments. The analysis identified a need for four through lanes on County Road 43 by 2015, from Highway 416 to Somerville Road.

Intersection operations were analyzed for both traffic signal and roundabout configurations. Analysis with projected traffic volumes showed lower average delays for roundabouts in all cases when compared to signalized intersections, as well as safety benefits from a reduction in vehicle speeds.

An evaluation was carried out for the main corridor and for each individual intersection, using criteria under the headings of Natural Environment, Transportation, Socio-economic Environment, Engineering and Cost. The result of the technical evaluation was a recommendation for a 4-lane cross-section with eight roundabouts. Signals were recommended at County Road 44 and in front of St. Michael High School, due to the high volume of pedestrians expected at these locations and a lack of North American data on pedestrian safety at two-lane roundabouts.

The public and agencies were contacted three times over the course of the study, through advertisements, mailings and the Municipality of North Grenville website. A Study Design Report was shared with residents at Study Commencement.

During the public information meetings residents were invited to comment on the types of alternatives to be evaluated and then eventually on the two concepts- one a traditional 5-lane urban section with several signalized intersections, the other a 4-lane roundabout corridor with signals only at County Road 44 and in front of St. Michael School (the Technically Preferred Alternative).

There was overwhelming support for the 4 lane roundabout corridor option while other common comments from the public included a desire to protect the Ferguson Forest Centre, a desire to avoid a conventional urban commercial corridor (expressed as avoiding a repeat of Merivale Road), positive comments about the

community's existing roundabout at County Road 19, and concerns from adjacent property owners about access and property requirements for the widening.

On the basis of strong public support, the Steering Committee finalized its recommendation of a roundabout corridor concept for County Road 43. The third public meeting shared the Master Plan with residents. The Master Plan recommended solution consisted of four through lanes for County Road 43 with the following intersection control:

Somerville Road-	One-lane roundabout
Pinehill Road-	Two-lane roundabout
County Road 44-	Traffic Signals
Commercial Development opposite Lydia Street-	Traffic Signals
James Street-	Two-lane roundabout
Grenville Street-	Two-lane roundabout
County Road 19-	Two-lane roundabout
County Road 24-	One-lane roundabout
County Road 22-	One-lane roundabout

A five lane section is required from Pinehill Road to King Street to allow left turns to entrances in this portion where u-turns are not facilitated. In the roundabout corridor portions, a raised median will be included to restrict left turns. Left turns are replaced by U-turns at the next roundabout.

Following the release of the Corridor Master Plan report in March 2006 negotiations with several developers have occurred while some are ongoing, as a result additional intersection control in the corridor has occurred and may still occur. The plan identified several "potential" roundabouts for future developments connecting to County Road 43.

The corridor concept includes landscaped roundabout centre islands, trees lining the road just outside the right of way where possible, illumination, and continuous pedestrian and cycling facilities from Highway 416 to Somerville Road. Facilities should be designed with tactile guidance, ramps, audible guidance technology and other technologies where appropriate to accommodate visually and mobility impaired citizens.

The intent of the Master Plan was to provide a sufficient level of assessment to meet environmental assessment (EA) requirements for all Schedule 'B' projects in the Study Area. A decision by the Steering Committee to widen the corridor to four through lanes in the Kemptville urban area (from Somerville Road westerly to Highway 416), put this portion into a Schedule 'C' category. Consequently the Final Report recommended more work under the Environmental Assessment process is required in order to meet the requirements for this part of the corridor. Recommendations for the remainder of the corridor (from Highway 416 easterly to South Gower Drive) will not involve widening and will consist of a series of Schedule A projects. The Schedule 'A' projects are pre-approved and can proceed without further study. Construction of a roundabout is a Schedule 'A' project and can proceed at any time. Projects which are approved under the Planning Act may also proceed without an Environmental Assessment.

## 4. Approach

This report will be conducted in accordance with the Municipal Class Environmental Assessment, October 2000, as amended in 2007. The Municipal Class Environmental Assessment, ('Municipal Class EA'), issued by the Ontario Municipal Engineers' Association, lays out the process by which Ontario municipalities should conduct environmental assessments. For a graphical presentation of the Municipal Class EA process please refer to Figure 2 on the following page.

The previous study of County Road 43 followed a Master Plan process under the Municipal Class Environmental Assessment. Alternative solutions were evaluated, as were options for traffic control measures. The Master Plan is a long-range document which looks at the 'whole system' but includes descriptions of specific projects, and allows for prioritization of individual projects. The intent of the Master Plan was to provide a sufficient level of assessment to meet environmental assessment (EA) requirements for all Schedule B projects in the Study Area. The Master Plan concluded that County Road 43 from Somerville Road to the Western boundary of Highway 416 is to be upgraded from a two lane highway to a four lane highway, which is a trigger for a Schedule "C" project. Schedule "C" projects are typically defined as projects which have the potential for significant environmental effects, where the word 'environment includes the natural, social, cultural, built and economic environments. More studies are required to satisfy Schedule "C" requirements.

The intention of this Class EA is to expand on the 2006 Master Plan to meet Schedule "C" requirements of the Municipal Class EA. As apart of this report the plan drawings from the original study showing the proposed layout have been included in Appendix A. However for the purpose of this EA it is proposed that the new study area is broken into four sections of similar environment:

- Area 1 – from Somerville Road to the Pinehill Road extension intersection,
- Area 2 – from the Pinehill Road extension intersection to the south branch of the Rideau River Bridge,
- Area 3 – The South branch of the Rideau River Bridge,
- Area 4 – from the South branch of the Rideau River Bridge to the western boundary of the 416 Freeway (MTO Boundary).

Recommendations will be completed for each section and may not always be the same. There are several possible approaches to completing Class EA, this EA will expand on the work already completed for the Master Plan (i.e. most of Phases 1 and 2) to complete phases 3 and 4 of the EA process. The Planning and Design process to be followed will satisfy the five principles of environmental assessment as promoted by the Ministry of Environment (MOE), namely:

- Consultation with members of the public;
- Consideration of all reasonable alternatives;
- Consideration of aspects of the natural, social and cultural environment;
- Consideration of mitigation measures;
- Complete documentation of the decision-making process.

This Class EA will satisfy the United Counties requirement for a preferred design that can be used to direct improvements to County Road 43 over the next 5 years as they become required. Periodic updates of this document will be required, as prescribed by the Municipal Class EA.

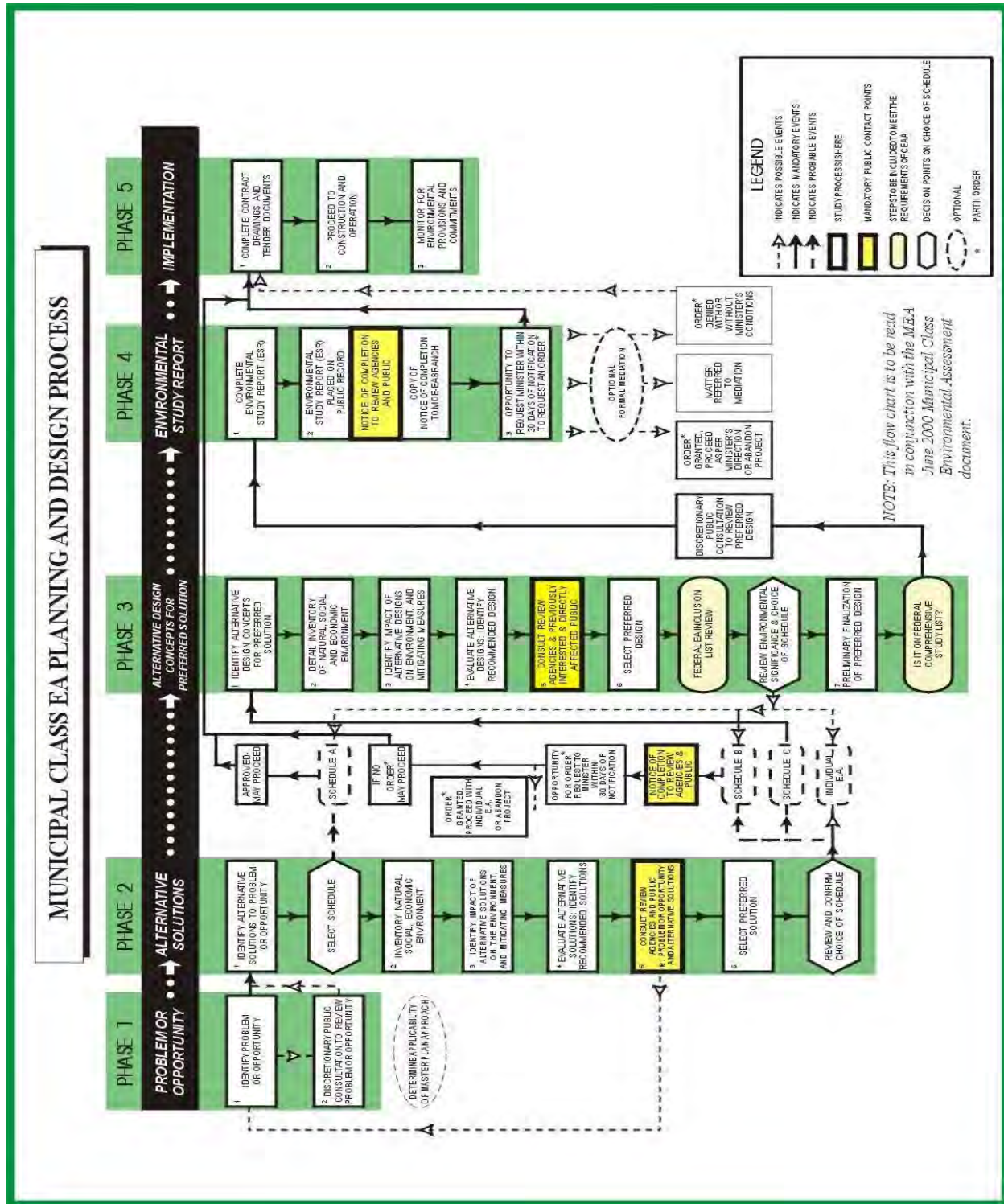


Figure 2 - Municipal Class EA Planning and Design Process

## 5. Listing of Issues/Concerns

Several issues or areas of concern are expected to be relevant to this project. These issues include:

- Are four lanes needed, when will they be needed
- The South Branch of the Rideau River Bridge -
  - Natural environment
  - Is the Bridge required to be expanded?
  - Should the bridge be higher?
- Location
- Will downtown development be affected e.g. bridge height and future Marina
- Current corridor width
- Impacts with existing structures/ heritage
- Cross-section design
- Road bed improvements
- Major and minor intersections –
  - Stacking and turning lanes
  - Access control criteria
  - Median improvements
  - Safety (pedestrians and vehicles)
- Access to adjacent lands
- Impacts on residential areas
- Tourism
- Impacts on existing and future utility services (including sewer, water, electrical, communications and gas)
- Stormwater management
- Bicycle lanes
- Pathways and other pedestrian improvements
- Noise impacts
- Approved or proposed developments
- Construction Routes
- Estimated timetable for improvements
- Estimated costs
- Cost allocation recommendations

The EA will deal with these issues and any new issues that are identified throughout the project.

## 6. Work Program

A detailed work program has been developed and is described in the following sections.

### 6.1 Study Design Report

The initial phase of this project is preparation of this study design report. It documents the study process, study objectives, and the proposed public consultation process. This document is intended to allow agencies and members of the public an opportunity to comment on the alternatives, evaluation methodology, criteria, and decision making process before work has progressed to any extent.

This document will be made widely available to the interested public and review agencies. For more detail on this refer to Chapter 6.0, Public and Agency Consultation Plan.

### 6.2 Data Collection

Using the available Ministry of Transportation TIF mapping and Ontario Base mapping, a base plan will be produced for the project. The latest digital infrared air photos will be obtained from the Ministry of Natural Resources and used as an 'underlay' for public displays. AECOM will compile available property fabric and existing infrastructure and land use information from other municipal sources, which will be included in the base plan.

A review of relevant past studies will be undertaken, including the original study completed in March 2006 and all of the relevant data used within the study. Some of this data includes the United Counties' existing traffic data, the latest County Road 43 Traffic Report and other traffic reports conducted for individual areas of the study vicinity by developers. This data will be used for assessing existing operating conditions and as the basis for the traffic volume projections. AECOM will work with United Counties and municipal staff to assemble comprehensive land use planning information for the Study Area. This data is expected to include relevant Official Plan and secondary plan documentation, as well as plans of subdivision, site plans and traffic impact studies for current development applications. Counties and municipal staff, emergency services personnel, local residents and business operators will also be consulted to identify known operations and comment on any safety and maintenance issues in the County Road 43 corridor.

An inventory of current and future land use throughout the study area will be compiled, using available reports, local Zoning Bylaws and Official Plans. Social environment features of the study area will be summarized, including aesthetic features, residential and community structure, pedestrian and cyclist movement, emergency access, entrances, recreational areas, noise sensitive areas, business, industrial and institutional entrances, and economic impacts of construction. The social environmental inventory will later inform the selection & weighting of 'social environment' criteria used to evaluate alternatives.

Any information which is essential to completion of the project and not available will be identified, and arrangements made with the Counties to supplement the base data.

### 6.3 Travel Demand Forecast

AECOM Traffic Engineering staff will assess the existing Traffic Report completed in October 2006 and update it to ensure it still applies to the current conditions of the study area. If required AECOM will carry out site inspections to observe existing traffic operations, intersection configurations, road conditions, traffic control devices, safety concerns and pedestrian facilities, etc.

As apart of the EA process and assessment of the existing Traffic Report, a review of roundabout design will be conducted, with particular interest to pedestrian safety. Recommendations for traffic signals that are contained in the existing report will also be revisited. Traffic forecasts will be prepared for the Study Area at a link level of detail to identify the time frames for future capacity. (i.e. When four lanes will be required). The operational analysis will be used to determine the design elements of improvement alternatives.

### 6.4 Inventory Natural and Socio-Environments

This phase of the study will provide an examination of the existing conditions and potential impacts resulting from the upgrade of the new study area in County Road 43. This inventory and analysis will form the basis for the evaluation of the alternatives and the identification of mitigation measures. AECOM will prepare an inventory of current and future land use throughout the study area using available reports, local Zoning Bylaws, and Official Plans.

#### 6.4.1 Natural Environment

Assessments of the natural environment will be conducted at a level of detail satisfying the general development guidelines set out by the Ministry of Natural Resources. The guidelines include details on Stormwater quality, water quantity, timing, wildlife habitat, fisheries habitat and wetlands. The natural resource features to be inventoried, investigated and documented are described below.

##### Stormwater Quality and Quantity

A Hydrological and hydraulic analysis for the major crossing at the South branch of the Rideau River will be required as well as any hydraulic modelling as required for smaller watercourse crossings in the study area. Potential models include the use of Visual HYMO for evaluation of the hydrology and HEC-RAS for hydraulics. Impacts from any changes to available storage increase in impervious area, spill, revised culvert and roadway overflow hydraulics will be modeled. AECOM will develop a storm drainage plan showing drainage area characteristics for all drainage systems crossing and paralleling County Road 43. A conceptual Stormwater management strategy will be developed.

### Wildlife

It is envisaged that the major issues will be with regards to the upgrades of the bridge crossing the South branch of the Rideau River Bridge. The MNR Fish and Wildlife staff will be consulted as will local naturalists for additional wildlife information. Wildlife issues resulting from upgrades to the other sections of County Road 43 will also be determined during this exercise.

### Fisheries and Aquatic Habitat

The major concerns with this environment are that the existing corridor crosses the South branch of the Rideau River. Often the main ecological concerns associated with construction are impacts to fish habitat and significant wetlands. For this EA an assessment of the watercourse crossing will be completed at a reconnaissance level. MNR, DFO and the Rideau Valley Conservation Authority will be consulted to determine the level of detail required. This is important in ensuring effective mitigation measures are carried out during construction.

## 6.4.2 Social/Cultural Environment

The social and cultural environment features of the study area will be summarized and documented to allow an assessment of impacts for the alternative solutions on the following features. Including aesthetic features, heritage features, pedestrian and cyclist movement, emergency access, recreational areas, noise sensitive areas, business, economic impacts of construction as well as residential, community, industrial and institutional structures (including their entrances).

### Archaeological assessment

The recommendation of upgrading County Road 43 from two lanes to four lanes requires additional land to be acquired. An archaeological assessment will be completed for each alternative location of the road, to determine if any of the areas affected have any archaeological significance.

### Residential, community, business, industrial and institutional structures and their entrances

The location and level of all existing structures including the sewerage treatment plant, the high school etc. will be identified. The impact of each alternative on these items is to be documented and used in the evaluation process of the alternatives. The importance and condition of each structure will also be documented. This will be completed in an effort to ensure the integrity of the structure is not compromised and the appropriate vehicles and pedestrians can continue to access the existing structure as required.

### Emergency Access

For each alternative solution, the effects to the emergency access of emergency vehicles to all properties will be identified. Any changes (including benefits) to each will be quantified where possible, for use in the evaluation of alternatives.

### Parks and Recreational areas

An impact assessment of each alternative will also be conducted on all Recreational areas including the physical impacts and pedestrian impacts (if alternative solutions modify pedestrian activities). One such area which may be affected is the Ferguson Forest Centre. Numerous residents expressed their concern about this area within the first study as it is an important recreational resource to them and is part of the character of County Road 43.

Other areas including the new Community Centre located off County Road 44 will be identified and used in the evaluation of the alternatives.

### Noise

A noise impact assessment will be completed by developing sound contours, within the study area, using acoustical modelling, Stinson Version 4.1, at 5dBA interval reflecting changes in topography and traffic volumes without mitigation measures. The changes in sound levels at noise sensitive areas (NSA's) will be documented using predicted traffic volumes following the construction of the improvements. These volumes will be taken from the updated traffic report.

### Geotechnical Review

A desk top review of existing geotechnical conditions will be conducted within the study area including the significant geotechnical investigation which has already taken place along the corridor. CR43 has known pockets of challenging soils and these will be mapped. Preliminary recommendations for foundation requirements for the bridge and street lights will be made as part of this assessment as well as a detailed recommendation for field work that would be required for a detail design.

### Bridge Feasibility Study

A review feasibility of all identified bridge alternatives will be conducted by AECOM. A number of alternatives will be looked at including; widening the existing structure on the same centerline, widening to the north or south, replacement at the same elevation or replacement to a higher elevation (height to be determined through consultation with Transport Canada Marine and participants). The report will include a review of the bridge's existing condition and probable repair requirements. Costing of each option will be provided for both the initial capital improvement and for life cycle. Foundation requirements and mitigation measures for natural environment impacts will be an important input to this review.

### Economic impacts of construction

For each alternative solution, the effects to the commercial and industrial properties will be identified. Any changes (including benefits) to each will be quantified where possible, for use in the evaluation of alternatives.

## 6.5 Analysis and Evaluation of Alternatives

### 6.5.1 Identify Problem

Identification of the problem is considered an essential step to conform to the Environmental Assessment Act, 1975. It is necessary to document the history of the problem leading to the conclusion that the improvement is needed.

The identification of the problem and justification of the need of the project has already been discussed in Chapter 1 of this report. However, in summary North Grenville currently is the fastest growing municipality in the United Counties of Leeds and Grenville with a current population growth rate of 2.5% while the Municipality is projected to double in population over the next twenty years. An increase in population often causes an increasing need to upgrade the current infrastructure. As the population projection for the Municipality is to double in size over the next twenty years, a study was completed on the adequacy of County Road 43 extending through Kemptville. Consequently the study revealed that a section of County Road 43 required upgrading from a two-lane road to a four-lane road. The following determines the best alternative in obtaining this result.

### 6.5.2 Identify Alternative Solutions

The initial step in regards to improvement options is the consideration of alternative planning solutions as required under section 2 of the Environmental Assessment Act. Alternative solutions for this project were evaluated in detail as part of the Master Planning exercise. That work will not be repeated. However, the Steering Committee will be asked to reaffirm the recommended solution as a initial phase of this assignment.

## 6.6 Upgrade County Road 43 to include 4 lanes

Detail study, analysis and planning considerations will be undertaken for the viable alternatives associated with upgrading County Road 43 to 4 lanes. This will include an in-depth examination of the horizontal and vertical alignments as the alignment of the existing road may have to be altered due to the increase in size of the road and its proximity to existing and proposed design constraints. The alignments will consider the environmental factors already listed above including the requirements for pedestrians, bicycles and utilities.

Alternative designs will be assessed for the recommended solution (from the Corridor Master Plan):

- County Road 43 between Somerville Road and Highway 416 will be widened to four lanes.
- Roundabouts are to be constructed at the intersection of County Road 43 and Somerville Road, Pinehill Road, and Grenville Road. The existing Roundabout at the intersection with County Road 19 is to be retained and upgraded if required.
- Traffic signals at the intersection of County Rd 43 with County Road 44 and the community centre will require upgrades.
- Other?

Alternative cross-sections to be considered include:

- Provision for pedestrian footpaths
- Provision for bicycle lanes
- Central median strip
- Lighting and utility placements

Cross-sections may vary depending on the section of road and other environmental features/aspects. Once a cross-section has been agreed upon, the location of County Road 43 maybe amended or shifted in an effort to retain any existing features as required.

## 6.7 Evaluation of Design Alternatives

An account of the natural environment and socio-environmental profile for the new study area of County Road 43 will be defined. Alternatives identified will be evaluated against factors grouped under the major classifications of traffic and transportation, natural environment, social and cultural environment, economic environment, land use and engineering, where differences exist among the alternatives. Where no differences exist, these factors will not be carried forward.

A preliminary list of evaluation criteria has been developed below for the new study area. Within the study area each of the four sections will be evaluated separately meaning that some criteria may not be applicable to all sections.

Preliminary List of Evaluation Criteria		
Traffic and Transportation		Safety
		Accommodation of multiple users
		Level of Service
		Capacity
Natural Environment	Upland Habitat	Area of Upland Habitat Impacted
	Wetland	Area of Wetland Impacted
		Fish Habitat
		Significant Species
		Surface Water Quantity
Stormwater Management	Water Quality	
Social and Cultural Environment	Sound Levels	Number of Residences with 0-5 dBA Increases
	Heritage Resources	Archaeological Potential
	Planning Documents	Conformance with Existing Development Plans
	Visual Aesthetics	
	Fill Routes	Impacts of construction traffic on residential areas
Economic Environment		Access to Existing Commercial Developments
		Access to Developable Lands
Land Use and Property		Additional Area Required for ROW
		Surplus ROW Created
Engineering	Constructability	Satisfactory Geotechnical Conditions
		Phasing Opportunities
		Schedule
	Cost	Construction Cost
		Maintenance Cost

**Table 1 – Evaluation Criteria**

## 6.8 Identifying Mitigating Measures

A mitigation plan will be developed to document recommended action for all environmental effects

## 6.9 Preliminary Design

Upon finalisation of a selected alternative, a preliminary roadway design plans of the horizontal and vertical alignment will be prepared along with a cost estimate for the project. Typical preliminary design cross-sections will be prepared as part of these plans to ensure an acceptable fit of the proposed alignment with the surrounding topography and existing constraints. Within these plans the right-of-way requirements will also be defined. All other supporting engineering design criteria and data will also be documented and included for the selected alignment.

Under the Municipal Class EA, if the time period from filing of the Notice of Completion to the commencement of construction exceeds five (5) years, the planning and design process will have to be reviewed to ensure that the project and mitigating measures are still valid in the current planning context. If this occurs, a Revised Notice of Completion will have to be issued to all review agencies and potentially affected members of the public. In the case of Schedule C projects, the review must be documented in an addendum to the original report. Significant changes to projects as they were presented to the public would also necessitate a review.

# 7. Public and Agency Consultation Plan

A consultation plan has been developed to address the potential stakeholders (public, agencies and municipalities) and special needs of the study; the level of consultation appropriate for the study; the appropriate means of communicating with the stakeholders; and the general timing of contact. Points of contact will be established throughout the environmental planning process to allow council and stakeholders the opportunity to provide input into the study.

## 7.1 Notice of Commencement

The Notice of Commencement will be published in local papers and circulated to residents and agencies. The circulation will occur upon completion of this report and will advise stakeholders that an Environmental Assessment is underway. This first point of contact will allow interested parties to review the issues and provide input to the study.

Mailing lists of stakeholders and interested parties will be prepared and maintained throughout the study. The mailing lists will include residents and property owners within 120 m of the project with a sub-list of

property owners fronting on CR43. Mailing lists from the previous study will be reviewed and all participants will be carried forward. New participants will also be included as the study progresses.

A preliminary contact list was developed to include the following potentially interested stakeholders:

#### **Municipal Groups and Agencies**

- United Counties of Leeds and Grenville
- Municipality of North Grenville
- Adjacent Municipalities
- Fire Department
- Business Improvement Association
- Emergency Medical Service
- Leeds, Grenville and Lanark District Health Unit
- Chamber of Commerce
- Rideau Valley Conservation Authority
- School Boards
- Friends of the Rideau
- Rideau Environmental Action League
- Heritage North Grenville
- Canadian Recreational Canoe Association
- Ontario Secretariat of Aboriginal Affairs
- Indian and Northern Affairs Canada

#### **Provincial Agencies**

- Ministry of the Environment
- Ministry of Transportation Maintenance Contracts
- Ministry of Natural Resources
- Ministry of Agriculture and Food
- Ministry of Culture
- Ministry of Municipal Affairs and Housing
- OPP
- Ministry of Tourism and Recreation
- Ontario Heritage Foundation

#### **Federal Agencies**

- Fisheries and Oceans Canada
- Environment Canada
- Canadian Coast Guard
- Transport Canada
- Canadian Environmental Assessment Agency
- Parks Canada

#### **Utilities**

- Hydro One
- Bell Canada
- Gas
- Pipelines

**Table 2 – Mailing list**

## **7.2 Public Information Centres**

The study schedule can be seen in Figure 3. Two Public Information Centres (PIC's) will be held at key milestones in the project. Notices will be published in local papers and circulated to residents and agencies on the mailing list to advise of the location and date of the PIC's. PIC No.1 will be held as a "drop in" format, typically running from 4:00 p.m. to 8:00 p.m. for public review, with a pre-session from 3:00 p.m. to 4:00 p.m. for agencies. AECOM will prepare the presentation material and provide reference documents for public review. Personnel from the Counties and AECOM will be present to answer questions and address concerns. Comment sheets will be provided at the PIC's and all comments received will be considered by the Technical Steering Committee.

### 7.2.1 Public Information Centre No. 1

The first Public Information Centre (PIC) will be held near the beginning of the study. The purpose of the PIC will be to:

- Describe the problems and opportunities;
- Update participants on the findings of the Corridor Master Plan;
- Consider design options; and
- Describe the Class EA process and how residents and interested parties can participate in it.

This point of contact will allow members of the general public to have input into the options to be evaluated and the weighting of evaluation criteria.

### 7.2.2 Public Information Centre No. 2

The purpose of the second PIC is to present the Recommended Design, which will have been endorsed by the Technical Steering Committee (TSC). In response to comments received during the PIC the TSC may consider refinements to the Recommended Design. The refined Recommended Design will be submitted to County Council for approval.

## 7.3 Notice of Completion

AECOM will prepare a formal presentation to Council summarizing the technical input and analysis and evaluation, which have led the Technical Steering Committee's selection of the Recommended Design. A Notice of Completion will be published in local papers and circulated to residents and agencies on the mailing list following Council endorsement of the Recommended Plan.

The notice will also provide the location of the municipal offices and local library where the Master Plan is available for public viewing. The report will be made available for a period of 30 days during which time any person may request the Minister to require a Part II Order.

## 8. STUDY TIMING

It is estimated that the study will be completed by the spring of 2010. A study schedule is shown in **Figure 3**, outlining major study activities.

This document forms part of the public and agency consultation program for this assignment, and summarizes how the project team intends to proceed with the Class Environmental Assessment (EA). The report outlines the proposed approach to the study, the issues and concerns to be addressed, the work program, and consultation plan. As part of this EA all reasonable alternatives will be investigated. In issuing this report at the beginning of this phase of the Class EA, the project team hopes to generate feedback that will shape the study as it proceeds. Interested parties are encouraged to direct comments or questions about the study to:

**Guy Laporte, P.Eng.**

Project Manager  
AECOM Canada Ltd.  
654 Norris Court  
Kingston, ON K7P 2R9  
Tel: (613) 389-3703  
Fax: (613) 389-6729  
Email: Guy.Laporte@aecom.com

or

**Les Shepherd, P.Eng.**

Director of Public Works  
United Counties of Leeds and Grenville  
25 Central Avenue West, Suite 100  
Brockville, ON K6V 4N6  
Tel: (613) 342-9246 x12  
Fax: (613) 342-3069  
Email: les.shepherd@uclg.on.ca



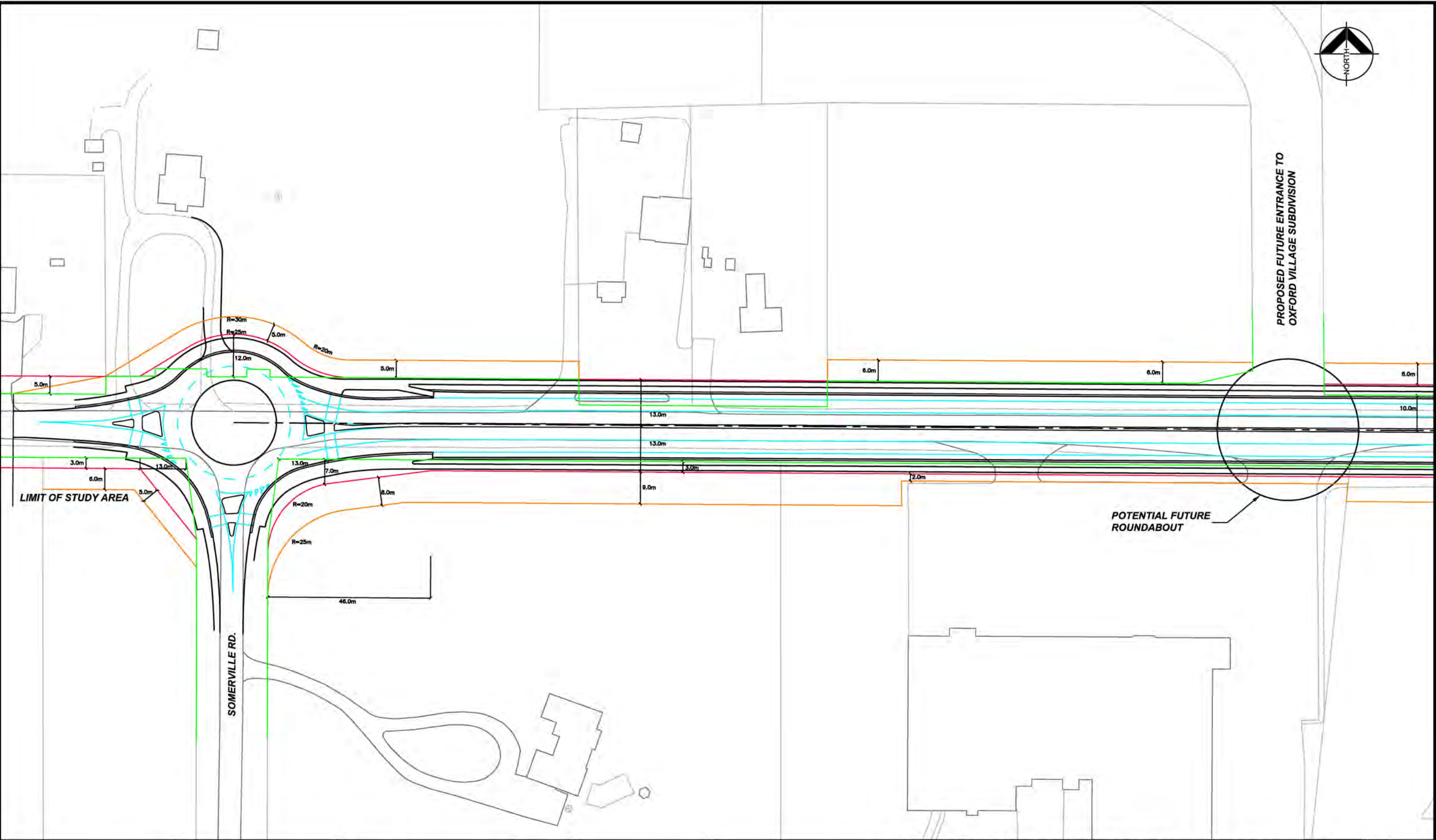
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# Appendix A

## Drawings



PROPOSED FUTURE ENTRANCE TO  
OXFORD VILLAGE SUBDIVISION



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No.	DATE	BY	ISSUES / REVISIONS
1			

CLIENT:  
**UNITED COUNTIES  
OF  
LEEDS & GRENVILLE**

DRAWN BY:  
COW

DESIGNED BY:  
AJH

SCALE:  
1:1000

CHECKED BY:  
AJH

APPROVED BY:  
GML

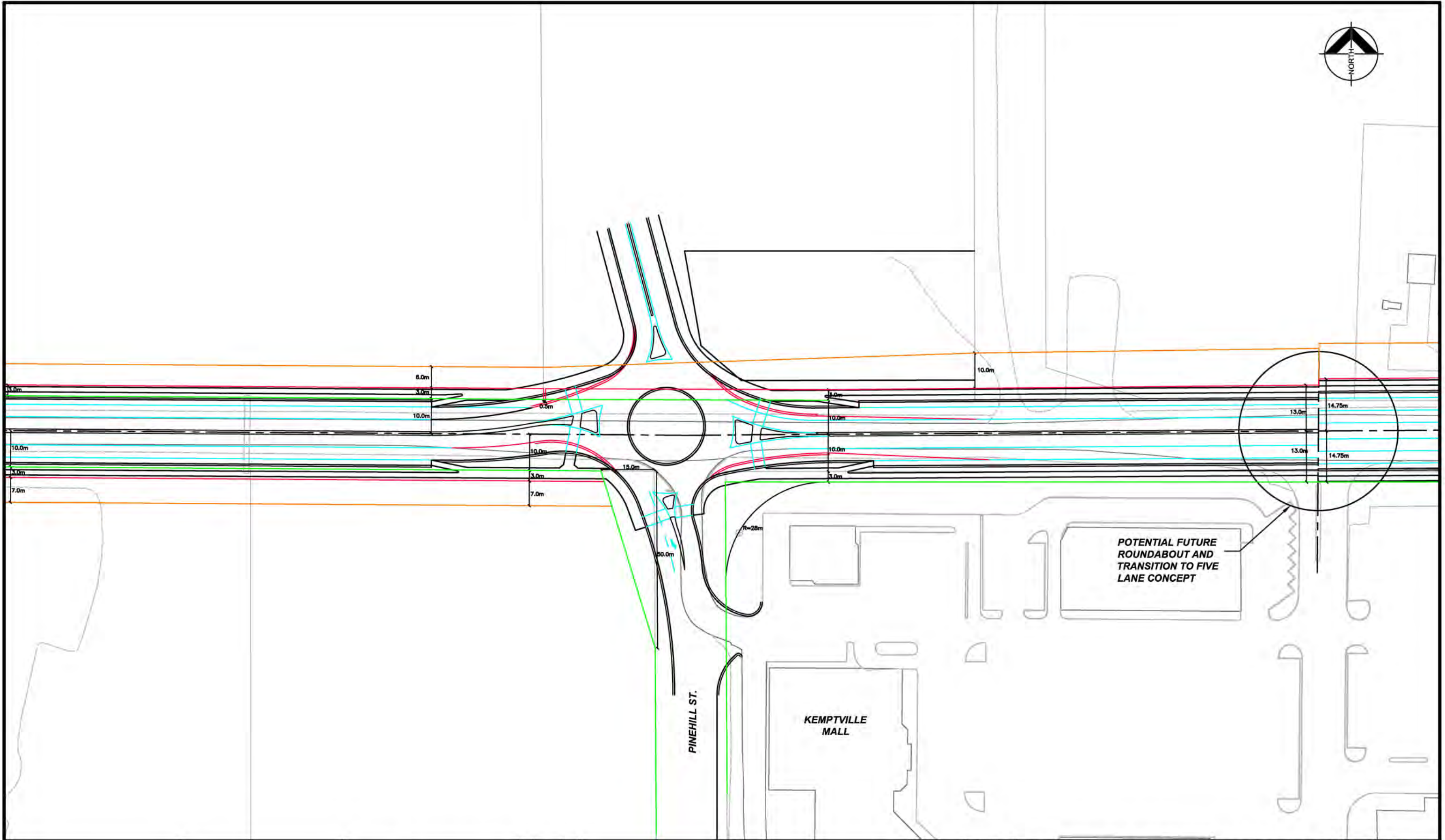
DATE:  
MAR 2006

PROJECT:  
**COUNTY ROAD 43 CORRIDOR MASTER PLAN  
CONCEPT PLAN**

DRAWING:

PROJECT No.:  
14-11975

DRAWING No.:  
**1**



POTENTIAL FUTURE  
ROUNDABOUT AND  
TRANSITION TO FIVE  
LANE CONCEPT

KEMPTVILLE  
MALL

PINEHILL ST.

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AJH

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AJH

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GML

DATE:  
MAR 2006

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CONCEPT PLAN**

DRAWING:

PROJECT No.:  
14-11975

DRAWING No.:  
**2**



KEMPTVILLE MALL

COUNTY RD. 44

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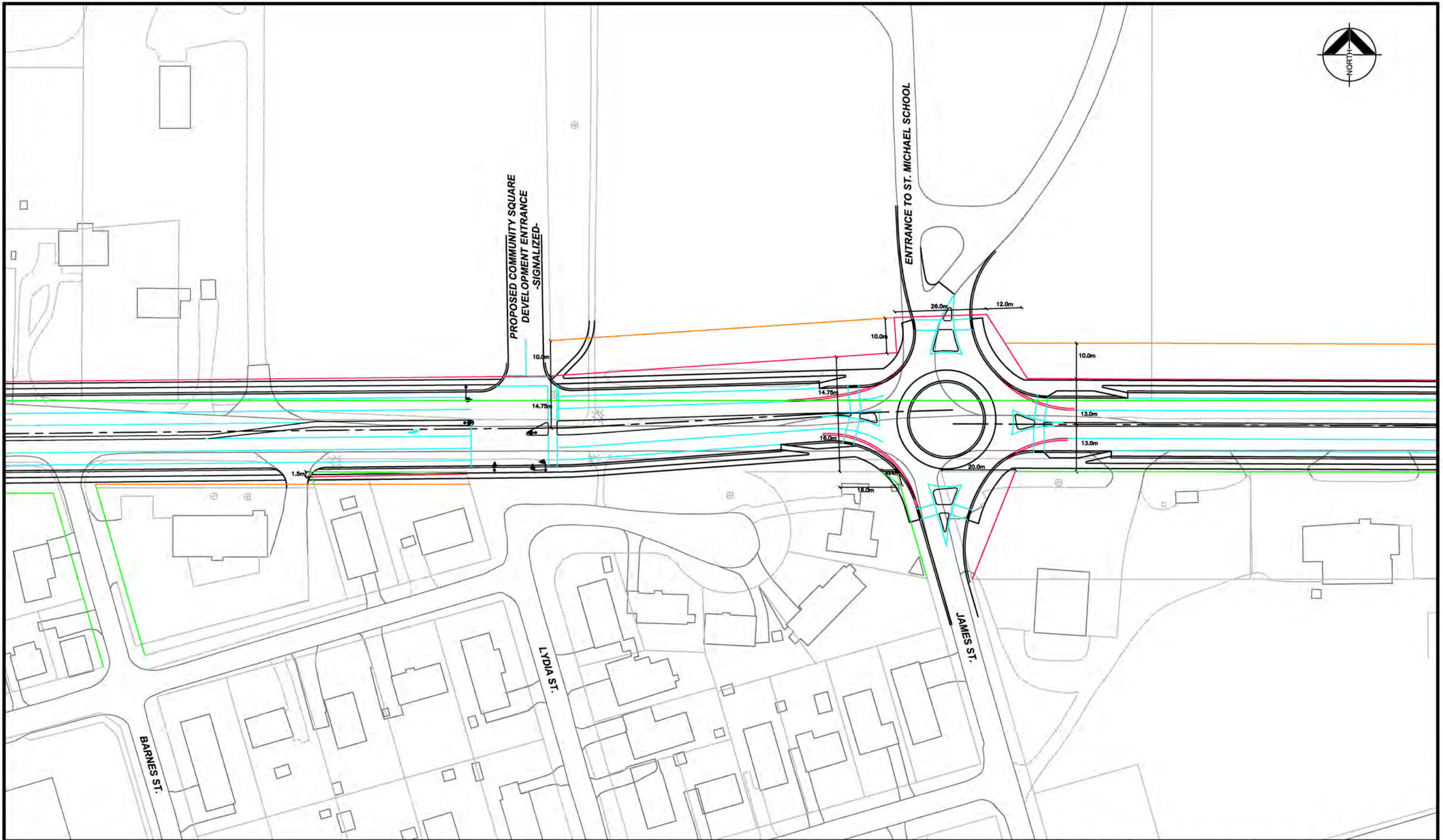
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 APPROVED BY: GML  
 DATE: MAR 2006

PROJECT: **COUNTY ROAD 43 CORRIDOR MASTER PLAN CONCEPT PLAN**

DRAWING:

PROJECT No.: 14-11975  
 DRAWING No.: **3**



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 AJH

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 AJH

APPROVED BY:  
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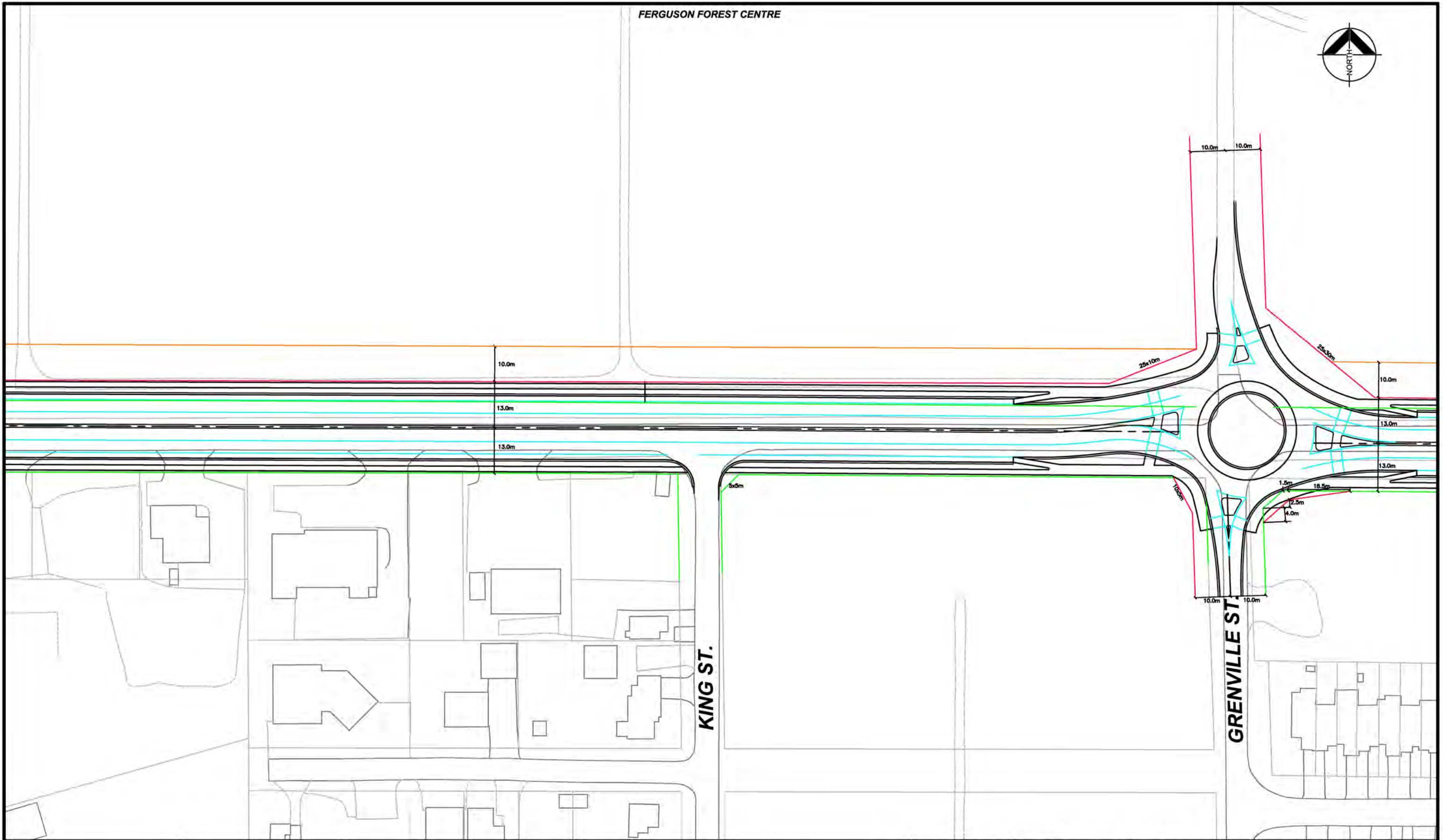
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FERGUSON FOREST CENTRE



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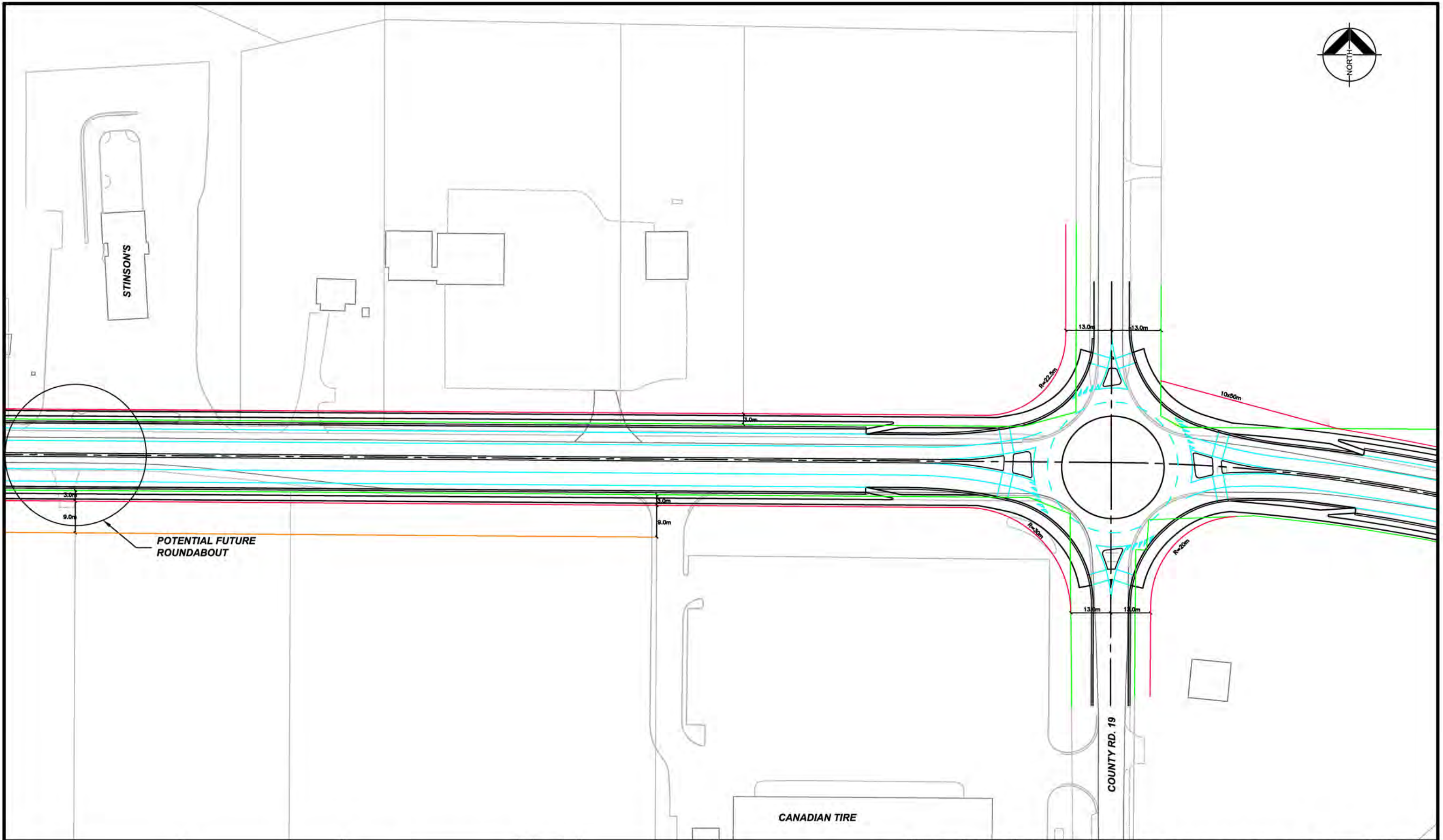
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**POTENTIAL FUTURE ROUNDABOUT**

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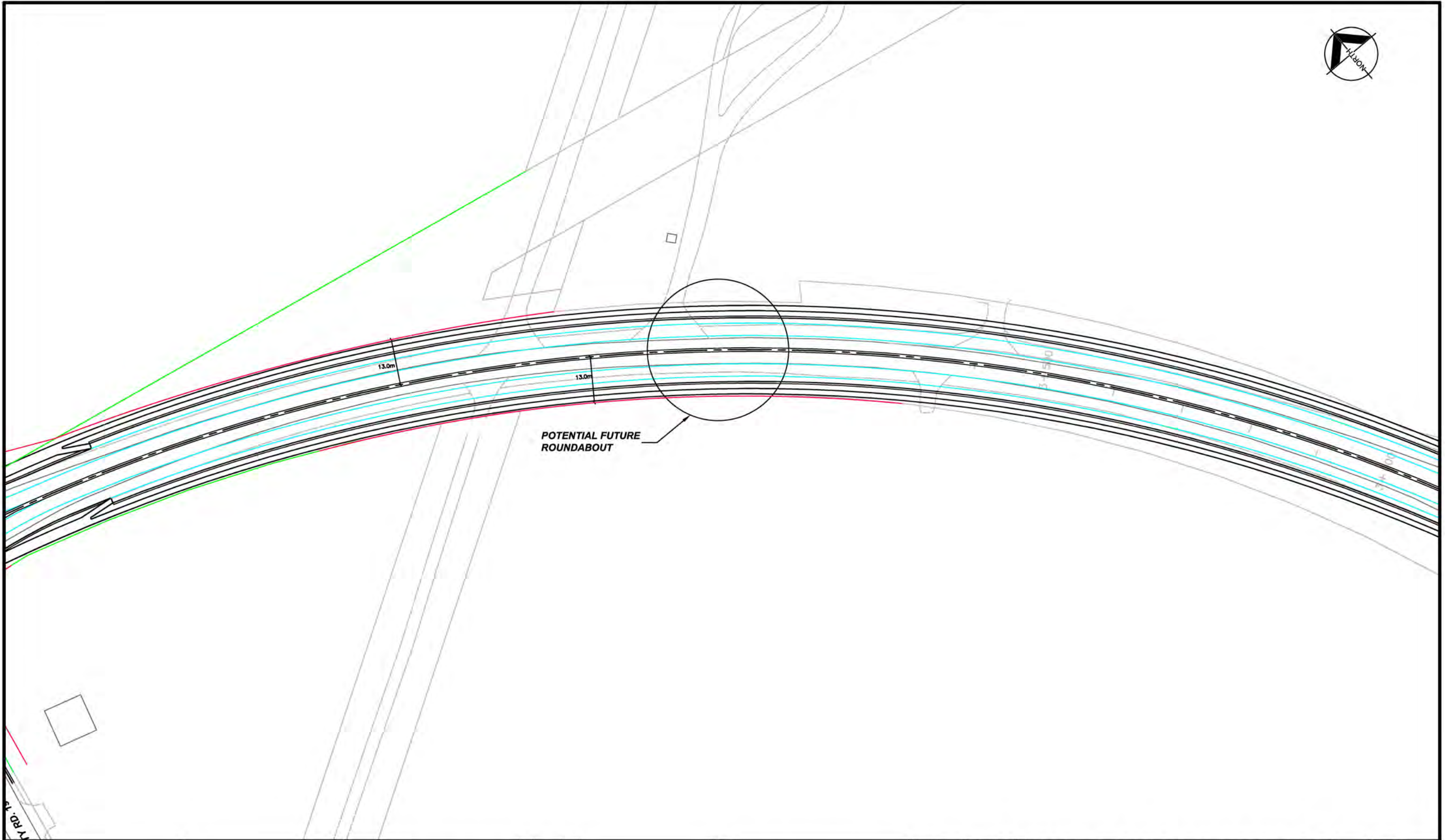
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 CONCEPT PLAN**

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POTENTIAL FUTURE  
ROUNDBOUT

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PROJECT: **COUNTY ROAD 43 CORRIDOR MASTER PLAN  
CONCEPT PLAN**

DRAWING:

PROJECT No.: 14-11975  
DRAWING No.: **8**



HIGHWAY 416  
SOUTHBOUND RAMPS

INTERSECTION CONTROL AT HIGHWAY 416  
RAMP TERMINALS WILL BE DETERMINED BY  
THE MINISTRY OF TRANSPORTATION ONTARIO

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PROJECT: **COUNTY ROAD 43 CORRIDOR MASTER PLAN  
CONCEPT PLAN**

PROJECT No.: 14-11975

DRAWING No.: **9**

## Report on SDR and PIC No.4

**United Counties of Leeds & Grenville**

**Class EA for the Four Lane Upgrade of County Road 43,  
Kemptville Corridor – Report on SDR & PIC No.4**

---

Prepared by:

**AECOM Canada Ltd.**

654 Norris Court, Kingston, ON, Canada K7P 2R9  
T 613.389.3703 F 613.389.6729 [www.aecom.com](http://www.aecom.com)

Project Number:

108480

Date:

March, 2009



## Statement of Qualifications and Limitations

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- represent Consultants' professional judgement in light of the Limitations and industry standards for the preparation of similar reports;
- may be based on information provided to Consultant which has not been independently verified;
- have not been updated since the date of issuance of the Report and their accuracy is limited to the time period and circumstances in which they were collected, processed, made or issued;
- must be read as a whole and sections thereof should not be read out of such context;
- were prepared for the specific purposes described in the Report and the Agreement;
- in the case of subsurface, environmental or geotechnical conditions, may be based on limited testing and on the assumption that such conditions are uniform and not variable either geographically or over time.

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- makes no representations whatsoever with respect to the Report or any part thereof, other than that the Report represents Consultant's professional judgement as described above, and is intended only for the specific purpose described in the Report and the Agreement;
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March 20, 2009

Project Number: 14-150196

Les Shepherd  
Director of Works, Planning Services and Asset Management  
United Counties of Leeds and Grenville  
25 Central Avenue West, Suite 100  
Brockville, Ontario K6V 4N6

Dear Mr Shepherd:

**Re: Class EA for the Four Lane Upgrade of County Road 43, Kemptville Corridor**

We have now conducted the fourth public information centre (PIC) for the County Road 43, Kemptville Corridor EA Study. This PIC is the first under the new assignment and it has been named PIC No.4 as this assignment is a continuation of the first study.

Following this letter is a report on PIC No.4 which outlines the way in which the meeting was conducted including the public notification process, the meeting and all comments received pre, during and post meeting.

This report will be made available to the steering committee for review.

Should you have any enquiries please contact Guy Laporte or undersigned.

Sincerely,  
**AECOM Canada Ltd.**

Shane Gray,  
Civil Engineer-In-Training,  
Community Infrastructure

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### Letter of Transmittal

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- B. Notice of Study of Commencement & PIC No.4 – Flyer to residents within 120m
- C. Notice of Study of Commencement & PIC No.4 – Brochure to Abutting residents
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- E. Public Comments received before PIC No.4
- F. PIC No.4 Display Boards
- G. Public Comments received following PIC No.4
- H. Notice of Study of Commencement Letter to Agencies & Agency Mailing List
- I. Agency Comments Received

# 1. Background

The United Counties of Leeds and Grenville retained AECOM in October 2008 expand on the previous Corridor Master Plan study completed in March 2006. The previous study of the Corridor Master Plan examined alternatives for County Road 43 between Somerville Road and County Road 22 (South Gower Drive). The goal of the Master Plan was to create a long-range (20-year) plan to meet projected transportation needs while adhering to principles of good highway design and environmental management.

The intent of the Master Plan was to provide a sufficient level of assessment to meet environmental assessment (EA) requirements for all Schedule 'B' projects in the Study Area. A recommendation by the Steering Committee to widen the corridor to four through lanes in the Kemptville urban area (from Somerville Road westerly to Highway 416), put this portion into a Schedule 'C' category. Consequently the Final Report recommended more work under the Environmental Assessment process is required in order to meet the requirements for this part of the corridor. Recommendations for the remainder of the corridor (from Highway 416 easterly to South Gower Drive) will not involve widening and will consist of a series of Schedule A projects. The Schedule 'A' projects are pre-approved and can proceed without further study. Construction of a roundabout is a Schedule 'A' project and can proceed at any time. Projects which are approved under the Planning Act may also proceed without an Environmental Assessment.

As noted above the major recommendation of the Master Plan was to upgrade County Road 43 to a four lane corridor between Somerville Road and Highway 416. In parallel with the transportation study completed at the time, other recommendations were also made for various control measures at the different intersections.

This study is a continuation of the previous master plan and it is the intension of the steering committee to expand on the previous study and not dwell on the existing endorsed recommendations by completing the study again. Within this section of the study a number of natural and socio-cultural environmental issues will be studied in detail including noise, archaeological, geotechnical, access management and bridge feasibility. Thus, this project is following the phase 3 process under the June 2000 Municipal Class Environmental Assessment as amended 2007.

The public consultation process for this project was initiated immediately at the project outset, with publication of a Notice of Study Commencement. The Notice advertised availability of a Study Design Report and solicited early public input on the project. Public Information Centre No.4 was held on March 5, 2009 in the Municipality of North Grenville's Municipal centre and presented the public with background information in an effort to obtain early public input into the master planning process. This report documents Study Commencement, the Public Information Open House and resulting public and agency correspondence. Seeing that this is continuation of the previous study this public house has been named PIC No.4 as there were three Public Open Houses in the first study.

This report has been prepared by Shane Gray EIT. and Guy Laporte, P.Eng. of AECOM.

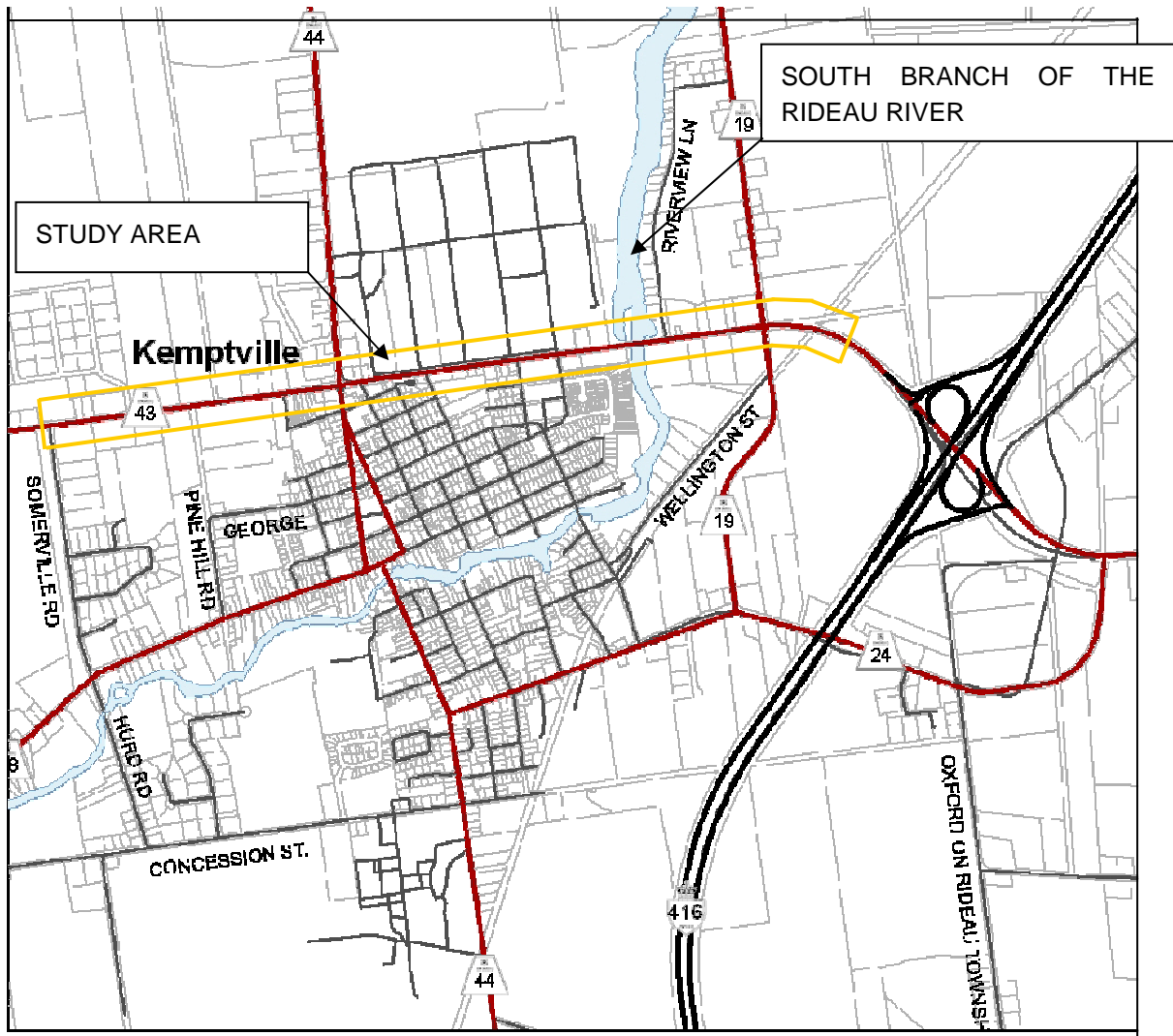


Figure 1 - Study Area

## 2. Notice of Study Commencement and Study Design Report

The Notice of Study Commencement was published once in the EMC on February 27, 2009. The Notice can be seen in Appendix A.

A Study Design Report was prepared to provide an overview of the study for agencies and the general public and an opportunity to provide input into the study. The report is a document that summarizes the proposed study process, alternatives, decision making procedures, and public consultation activities. The Study Design

Report was made available on the internet on the Municipality of North Grenville website and the United Counties of Leeds and Grenville website. Hard copies of the report were made available at the Municipality of North Grenville Municipal office, the United Counties of Leeds and Grenville Municipal Office and the North Grenville Public Library, Kemptville Branch.

A flyer advertising the notice of commencement, the Public Information Centre No.4 notice and key map (shown in Appendix B) was mailed to all residents within 120 m of the study area. Landowners fronting onto County Road 43 were mailed a brochure (shown in Appendix C) which included details on access management.

A generic letter was also sent to all of the appropriate agencies predicted to have an influence or concerns with this project. Appendix H contains a list of agencies which were contacted and a sample of the letter they were sent. A copy of the study design report was enclosed with the agency letters which requested comments be made.

All public and agency correspondence from the previous study was also compiled and where possible people who made comments on the original study or who requested to be on that mailing list also had the flyer distributed to them by email (shown in Appendix D) or postage. There were a number of people who had moved on from either their existing companies or their existing residence and did not want to be placed on the list or could not be contacted and so did not receive the notice.

### **3. Public comments received before Public Information Centre No.4**

6 comments were received from the public following the publication and distribution of the Notice of Commencement. Public comments received prior to PIC No.4, and responses with personal information concealed, have been included in Appendix F.

Many of the public comments were simply requests to be put on the project mailing list and requests for copies of the Study Design Report and these comments have not been included in this report. Other comments included:

- A presentation on making North Grenville a sustainable community by conducting controlled development
- A sketch showing one possible proposal for the corridor area.

These comments can be found in Appendix E.

## 4. Notification of Public Information Centre No.4

The notice for Public Information Centre No.4 was advertised in the notice of commencement flyers sent to the mailing lists. It was envisaged that these could be completed in the one flyer as the PIC was the first item on the agenda. These can be found in the corresponding Appendices noted in Chapter 2.

## 5. Public Information Centre No.4

Public Information Centre No. 4 was held at the North Grenville Municipal Offices on Thursday, March 5, 2009, from 4:00 p.m. – 8:00 p.m. The PIC followed a “drop in” format, where members of the community and agencies were able to come by at any time and ask questions and comment on the project. On display were 14 display boards (a copy is in Appendix F) advising of the study and the proposed procedure to complete the study. Also on display were the drawings of the study area showing the proposed road widening and proposed intersection control. These drawings had not been amended from the original drawings issued with the 2006 Corridor Master Plan; however, they had been placed into the four areas of similar environment. Including:

- Area 1 – Somerville Road to Pinehill Road,
- Area 2 – Pinehill Road to the County Road 43 Bridge,
- Area 3 – County Road 43 Bridge,
- Area 4 – County Road 43 Bridge to the MTO Boundary at Highway 416.

A reference table was set-up at the meeting which included a copy of the:

- Corridor Master Plan (March 2006)
- Municipal Class Environmental Assessment, October 2000 as amended in 2007,
- Environmental Assessment Act,
- Freedom of Information and Protection of Privacy Act,
- Roundabouts – A different kind of Approach and
- A number of copies of the Study Design Report which people were encouraged to take for their own information.

All participants were asked to sign in and were given a comment sheet to fill out. 33 people signed into the open house with a number more opting not to sign in. 7 comments were received during the PIC while another 6 comments were received after the PIC. During the PIC, Members of the Technical Steering Committee were available to discuss and explain the presentation material. Representatives included:

- Les Shepherd, P.Eng.- Director of Public Works and Asset Management, United Counties of Leeds and Grenville
- Jeff McEwen- M.A.Sc., P.Eng. - Engineering Coordinator, Municipality of North Grenville
- Guy Laporte, P.Eng.- Consultant Project Manager, AECOM
- Shane Gray, EIT. - Project Engineer, AECOM

Coinciding with the County Road 43 PIC was a 2<sup>nd</sup> open house for the construction of the extension of Pinehill Road to County Road 43 and the proposed roundabout to be built at the intersection. Although these are two separate projects a number of comments regarding County Road 43 were made on the Pinehill Road comment sheets. These comments have been included as apart of this report.

## 6. Public Comments following PIC No.4

The thirteen (13) comment sheets received as of Wednesday March 18, 2009 are summarized below and included in Appendix G.

**Table 1: Public Comments Received following PIC No.4**

<b>Item No.</b>	<b>Comments</b>	<b>No. of Comments received &amp; reference</b>
1	Concerns with Pedestrians Crossing at roundabouts without lights or tunnels	3 (1, 2, 3)
2	In support of the Roundabout approach for the area rather than lights.	3 (5, 6, 13)
3	Support for a roundabout at intersection of 43 & 44	3 (1, 7, 14)
4	The new CR43 bridge should be constructed higher to allow for boats to pass.	2 (3, 5)
5	In support of the wide ROW and extra driving lanes for greater traffic, especially around the shopping mall	2 (5, 11)
6	Construct a second bridge.	2 (6, 11)
7	Annulus of RA should be constructed larger to allow for all sorts of vehicles especially 18 wheel transports.	2 (9, 13)
8	Suggestion of a bypass to alleviate traffic around the area, possibly at Veterans Way.	2 (1, 11)
9	Provision for bicycle lanes along the bridge or under the bridge	1 (4)
10	Against the RA approach & would rather have lights as everyone knows how to use them.	1 (10)
11	Issues with existing road grades on CR43 west of Somerville Road. Currently there is no sight distance coming over the hill and the Somerville intersection often has accidents.	1 (6)
12	No roundabout at intersection of 43 & 44	1 (6)
13	Extension of Pine Hill Road to the north & then connect it to the East to meet up with CR44.	1 (6)
14	Support the plan of a median strip in the centre of the road separating the two lanes of traffic.	1 (6)
15	Support for construction of the Bicycle lane in the footpath	1 (7)
16	Existing Bridge is breaking up and needs to be refurbished.	1 (1)

17	The addition of a 3 <sup>rd</sup> inner lane for the shopping centre only	1 (9)
18	Concerns with Small 2 lane RA's, often lane changes occur which are more likely to cause accidents in smaller RA's rather than large RA's.	1 (12)
19	Support that the bridge must be widened	1 (12)
20	Against building a new higher bridge as the cost can not be justified because <ol style="list-style-type: none"> <li>1. Kemptville is unattractive past the CR43 bridge,</li> <li>2. Parts of the creek are too shallow to allow boats,</li> <li>3. Dredging of the creek would be prohibited,</li> <li>4. Bridge St Bridge is too low,</li> </ol>	1 (12),
21	Concerned with the intersection of Rideau St & Sanders St.	1 (11)
22	Concern that there is a natural spring under Pine Hill RA which may effect the construction	1 (1)
23	Has doubts about the projected growth rates	1 (14)
24	A two lane Rd with RA's and a very wide median is sufficient enough for the vehicular and pedestrian traffic & does not require a new bridge to be constructed.	1 (14)
25	A wider median with left turn lanes allows left turns to occur more frequently and safer.	1 (14),
26	More pedestrian flashing light right of ways	1 (14)
27	Aprons maybe used in conjunction with the RA's	1 (13)
28	Concerned with drainage along the north side of CR43 from Pinehill Rd to the South Branch of the Rideau River.	1 (1)

## 7. Agency comments received during the study

Agency comments and responses received since the commencement of this study have been included in Appendix G. Agency comments were received from Fisheries and Oceans Canada, Transport Canada, the Rideau Valley Conservation Authority, Kemptville Fire department, the Ministry of Natural Resources, Ministry of Tourism and recreation, Parks Canada, the Ferguson Forestry Centre and Bell Canada.

Their comments are summarized below.

Fisheries and Oceans Canada (DFO):

- DFO want to be included in the mailing list for the study.
- Noted that they will be overlooking Parks Canada and RVCA
- Parks Canada claims ownership of the bed of the South Branch of the Rideau River (SBRR) from the bridge on County Road 43 to the Rideau River; work on the bridge may trigger and environmental screening under the Canadian Environmental Assessment Act.
- The Rideau Valley Conservation Authority claims ownership of the bed of the SBRR from the County Road 43 Bridge south towards Kemptville.
- Prefers the name Kemptville Creek over the South Branch of the Rideau River

- Dislikes roundabouts as no one in North America knows how to use them.

Transport Canada:

- Noted that any construction in a navigable body of water is subject to provisions under the Navigable Waters Protection Act, enclosed an Application Guide.
- The application form does not need to be completed until the final design is in reach
- If a new bridge is to be built its clearance must match or exceed the existing clearance of the current bridge.

Rideau Valley Conservation Authority (RVCA),

- the Conservation Authority currently reviews project proposals and only projects likely to result in a harmful alteration, disruption or destruction of fish habitat are referred to DFO
- RVCA is apart of the steering committee and will be updated on all progress.
- Any amendments to the river may cause a HADD or trigger a CEAA
- Confirmed the clearance of the County Road 43 Bridge to be approximately 3.35m or 11 feet.
- Advised that a major issue with the SBRR is its depth (min. of 1m), this limits the size of boats able to navigate the waterway.

Kemptville Fire Department:

- Noted that they would like be kept on the mailing list

Ministry of Natural Resources:

- Advised that they have received the Study Design Report and need at least one month to conduct the appropriate information checks and comment on the study.
- They will forward comments and a report by mid April.

Parks Canada:

- Advised that the navigable charts show that there are two sections of the SBRR north of the County Road 43 Bridge which have limited depth of approximately 1.2m (4 feet) and this would limit boating activity into Kemptville.
- With most other sections being a minimum 1.8m (6 feet) deep.
- Confirmed that 85.5m is the correct water navigation elevation at the County Road 43 Bridge.
- Their chart also states that the SBRR should only be navigated by vessels that do not require a vertical clearance greater than 6 feet although Parks Canada have noted that this is probably due to the Bridge St Bridge rather than the County Road 43 Bridge.
- Noted that mechanically altering the water depth is not easy and dredging of the SBRR would most likely not be permitted as it would disturb the natural wetlands.

Ferguson Forestry Centre (FFC):

- The Appendix A drawings from DSR need a legend
- Concern that the expansion of CR43 may impact on the underground irrigation system for the forestry centre and the existing signage
- Interested in the ROW size of the Grenville St entrance on the FFC
- Interested in the expected timing for the project

- Concerned with the added salt drift from CR43

Bell Canada:

- Concern for existing underground and aerial Bell services, noted that relocation will be necessary.
- Concern for the Bell services to be placed now for the Colonnade Development

## 8. Response

A number of comments requesting information from agencies and the public have already been responded to by AECOM staff.

Where comments and input on the study have been provided a response has not been issued by AECOM at this time. The next meeting proposed for the Technical Steering Committee is Wednesday March 25, 2009 where each of these comments will be discussed individually. After this meeting individual responses will be sent out.

Comments are welcomed throughout the entire study process and will be responded to by the Steering Committee.

# Appendix A

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**Notice of Study of Commencement & PIC No.4**

**– Newspaper Advertisement**



EMC photos by KATHY BOTHAM

A special farmers' market, yard and bake sale, complete with a pancake breakfast, was held inside the North Grenville Municipal Centre on Feb. 21. The event, hosted by the Kemptville Christian Reformed Church, was organized in order to raise funds for 14 church members to embark on a mission trip to Peru next month. Above, Connor Johnston had plenty of good deals on used computer equipment. Above, right, Madison and Alex DePater helped serve up some delicious popcorn during the event.



## Ice rental rates for non-residents set to increase

By ASHLEY KULP

Staff Writer

EMC News – As of April 1 of this year, those who live outside of North Grenville but want to rent ice in the municipality will have to pay nearly \$20 more an hour.

This change was approved by council at its Feb. 9 council meeting and was discussed at length at the Feb. 2 Committee of the Whole council meeting.

According to Darren Patmore, director of parks, recreation and culture, ice rental for non-residents will go from \$183 per hour to \$200 per hour.

"During the 2009 budget process, staff presented their recommended rental rate increases, which are to take effect Sept. 1, 2009," he explained in his report, adding that the previous increase mentioned by staff was from \$183/hour to \$192/hour.

"A proposal was brought forward to increase the ice rental rates still further," Patmore continued in the report.

Based on the hours of ice time booked by non-residents last year, this change alone will bring in an additional \$3,000 in revenue for the parks, recreation and culture department. Patmore indicated that those funds will aid the department in offsetting the costs of hiring a new

operator.

"Part of that \$3,000 will help pay for the new operator position," he told council. "Along with the \$10,000 the new advertising venture with the TVs and poster boards will bring in."

Mayor Bill Gooch said he didn't think council had signed off on the idea that additional revenue could be used for the new position.

"When we (council) agreed to the new position, the increase was going to come solely from savings and overtime and wages..." he commented.

"This is how it (proposal) came to you during the budget process," Patmore answered.

The new position, which Patmore first expected would carry with it a salary of \$37,000/year, will not be a permanent one, just a contract position. Now, he believes that number could be less.

"We're already six weeks into the year...the cost was going to be \$15.11/hour, but we're hoping we can actually get someone for less than that," he remarked.

"We're looking at \$27,802 per year."

He admitted that the department was still \$700 short in finding funds to create the position, but was "hoping we could get someone for less than \$15 an hour so that will put us in good standing."



## Class Environmental Assessment for Four Laning of County Road 43 Kemptville Corridor United Counties of Leeds and Grenville

### NOTICE OF STUDY COMMENCEMENT and PUBLIC INFORMATION SESSION

The United Counties of Leeds and Grenville have retained AECOM Canada Ltd. to undertake a Class Environmental Assessment to examine alternative designs for upgrades to County Road 43 between Somerville Road and Highway 416. This project will follow the process for Schedule "C" projects under the October 2000 (as amended in 2007) Municipal Class Environmental Assessment.

North Grenville is the fastest growing municipality in the United Counties of Leeds and Grenville, with a current population growth rate of 2.5%. The section of County Road 43 at Kemptville in the Municipality of North Grenville is expected to develop rapidly over the next 20 years and become the regional commercial hub for North Grenville and the surrounding area. As a result of ongoing development, the United Counties are faced with the need for planned access controls, intersection improvements and road widening.

This Class Environmental Assessment will expand on the County Road 43 Corridor Master Plan that was completed in 2006. The Corridor Master Plan concluded that County Road 43 should be widened on its current alignment. The preferred method of intersection control is a roundabout. In essence, the Corridor Master Plan has satisfied the requirements for Phase 1 and 2 of a Municipal Class EA. This study will satisfy the more extensive requirements that are Phases 3 and 4 of a Class EA. This study will consider the natural, social and economic impacts of the proposed improvement in more detail and make recommendations for mitigating measures. The study will conclude with a recommended design.

A Public Information Session has been planned to present the public with background information and to obtain early input into the design process. The session will commence with an open house format. Participants will view display boards and be able to discuss issues with the study team on a one on one basis. This is your opportunity to help influence the direction of the study. You are invited to attend the PIC at the following time and location:

#### Public Information Session Thursday, March 5th, 2009

Open House at 4:00 – 8:00 p.m.

At the Municipality of North Grenville Municipal Office  
285 County Road 44, Kemptville

A Study Design Report has been prepared to provide an opportunity for public input to this project. The report is a document that summarizes the proposed study process, alternatives, decision-making procedures, and public consultation activities. The Study Design Report can be viewed on the Counties' website, at <http://www.uclg.ca/en/resources> and <http://www.northgrenville.ca/news.cfm>. The report can also be viewed at the following locations:

Municipality of North Grenville  
Municipal Office  
285 County Road 44, Kemptville  
Phone: (613) 258-9569

United Counties of Leeds and Grenville  
Municipal Office  
25 Central Ave. W., Suite 100, Brockville  
Phone: (613) 342-3840

North Grenville Public Library  
Kemptville Branch  
207 Prescott Street, Kemptville  
Phone: (613) 258-5577

If you would like to be included on the study mailing list, obtain a copy of the Study Design Report, or request further information, please contact:

#### Guy Laporte, P.Eng. Project Manager

AECOM Canada Ltd.

654 Norris Court, Kingston, ON K7P 2R9  
Tel: (613) 389-3703, Fax: (613) 389-6729

Email: [Guy.Laporte@aecom.com](mailto:Guy.Laporte@aecom.com)

or

#### Les Shepherd, P.Eng. Director of Public Works

United Counties of Leeds and Grenville

25 Central Avenue West, Suite 100,  
Brockville, ON K6V 4N6

Tel: (613) 342-9246 x12, Fax: (613) 342-3069

Email: [les.shepherd@uclg.on.ca](mailto:les.shepherd@uclg.on.ca)



Personal information collected as a result of this environmental assessment is collected under the authority of the Environmental Assessment Act and will be used to assist in making a decision on this matter. Comments may be included in documents that are made available for public review. Personal information, as defined by the Freedom of Information and Protection of Privacy Act, will remain confidential unless prior consent to disclose it is obtained. For more information on the collection and use of the personal information, please contact Guy Laporte at the above address/phone.

# Appendix B

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**Notice of Study of Commencement & PIC No.4**

**– Flyer to Residents within 120m**



## Class Environmental Assessment for Four Laning of County Road 43 Kemptville Corridor United Counties of Leeds and Grenville

### NOTICE OF STUDY COMMENCEMENT and PUBLIC INFORMATION SESSION

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A Public Information Session has been planned to present the public with background information and to obtain early input into the design process. The session will commence with an open house format. Participants will view display boards and be able to discuss issues with the study team on a one on one basis. This is your opportunity to help influence the direction of the study. You are invited to attend the PIC at the following time and location:

### Public Information Session Thursday, March 5th, 2009 Open House at 4:00 – 8:00 p.m. At the Municipality of North Grenville Municipal Office 285 County Road 44, Kemptville

A **Study Design Report** has been prepared to provide an opportunity for public input to this project. The report is a document that summarizes the proposed study process, alternatives, decision-making procedures, and public consultation activities. The Study Design Report can be viewed on the Counties' website, at <http://www.uclg.ca> and <http://www.northgrenville.ca/news.cfm>. The report can also be viewed at the following locations:

Municipality of North Grenville  
Municipal Office  
285 County Road 44, Kemptville  
Phone: (613) 258-9569

United Counties of Leeds and Grenville  
Municipal Office  
25 Central Ave. W., Suite 100, Brockville  
Phone: (613) 342-3840

North Grenville Public Library  
Kemptville Branch  
207 Prescott Street, Kemptville  
Phone: (613) 258-5577

If you would like to be included on the study mailing list, obtain a copy of the Study Design Report, or request further information, please contact:

**Guy Laporte, P.Eng.**  
**Project Manager**  
AECOM Canada Ltd.  
654 Norris Court, Kingston, ON K7P 2R9  
Tel: (613) 389-3703, Fax: (613) 389-6729  
Email: [Guy.Laporte@aecom.com](mailto:Guy.Laporte@aecom.com)

or

**Les Shepherd, P.Eng.**  
**Director of Public Works**  
United Counties of Leeds and Grenville  
25 Central Avenue West, Suite 100,  
Brockville, ON K6V 4N6  
Tel: (613) 342-9246 x12, Fax: (613) 342-3069  
Email: [les.shepherd@uclg.on.ca](mailto:les.shepherd@uclg.on.ca)

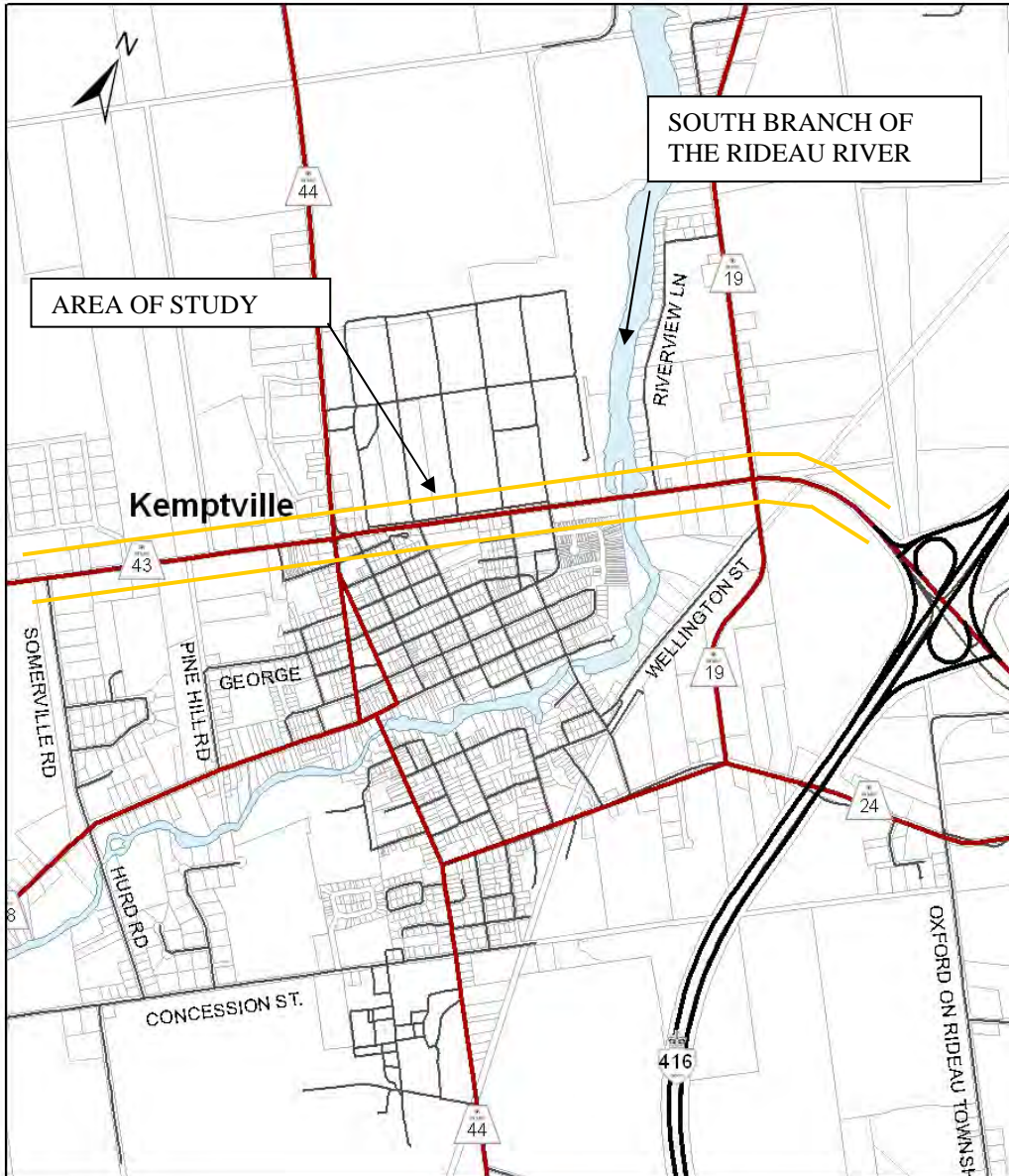
**AECOM**

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# Study Area

The primary study area for the new study is a stretch of County Road 43 located in North Grenville between Somerville Road (to the west of Kemptville Mall) and the Western MTO boundary (approx. location of the existing Colonnade Development roundabout). County Road 43 is the former King's Highway which runs from the Town of Perth, in Lanark County through Smiths Falls across Grenville County from Merrickville to Kemptville, to connect with Highway 416. East of 416, County Road 43 continues across the United Counties of Stormont, Dundas and Glengarry to end at Alexandria, northeast of the City of Cornwall.

Figure 1 - Study Area



# Appendix C

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**Notice of Study of Commencement & PIC No.4**

**– Brochure to Abutting Residents**

A Public Information Session has been planned to present the public with background information and to obtain early input into the design process. The session will commence with an open house format. Participants will view display boards and be able to discuss issues with the study team on a one on one basis. This is your opportunity to help influence the direction of the study. You are invited to attend the PIC at the following time and location:

**Public Information Session**  
**Thursday, March 5th, 2009**  
**Open House at 4:00 – 8:00 p.m.**  
**At the Municipality of North Grenville Municipal Office**  
**285 County Road 44, Kemptville**

A **Study Design Report** has been prepared to provide an opportunity for public input to this project. The report is a document that summarizes the proposed study process, alternatives, decision-making procedures, and public consultation activities. The Study Design Report can be viewed on the Counties' website, at <http://www.uclg.ca/en/resources> and <http://www.northgrenville.ca/news.cfm>. The report can also be viewed at the following locations:

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Kemptville  
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Grenville Municipal Office  
25 Central Ave. W., Suite  
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Library Kemptville Branch  
207 Prescott Street,  
Kemptville  
Phone: (613) 258-5577

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**Guy Laporte, P.Eng.**  
**Project Manager**  
AECOM Canada Ltd.  
654 Norris Court  
Kingston, ON K7P 2R9  
Tel: (613) 389-3703  
Fax: (613) 389-6729  
[Guy.Laporte@aecom.com](mailto:Guy.Laporte@aecom.com)

Or

**Les Shepherd, P.Eng.**  
**Director of Public Works**  
United Counties of Leeds and Grenville  
25 Central Avenue West, Suite 100  
Brockville, ON K6V 4N6  
Tel: (613) 342-9246 x12  
Fax: (613) 342-3069  
Email: [les.shepherd@uclg.on.ca](mailto:les.shepherd@uclg.on.ca)

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## Class Environmental Assessment for the Four Lane Upgrade of County Road 43, Kemptville Corridor United Counties of Leeds and Grenville

AECOM



### NOTICE OF STUDY COMMENCEMENT

And

### PUBLIC INFORMATION SESSION

The United Counties of Leeds and Grenville have retained AECOM Canada Ltd. to undertake a Class Environmental Assessment to examine alternative designs for upgrades to County Road 43 between Somerville Road and Highway 416. This project will follow the process for Schedule "C" projects under the October 2000 (as amended in 2007) Municipal Class Environmental Assessment.

North Grenville is the fastest growing municipality in the United Counties of Leeds and Grenville, with a current population growth rate of 2.5%. The section of County Road 43 at Kemptville in the Municipality of North Grenville is expected to develop rapidly over the next 20 years and become the regional commercial hub for North Grenville and the surrounding area. As a result of ongoing development, the United Counties are faced with the need for planned access controls, intersection improvements and road widening.

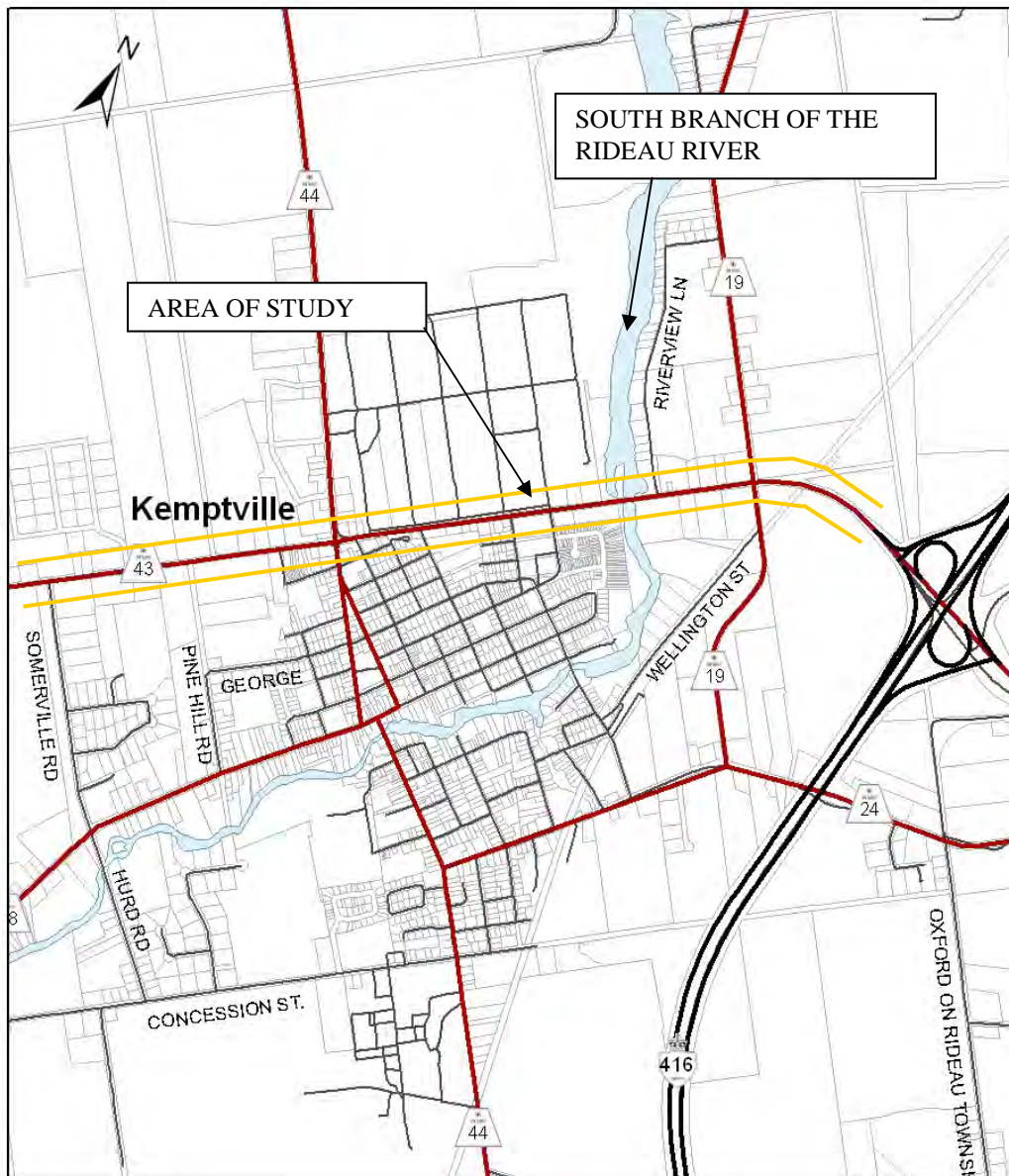
This Class Environmental Assessment will expand on the County Road 43 Corridor Master Plan that was completed in 2006. The Corridor Master Plan concluded that County Road 43 should be widened on its current alignment. The preferred method of intersection control is a roundabout. In essence, the Corridor Master Plan has satisfied the requirements for Phase 1 and 2 of a Municipal Class EA. This study will satisfy the more extensive requirements that are Phases 3 and 4 of a Class EA. This study will consider the natural, social and economic impacts of the proposed improvement in more detail and make recommendations for mitigating measures. The study will conclude with a recommended design.

In parallel to the CR 43 EA process, an access management study will be conducted along the corridor. Access management is the systematic control of the location, spacing, design and operation of driveways, median openings, and intersections. It encompasses roadway design treatments such as medians and auxiliary lanes, and the appropriate spacing of intersections. The CR 43 corridor serves as a critical east/west transportation corridor while providing access to the adjacent properties. The access management plan will provide a strategy for balancing operations in the corridor with access to/from the properties. During the process, we will consider alterations to existing access points that will accomplish the larger goals of the corridor. Alterations may include: widening existing driveways, restriction of movements, relocation of driveways, combining driveways, creation of easements between adjacent properties, closure of access points and creation of new access points. We will be contacting property owners in the corridor to discuss the opportunities associated with their property.

## Study Area

The primary study area for the new study is a stretch of County Road 43 located in North Grenville between Somerville Road (to the west of Kemptville Mall) and the Western MTO boundary (approx. location of the existing Colonnade Development roundabout). County Road 43 is the former King's Highway which runs from the Town of Perth, in Lanark County through Smiths Falls across Grenville County from Merrickville to Kemptville, to connect with Highway 416. East of 416, County Road 43 continues across the United Counties of Stormont, Dundas and Glengarry to end at Alexandria, northeast of the City of Cornwall.

Figure 1 - Study Area



# Appendix D

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**Notice of Study of Commencement & PIC No.4**

**– Email to Public**

**Gray, Shane**

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**From:** Gray, Shane

**Sent:** Tuesday, March 03, 2009 11:42 AM

**To:**

Good morning

The United Counties of Leeds and Grenville have retained AECOM Canada Ltd. to undertake a Class Environmental Assessment to examine alternative designs for the upgrade of County Road 43 to include four lanes between Somerville Road and Highway 416. This project will follow the process for Schedule "C" projects under the October 2000 (as amended in 2007) Municipal Class Environmental Assessment.

North Grenville is the fastest growing municipality in the United Counties of Leeds and Grenville, with a current population growth rate of 2.5%. The section of County Road 43 at Kemptville in the Municipality of North Grenville is expected to develop rapidly over the next 20 years and become the regional commercial hub for North Grenville and the surrounding area. As a result of ongoing development, the United Counties are faced with the need for planned access controls, intersection improvements and road widening.

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Previously you showed an interest in the corridor master plan study and we have included you in this mailing list for the current study. Please advise if you would like to be removed from the mailing list.

A Public Information Centre has been planned, to present the public and agencies with background information and to obtain early input into the master planning process. We would like to get your input before key decisions are made. You are invited to attend the PIC at the following time and location:

**Public Information Centre No. 1**

Thursday, March 5, 2009

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

**At the Municipality of North Grenville Municipal Office**

**275 County Road 44, Kemptville**

We look forward to meeting you at the Public Information Centre. If you are unable to attend due to the short notice but would like to comment on the report or the project, please send me your comments by March 18, 2009.

We will continue to provide you with information regarding this project as it progresses. If you have any further questions or comments, please contact me on tel: (613) 389-3703, by fax: 613 389 6729 or by email: [Shane.Gray@aecom.com](mailto:Shane.Gray@aecom.com) .

3/19/2009

Regards,

**Shane Gray.**

Engineer in Training

AECOM

654 Norris Court Kingston, ON K7P 2R9

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Phone: 613.389.3703

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[Shane.Gray@aecom.com](mailto:Shane.Gray@aecom.com)

Effective October 2008, Earth Tech, Gartner Lee, TSH and UMA are known collectively as AECOM. AECOM provides a blend of global reach, local knowledge, innovation and technical excellence in delivering solutions that enhance and sustain the world's built, natural, and social environments.

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*Please consider the environment before printing this page.*

# Appendix E

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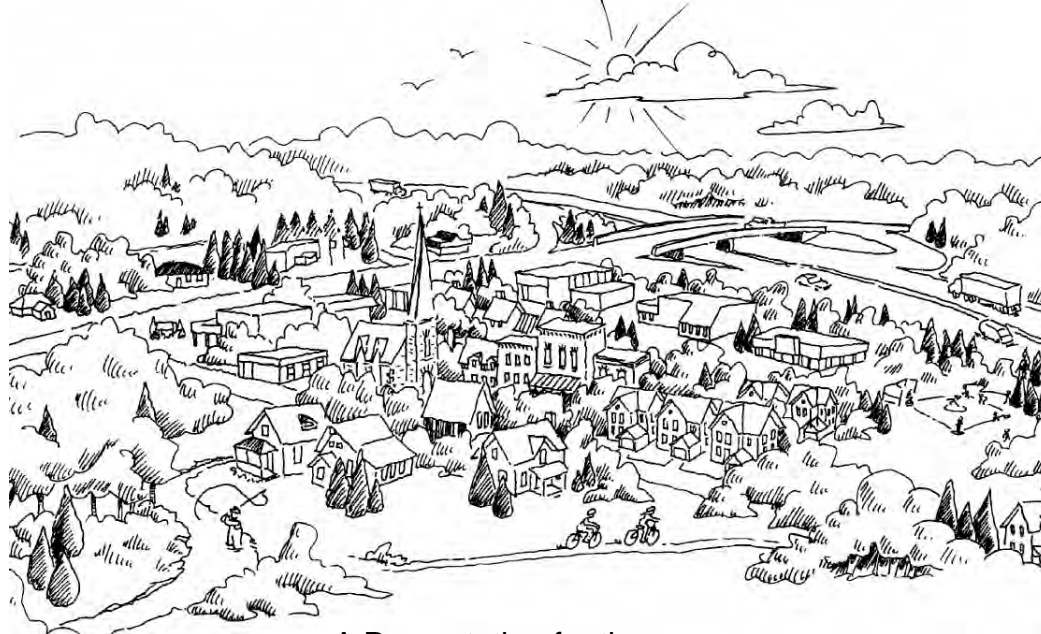
## Public Comments received before PIC No.4

# Form Follows Vision:

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## Helping Make North Grenville a Sustainable Community

How to Make North Grenville's County Road 43  
"Safe, Comfortable, Green and  
a Source of Community Pride"



A Presentation for the  
County Rd 43 Study Design Process

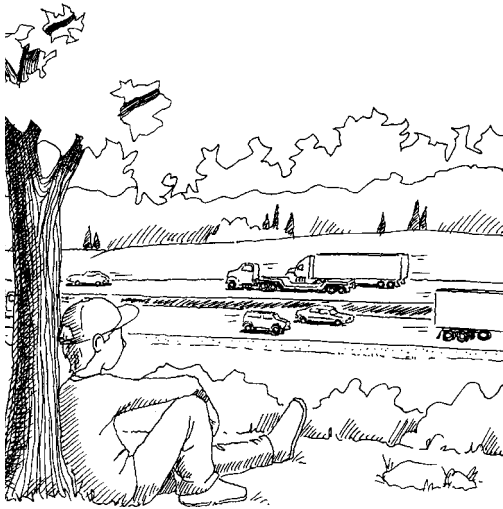
Tom Graham  
TD Graham + Associates  
Marketing Communications Design  
Kemptville, Ontario  
March 2, 2009

## ***This presentation has three basic points to convey:***

---

### **1. North Grenville is a beautiful area.**

It has many good things about it already, and has the potential to become even more beautiful as it grows. But without careful planning and 'visioning', it is also at risk.



### **2. Begin with the end in mind.**

No-one builds a house without a drawing, some photos and some ideas of what they want in the end. If you want to see what North Grenville's County Road 43 will look like in the future, draw it! Create it - not just a 'plan' showing zoning and lots.

Create a picture with the kind of buildings, stores and industries that we as residents would like to see; the number of trees we'd like to see left behind; the spaces for working, living and playing; the spaces where nothing but nature happens.

The cartoon sketches attached are only intended to give a glimpse of how painting the picture ahead of time can help lead us in the path we'd like to go. They are from the book "The Four Lane Comes to North Grenville".

### **3. Put First Things First.**

If it's agreed that the County Road 43 corridor will be "Safe, Comfortable, Green and a Source of Community Pride", then those are the highest priorities - and nothing else should come before them. We should not be shaped by whatever 'comes along'.

It's almost certain that the people living along Ottawa's Merivale Road - or in Brampton, or Markham - never said they wished they'd squeezed in another restaurant or car lot or mini-mall along those roads.

On the contrary, it is far more likely that the residents of - and visitors to - these areas are saying, "Perhaps we should have given some more thought as to how this was going to turn out..."

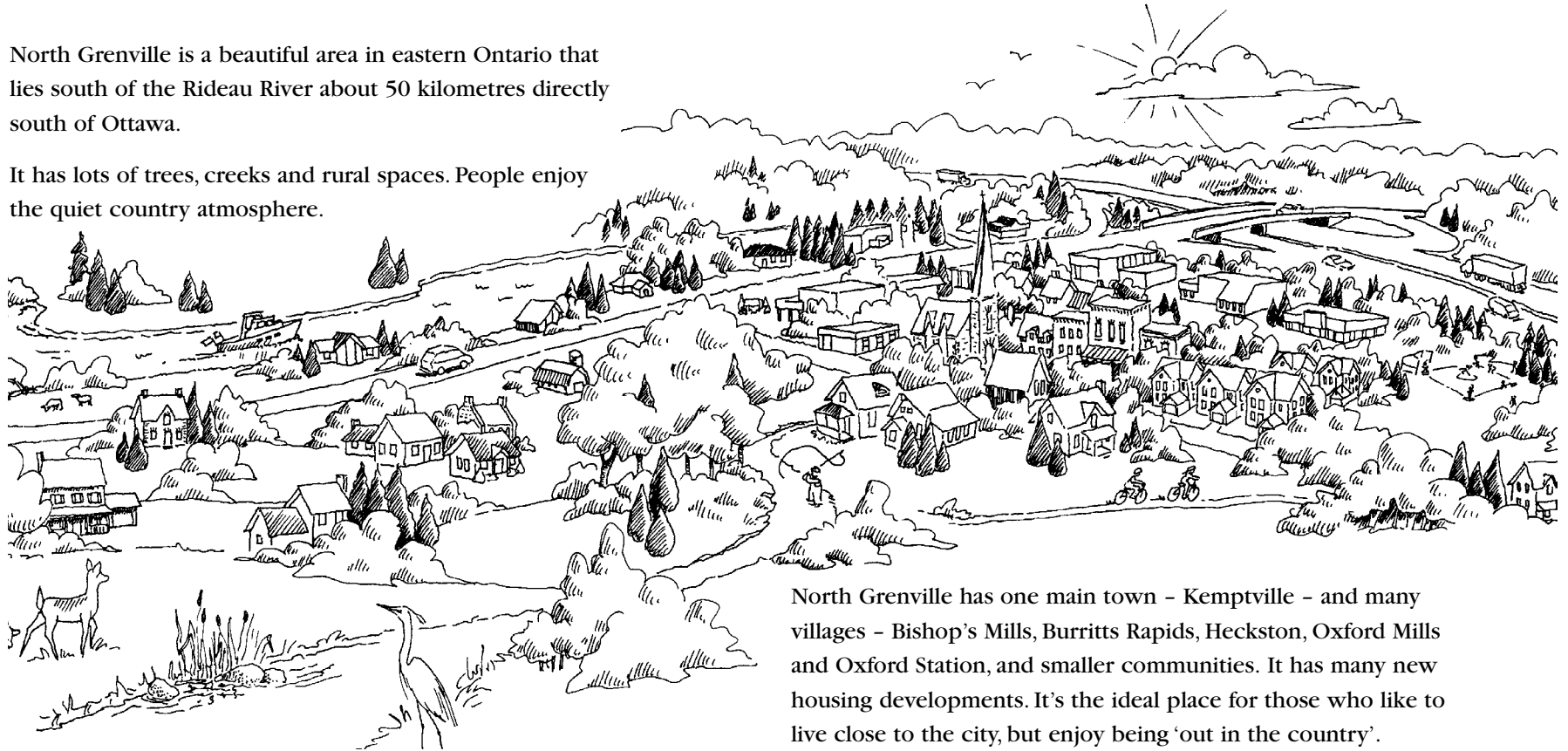
This is where we are at with North Grenville.

## 1. *North Grenville is a beautiful area...*

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North Grenville is a beautiful area in eastern Ontario that lies south of the Rideau River about 50 kilometres directly south of Ottawa.

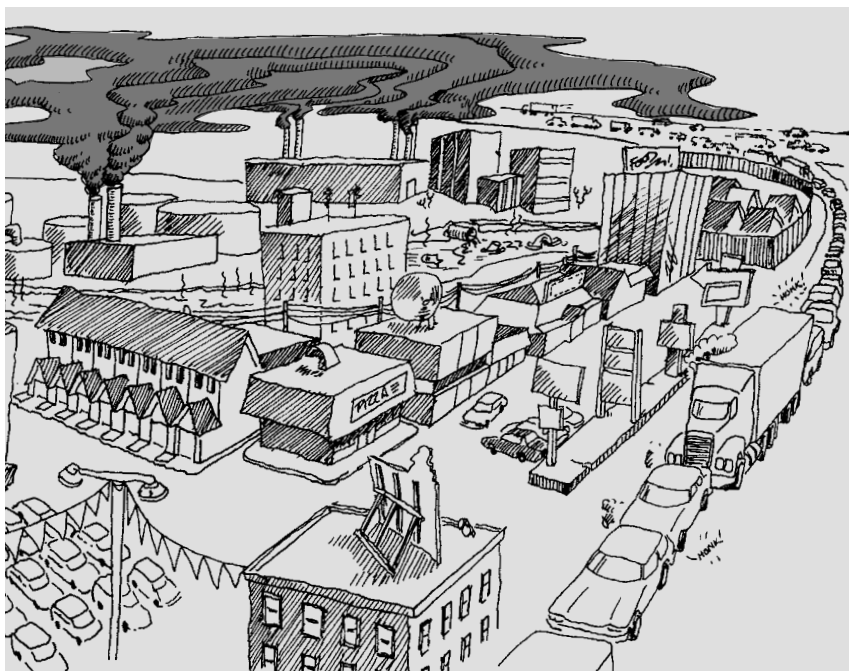
It has lots of trees, creeks and rural spaces. People enjoy the quiet country atmosphere.



North Grenville has one main town - Kemptville - and many villages - Bishop's Mills, Burritts Rapids, Heckston, Oxford Mills and Oxford Station, and smaller communities. It has many new housing developments. It's the ideal place for those who like to live close to the city, but enjoy being 'out in the country'.

The County Road 43 corridor from Hwy 416 to Somerville Road is very much the 'front door' or gateway to the whole Township. It will reflect the character of the area, hopefully in a positive way.

## 2. *Begin with the end in mind*



### Without a vision:

- Uncontrolled development
- Proliferation of 'non-green' industries
- Hodge-podge appearance
- Poor planning for roads, sidewalks, parking
- No restrictions on signage resulting in cluttered, unattractive look
- No respect for natural environment, leading to decline in water quality
- No trees or natural areas preserved
- Death of downtown core
- Poorly conceived housing; inadequate mix of low and medium density
- Pedestrian traffic not welcomed
- 43 Corridor 'separate' from community



### With a vision:

- Development proceeds sustainably
- Green industries welcomed
- Community proud of appearance
- Roads and traffic well thought out, for present and future needs
- Signage appears attractive and informative (not just retail signage, but directional, as well.)
- Respect for natural environment, leads to preservation of water quality; conservation-mindedness is second nature; trees and parks are everywhere
- Downtown core offers alternative retail choices, along with mix of residential
- Pedestrian traffic facilitated by sidewalks, paths, trails and overpasses
- 43 Corridor integrated into community

### ***3. Put First Things First***

---

***How to ensure that the County Road 43 corridor will be “Safe, Comfortable, Green and a Source of Community Pride”? Here are some additional points to consider.***

Suggestions for immediate action:

- create a real series of pictures and illustrations showing the look and feel of the 43 corridor. Make sure it integrates with the whole community.
- set adequate road width (road allowance) and building set back requirements to allow for future plans.
- add a median through key parts of the corridor.
- add sidewalks along key areas, linking shopping, residential and recreational areas.
- widen existing, or allow for future widening of bridge over the South Branch.
- establish models of desired aesthetics for new buildings - industrial and commercial; urge new and existing developers to ‘see the vision’.
- don’t cut down trees until you know how they’re going to be replaced.

Suggestions for future thinking:

- think long term.
- establish on-going visioning activities involving members of the public as committee or advisory board to Council.
- adapt Stephen Covey’s “7 Habits of Highly Effective People” for municipal use; train Council members and staff to embrace this thinking.
- understand that development (sustainable or not) of a Municipality is an integrated thing. What affects one area, affects all areas. Bad brings bad; good brings good.



**tdgraham.com**  
tdgraham@tdgraham.com  
613-258-3885

T D Graham & Associates is a design firm located in North Grenville.

One of our strengths lies in utilizing a multi-disciplinary approach to design, which has enabled us to assist a number of municipalities in the promotion of economic development initiatives.

Currently, we are the agency of record for the Ontario East Economic Development Commission, and have also worked with the municipality of North Grenville over the last 11 years developing communications materials and signage.

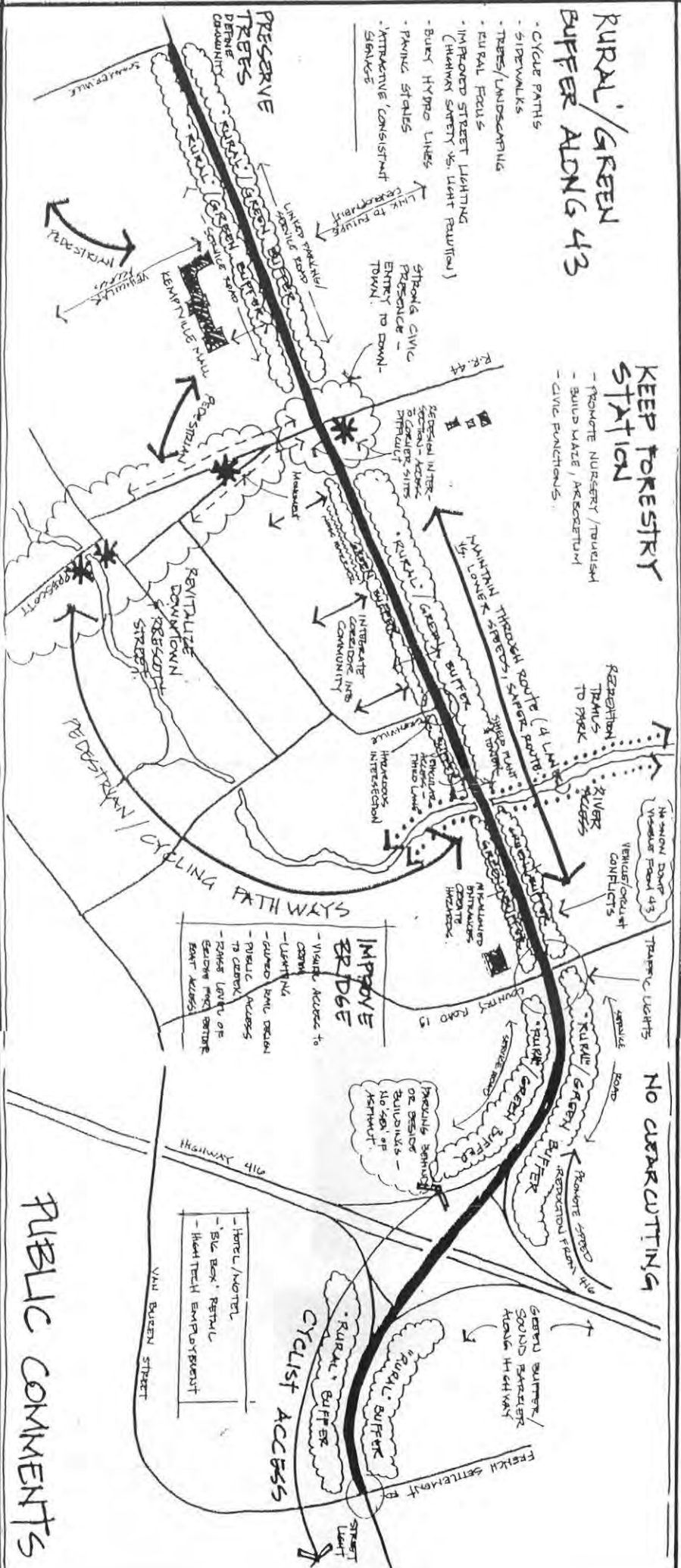
Our past work promoting Grenville County has earned us second place honours at the Ontario Marketing Awards, sponsored by the Economic Developers Council of Ontario. We have also been recognized by the Ontario Provincial Planners Institute for our work with the Rideau Valley Conservation Authority, in promoting responsible stewardship of the environment.

# RURAL/GREEN BUFFER ALONG 43

**KEEP FORESTRY STATION**

- PROMOTE NURSERY / TOURISM
- BUILD WALK / ASCENTUM
- CIVIC FUNCTIONS

- CYCLE PATHS
- SIDEWALKS
- TREES / LANDSCAPING
- RURAL FIELDS
- IMPROVED STREET LIGHTING (HUMAN SENTRY vs. LIGHT POLLUTION)
- BURY HYDRO LINES
- PARKING SPACES
- ATTRACTIVE / CONSISTANT SIGNAGE



**IMPROVE BRIDGE**

- Visual Access to CROWN
- LIGHTING
- GUIDED BOWL DESIGN
- PUBLIC ACCESS TO CENTRAL
- 200FT LEAD UP TO BRIDGE
- BUILT ACCESS

**PUBLIC COMMENTS**

- HOTEL / MOTEL
- 'BIG BOX' RETAIL
- HIGH TECH EMPLOYMENT

**CYCLIST ACCESS**

- RURAL BUFFER
- RURAL BUFFER

PROVIDE SIGNAGE OR DESIGN BUILDINGS - NO SIGN OF HIGHWAY

GRAND SUMMER / SOUND PARKING ALONG HIGHWAY

**PUBLIC COMMENTS**

# Appendix F

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## PIC No.4 Display Boards

# Appendix G

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## Public Comments received following PIC No.4



AECOM

COMMENT SHEET

COUNTY ROAD 43 KEMPTVILLE CORRIDOR  
United Counties of Leeds and Grenville  
Class Environmental Assessment

PUBLIC INFORMATION CENTRE NO. 4  
Municipality of North Grenville Municipal Offices, March 5, 2009

NOTE: Personal information collected as a result of this environmental assessment is collected under the authority of the Environmental Assessment Act and will be used to assist in making a decision on this matter. Comments may be included in documents that are made available for public review. Personal information, as defined by the Freedom of Information and Protection of Privacy Act, will remain confidential unless prior consent to disclose it is obtained. For more information on the collection and use of the personal information, please contact Guy Laporte at the address/phone below.

(Please Print Clearly)

1. Concern: over Drainage at Proposed Pine Hill Rd & Traffic circle area.
2. Concern: Sidewalk on Pine Hill Rd at Proposed county Rd 43. 4 lanes. to access shopping North of county Rd 43. also the water Spring under Pine Hill Rd at south side of Present Wall
3. Concern: Left Hand Turns & Maybe a traffic circle at 44-43 intersection
4. Concern: Health of county Rd 43. Bridge over South Branch of Richards River. Pictures already Presented.
5. Future: Looking 20 years Hence Perhaps a Bypass. is Funding available for engineering Studies?

Space for Additional Comments Overleaf

Please deposit Comment Sheets in the Comment Box or mail/email/fax to:

Guy Laporte, P.Eng.  
AECOM  
654 Norris Court  
Kingston, ON K7P 2R9

Telephone: (613) 389-3703

1. Concern: over Drainage at  
on just West of Proposed Traffic  
circle at Pine Hill Rd. & <sup>county Rd</sup> Hwy 43.  
I understand this drain crosses  
county Rd 44 Between Municipal center  
& New Fire Dept. Flowing eastward  
Beside county Rd 43 ~~road~~ lane approach  
then turns Northward at east corner of  
Food Basics lot & then approx 300-  
400 meters once again flows eastward  
to eventually connect to South Branch  
of Redear ~~River~~ toward Ferguson  
Nursery

2. Concern:

I have been led to believe that  
a side walk on the east side of Pine  
Hill Rd will give access to Shopping  
on both sides of county Rd 43 at  
the proposed round about. How do  
you cross 4 lanes safely when some  
goat into Senior Years. Also a small  
Spring flows under this Pine Hill station Part of

3. Concern: a 2nd Traffic Circle They  
would be a good proposal at 44-  
43 intersection, where a NO ~~cross~~  
Median could be extended all the  
way from Somerville Rd to county Rd  
~~44~~. With Right Hand Turns only &  
Turn around Points in Sight of one &  
another.

4. Concern:

By chance I took a camera with me to see if county Rd 43 Bridge over the South Branch of the Rideaux River was still dropping pieces off the under side. When I climbed down by the a Butments I was surprised to find Re-Bar exposed at few locations in the Base of the Bridge arches. Will this in any way affect change the proposed widening of county Rd 43.

5. I have wondered on occasion about the possibility of a 2 lane Highway By Pass for trucks & thru traffic & retention of ~~status quo~~ present Rd. system with traffic circles added to slow <sup>SUGGESTION</sup> traffic & allow Turn abouts. By-pass from West of Somerville Rd. Via 2 Kilometer North with New Bridge over South Branch of Rideaux River to Hook up with over pass on 416 at county Rd 43.

County 2521

2521

U



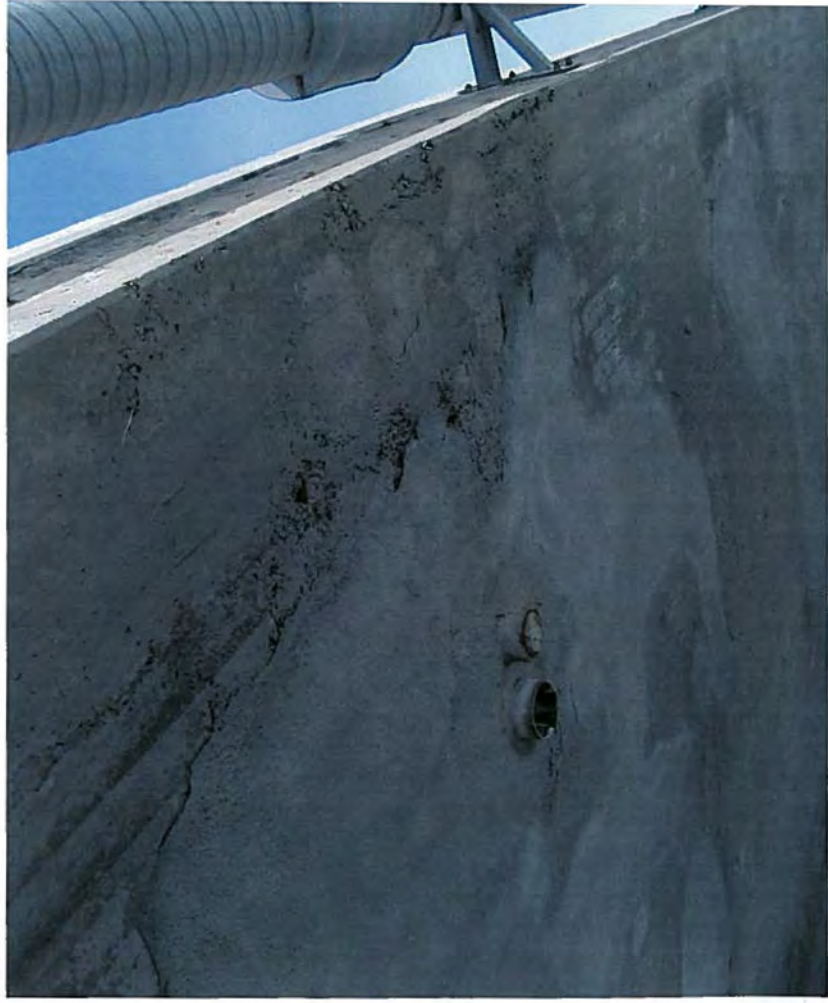
2522



2523



2524



NKI  
COARSEN

2525



2526 (6)



Site  
CORNER

2527



2528



Niz  
Werner

2



Municipality of North Grenville Municipal Offices, March 5, 2009

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*(Please Print Clearly)*

**Please use this form for comments regarding Contract 25-09**

THERE IS STILL NO PROVISION FOR SIGHT (OR MOBILITY) IMPAIRED  
PEOPLE TO CROSS (PEDESTRIAN) & DESPITE SIMPLE TECHNOLOGY TO  
MAKE SAFE, NOBODY CARES.  
GUESS IT'S TIME TO LAY HUMAN RIGHTS COMPLAINT

*Space for Additional Comments Overleaf*

**Please deposit Comment Sheets in the Comment Box or mail/email/fax to:**

Guy Laporte, P.Eng.  
AECOM  
654 Norris Court  
Kingston, ON K7P 2R9

Telephone: (613) 389-3703  
Fax: (613) 389-6729



3

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**COMMENT SHEET**

**COUNTY ROAD 43 KEMPTVILLE CORRIDOR**

**United Counties of Leeds and Grenville**

**Class Environmental Assessment**

**PUBLIC INFORMATION CENTRE NO. 4**

**Municipality of North Grenville Municipal Offices, March 5, 2009**

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*(Please Print Clearly)*

THE BRIDGE WHEN BUILT SHOULD  
BE RAISED TO ALLOW BOATING TO  
PASS

MY OTHER CONCERN IS PEDESTRIAN  
CROSSING. HOW ARE THEY TO CROSS  
WITHOUT LIGHTS OR TOWERS

*Space for Additional Comments Overleaf*

**Please deposit Comment Sheets in the Comment Box or mail/email/fax to:**

Guy Laporte, P.Eng.  
AECOM  
654 Norris Court  
Kingston, ON K7P 2R9

Telephone: (613) 389-3703  
Fax: (613) 389-6729  
E-mail: [Guy.Laporte@aecom.com](mailto:Guy.Laporte@aecom.com)



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### COMMENT SHEET

## COUNTY ROAD 43 KEMPTVILLE CORRIDOR United Counties of Leeds and Grenville Class Environmental Assessment

PUBLIC INFORMATION CENTRE NO. 4  
Municipality of North Grenville Municipal Offices, March 5, 2009

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(Please Print Clearly)

Good presentation of the plan & work in progress, appreciate the knowledgeable folks on hand to answer questions.

Comment: I encourage planning for a wide road easement to cope with unexpected high traffic generators (large shopping, additional recreation sites, gas stations, etc which will eventually be needed as the Town grows.

Please stay with the round-about approach, it has major advantages over light stop signs.

Space for Additional Comments/Overleaf

Please deposit Comment Sheets in the Comment Box or mail/email/fax to:

(over)

Guy Laporte, P.Eng.  
AECOM  
654 Norris Court  
Kingston, ON K7P 2R9

Telephone: (613) 389-3703  
Fax: (613) 389-6729

**ADDITIONAL COMMENTS:**

The Creek Bridge plan needs to consider the possibility of best traffic flow from Bidan to downtown Kemptville - and maybe a near recreational site (waterfront park) to give us a community gathering space).





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### COMMENT SHEET

## COUNTY ROAD 43 KEMPTVILLE CORRIDOR United Counties of Leeds and Grenville Class Environmental Assessment

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(Please Print Clearly)

There are no drawings to show that county Rd 43 will be lowered down so as East Bound Traffic Trucks etc come onto Roundabout at 60 or 70 Mphour 43 will need to be lowered west of Roundabout by a minimum of 5'. I prefer NO Roundabout at 44+43, I would like to see some extension of Pine Hill Rd North and East to existing Schdenier and 66' ROAD allowance

Space for Additional Comments Overleaf

Please deposit Comment Sheets in the Comment Box or mail/email/fax to:

over

Guy Laporte, P.Eng.  
AECOM  
654 Norris Court  
Kingston, ON K7P 2R9

Telephone: (613) 389-3703  
Fax: (613) 389-6729

ADDITIONAL COMMENTS:

it would prefer a second Bridge for East Bound Traffic.

My comments are that there should be a no crossover median up the middle.

People are still driving too fast at Belvue the Roundabout will slow traffic and increase safety. The North Bound Traffic from Pine Hill

can exit onto 44 just North of opp station

and go North to Belvue Road and onto 416

which will alleviate the morning & night

traffic on the corridor as 30% of traffic is

going West of Pine Hill Road. Let on 44 and

count the North Bound Traffic morning & night



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### COMMENT SHEET

## COUNTY ROAD 43 KEMPTVILLE CORRIDOR

### United Counties of Leeds and Grenville Class Environmental Assessment

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Municipality of North Grenville Municipal Offices, March 5, 2009

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(Please Print Clearly)

I would like to see a roundabout  
at the intersection of Hwy 44 and Hwy 43  
included in the plan. I also  
think that adding the bicycle path  
to the walkway is much more  
desirable than having it along the  
edge of the road. I

Space for Additional Comments Overleaf

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AECOM  
654 Norris Court  
Kingston, ON K7P 2R9

Telephone: (613) 389-3703

Fax: (613) 389-6700



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(Please Print Clearly)

1 THE LARGER THE DIAMETER OF THE ACTUAL ISLAND THE BETTER - TO PREVENT LANE CROSSING, - ESPECIALLY FOR LARGER VEHICLES, - IT GIVES A SMOOTHER FLOW TO BOTH LANES AROUND THE ROUNDABOUT.

2 TO KEEP TRAFFIC HEADING N AND S ON 416 FROM GETTING CAUGHT AT THE ISLAND - A THIRD INNER LANE FOR THE SHOPPING CENTRE ONLY. (AT PRESENT TO POTENTIAL SOUTHERLY HEADING TRAFFIC ARE IN THE EXISTING TURNING LANE INTO THE CENTRE).

Space for Additional Comments Overleaf

Please deposit Comment Sheets in the Comment Box or mail/email/fax to:

Guy Laporte, P.Eng.
AECOM
654 Norris Court
Kingston, ON K7P 2R9

Telephone: (613) 389-3703
Fax: (613) 389-6729
E-mail: Guy.Laporte@aecom.com

(10)

**Gray, Shane**

---

**From:** Laporte, Guy  
**Sent:** Wednesday, March 18, 2009 1:41 PM  
**To:** Gray, Shane; Sargeant, Stephen  
**Subject:** FW: Kemptville Traffic "Plan"

**Guy Laporte, P.Eng.**  
Kingston Branch Manager  
Direct: (613) 389-3703, ext. 28  
Cell: (613) 532-0838  
E-mail: [Guy.Laporte@aecom.com](mailto:Guy.Laporte@aecom.com)

**AECOM**  
654 Norris Court,  
Kingston, Ontario Canada K7P 2R9  
Telephone: (613) 389-3703 Fax: (613) 389-6729

My email has changed to [Guy.Laporte@aecom.com](mailto:Guy.Laporte@aecom.com). Please update your address book accordingly.

Effective October 2008, Earth Tech, Gartner Lee, TSH and UMA are known collectively as AECOM. AECOM provides a blend of global reach, local knowledge, innovation and technical excellence in delivering solutions that enhance and sustain the world's built, natural, and social environments.

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**From**  
**Sent:**

To: Lt  
Cc: le-  
ken,lm  
Subject:

Dear S

I am sending this letter to you in hopes that you may not be as influenced by the Mayor as the rest of the city staff seems to be.


After attending council meetings and having read the reports in the local news papers, I am astounded that no one on council seems to appreciate the need for fore-site in regards to proper traffic control in the Kemptville 43 corridor. For some unknown reason the mayor has got it in his head that roundabouts are the answer to our current and future traffic issues. It seems to me that no one has taken the time to evaluate the current traffic needs let alone the future needs of a community that is said to be the fastest growing in the Leeds Grenville area. We have had the roundabout at County Road 43 and River Road in place for years and all it would take is a couple of hours to sit there and see that this is not the answer to properly control the traffic. As stated above we have had this roundabout in place for quite a

3/18/2009

considerable time and people still have no idea how it should work. Traffic coming along 43 still seems to think it still has the right of way even when there are vehicles waiting to enter or already in the intersection. I have personally sat there and waited while 10 or 12 cars coming along 43 don't even slow down, let alone let the traffic in that is already at the intersect as it should. A four way stop there would at least have given traffic a proper chance to enter this intersection. All it would take is for council to have someone spend a short time there and they would see that this is not working.

If you go further down the road to the existing mall and spend a little time there you would see that a set of traffic lights at the main mall entrance is desperately needed and has been for a long time. If you have ever attempted to turn left on to 43 from the main entrance during business hours you could sit there for five or ten minutes trying to get out of the mall area. With this being the situation at the old mall one can only cringe at the thought of the traffic nightmare that a roundabout at the new mall location at 43 and River Road will cause. If this new mall gets the business clients(Walmart ect.) that are expected or at this point hoped for, the volume of traffic at this location will be enormous. With the population of the area growing and the increased traffic that big box stores would bring in, I can only stop and wonder in amazement why the Mayor and council is so against installing traffic lights. I understand that putting in a roundabout now may be somewhat less costly but if you take in to consideration that the money for the roundabout is in the long run going to be a waste because even a laymen like myself can see that lights will have to be installed sooner or later. I personally grew up in Europe and am well acquainted with roundabouts but the truth is that most people in Canada have little or no experience with them and are not aware of how the traffic is supposed to flow through one. As traffic increases and people coming along the 43 corridor continue to treat it more as a slalom than a roundabout we are going to have an ever increasing problem on our hands. Putting more roundabouts along here will be akin to throwing gas on a fire as our traffic continues to grow. I am not a social butterfly but even I personally know of at least 20 people who will go out of their way to avoid the roundabouts at the River Road area. Is this what the council wants to keep people away from the area instead of coming to it? The Mayor has stated that he wouldn't mind being the roundabout capital of the country. Well as I feel many of us think, the only thing that he will be know for is the lack of fore-site for seeing that realistically the right way to go is to install proper traffic lights that can be programed to meet to-days needs as well as the needs of the future. Yes Your Honor, they can be programed.

Respectfully, a concerned citizen





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COMMENT SHEET

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United Counties of Leeds and Grenville  
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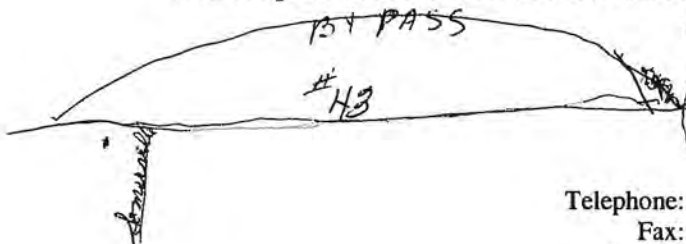
(Please Print Clearly)

I AM REALLY HAPPY TO SEE THAT THERE WILL BE CHANGES TO ENTERING THE INDEPENDENT MALL AND ALL OTHER EXITS OFF OF COUNTY ROAD 43. ! SUMMERVILLE ROAD AS WELL! ALSO A VERY BIG CONCERN WITH 44 AND 43 INTERSECTION ALSO RIDEAU AND SAUNDERS STREETS! TOO MANY BIG BUSINESSES TO TRY EXITING BY LEFT TURNS AND CROSS TRAFFIC. WOULD BE GREAT TO SEE SOMETHING IMPROVED IN THIS AREA AS WELL. VERY GOOD DISPLAY AT OPEN HOUSE AND PEOPLE THERE TO ANSWER QUESTIONS.

By PASS THROUGH VETERANS WAY OR BEYOND MIGHT HELP TO ELEVATE SOME OF THE TRAFFIC - A SECOND BRIDGE VIA BYPASS IF BUILT FIRST MIGHT HELP TO CARRY THE TRAFFIC WHILE BUILDING A MORE SOLID BRIDGE ON COUNTY ROAD #43

Space for Additional Comments Overleaf

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Guy Laporte, P.Eng.  
AECOM  
654 Norris Court  
Kingston, ON K7P 2R9

Telephone: (613) 389-3703  
Fax: (613) 389-6729  
E-mail: Guy.Laporte@aecom.com

FAX Message to : AECOM Canada LTD. 613/389-6729  
Attn.: Mr. Shane Gray

Dear Mr. Gray

Thank you for all the info you sent to me about County Road 43.

I am very sorry that I had to miss your Public Information Centre on March 5.

Let me say that I am very much impressed with the obvious competence and expertness evident in the work of your company.

My main two concerns are with the 2 lane roundabouts and the bridge.

The 2 lane Roundabouts:

Small diameter Roundabouts have the inherent problems of lane changes within, because of the blindspots for drivers created at those angles (not so in large diameter Roundabouts common in Europe). Besides, Kemptville drivers have already proved to be terrible in their one and only single lane Roundabout in recent years.

The Bridge:

Widening yes - but raising for navigation - no.

Being a boater for many years, I have made several trips with visitors up the Kemptville creek resulting in : Disappointment in the scenery, "architecture" and even the smell of the water. The channel depth is insufficient for larger boats and the vertical clearance under the HW 43 bridge is about the same or even more than the nearby bridge at Bridge Street. Channel dredging will not be allowed and I have personally paid for a nicked propeller just before reaching the "Town Dock" in Kemptville.

The extra cost of raising the bridge can certainly not be justified as a Tourist Attraction.

Question: Do we really need so many Roundabouts ?

kindest regards

INFORMATION IN DOCUMENTS MAY BE MADE AVAILABLE TO THE PUBLIC. A LEGAL OBLIGATION, IN ACCORDANCE WITH THE PROVISIONS OF THE ACCESS TO INFORMATION AND PROTECTION OF PRIVACY ACT, WILL REMAIN CONFIDENTIAL UNLESS PRIOR CONSENT TO DISCLOSE IT IS OBTAINED. FOR MORE INFORMATION ON THE COLLECTION AND USE OF THE PERSONAL INFORMATION, PLEASE CONTACT GUY LAPORTE AT THE ADDRESS/PHONE BELOW.

(Please Print Clearly)

OVERALL FEELING: ROUNDABOUTS ARE A POSITIVE SOLUTION  
I BELIEVE THE GENERAL PUBLIC OR AVERAGE DRIVER IN THE  
COUNTRY FEELS THE SIZE OF THE ROUNDABOUTS ARE DESIGNED  
FOR CITY COMPACT CARS. THE AVERAGE DRIVER IN THE COUNTRY  
MAY DRIVE THE FAMILY CAR, VAN, OR WORK/FARM TRUCK. ACCEPTANCE  
IS AN ISSUE REGARDING THE DOUBLE ROUNDABOUTS.

ROUNDABOUT ACCEPTANCE COULD INCREASE WITH THE ADDITION  
OF SIMPLY ADDING AN APPROX OR DOUBLE APPROX BETWEEN THE LINES.  
APPROX COULD DOUBLE AS AN ADDED SAFETY FEATURE.

IN POOR VISIBILITY CONDITIONS ADRIVE ADRIVE ALERTS  
THE DRIVER OF THE VEHICLE'S POSITION. VIBRATION OF THE TIRES  
ALSO HELPS. A SIDEWAYS SLIDE COULD BE SLOWED OR STOPPED  
LAST BUT NOT LEAST AN APPROX MAY ALLOW OR CREATE A  
MORE EVENLY <sup>ENTRANCE</sup> EXIT BASED. THIS STABILIZED SLOW SPEEDS MAY  
DECREASE THE AVERAGE USES IN PATIENCE WITH A TARGET SYSTEM  
USING SO MANY ROUNDABOUTS.

THANK YOU FOR THIS OPPORTUNITY

Please deposit Comment Sheets in the Comment Box or mail/e

Guy Laporte, P.Eng.  
AECOM  
654 Norris Court  
Kingston, ON K7P 2R9

Telephone: (613) 389-3703

## County Rd 43 Kemptville Corridor

Having attended the Public Information Centre No 4 on March 5<sup>th</sup>, I feel it is my duty to pass comment on the plans envisaged by the County of Leeds Grenville and AECOM.

While I believe that the creation of roundabouts in place of traffic signals is a positive step, I think that the retention of traffic lights at 43/44 and at Community Square is counter-productive and will go a long way to wards negating the traffic flow improvements that the construction of roundabouts will otherwise impart.

Two signalized intersections in such close proximity will inevitably result in traffic shunting, which inhibits the steady flow of traffic which is the desired result.

It is imperative that the intersection at 43/44 is made a roundabout. It is the primary intersection of the whole corridor. I understand that there are reasons why this has not been considered in the current plan and this centres around the requirement for land and not having "North American" data on the impact on pedestrians. However, I think that there is a solution which will answer both concerns and this fundamental flaw in the whole plan can be addressed. I will present this later in the document.

### Traffic flow and projected growth

The projected growth estimates for the Municipality of North Grenville are, in my opinion, wildly optimistic. To plan for constant 3% growth in a Municipality that is totally dependent for that growth on the increase in commuter traffic to Ottawa in the time frame given is ignoring the basic geophysical constraints that we are facing going forward. Even assuming that we will pull out of this economic downturn within a reasonable timeframe, the era of cheap and available fuel is unlikely to return. After 2013, Mexico (which is currently the number 3 exporter to the US) will no longer be in a position to export oil as it will require all its supply to meet domestic needs. Given the massive increases in car usage in Asia and the increase in direct contracts signed between China and oil producing countries, oil will no longer be the relatively cheap commodity that we currently enjoy. Last year's report by the IEA confirms this and the Export Land Model underscores the need to think of a future that is radically different than the recent past.

We saw last year that the price of gasoline materially affected growth in North Grenville in a fundamental way. It had people seriously

questioning the viability of living in a “bedroom community” and the cost increases to those commuters more than negated the temporary price advantage that living outside of the city of Ottawa conferred. This has caused a slump in construction and home sales. It is clear to me that in an era of sustained and continuously expensive oil (which basic geology and economics ensures will transpire within the 4 year timeframe), areas such as North Grenville will not be experiencing growth rates anywhere close to 3% and, in fact, will likely suffer a cycle of depopulation, as has occurred a number of times in the past.

That being said, the current situation on the corridor is most unsatisfactory and improvements can certainly be made. I believe that the implementation of roundabouts will improve this but I seriously question whether the need for four lanes has been proven conclusively. AECOM’s own engineers have confirmed that, were the 43/44 and community square intersections to be made into roundabouts, a two lane roadway could easily handle the current traffic and almost twice as much as is currently traveling it. I have no reason to doubt the sagacity of this view and it concurs with my own experiences.

Let me say then, that I believe the following needs to be carefully considered.

I believe that the corridor should be constructed with a view to eventual 4 lane-ing but only two lanes should be introduced at present along the whole length of the corridor. Those lanes should be the outside lanes, and all purchases and rights of way should at this time be established with that view. Building the outside lanes and including a wide median between them will serve a number of useful purposes.

1. A wide median can be landscaped and creates a significant divider between opposing traffic lanes. This landscaping makes the corridor a much more attractive principal roadway, much more in keeping with the earlier vision of the highway 43 master plan that was created some years ago.
2. A wide median allows the burying of services such as hydro and water/sewage, once more improving the visual appeal of the corridor while allowing access that will not impede traffic flow in either direction, should servicing be required.
3. A wide median allows for individual pedestrian crossings with a safe buffer. Instead of a pedestrian having to negotiate 4 lanes


of traffic, checking in both directions, the pedestrian only has to check a single lane, then cross to a wide median, then cross another single lane. In Europe, these crossings can be generally off-set.

4. The current corridor plan is designed with the idea that there is little or no pedestrian traffic in the corridor. The highway commercial designation of the surrounding land discourages pedestrians. I believe this to be a very poor design in terms of sustainability and I suggest that stores facing the road with parking behind is a much more sustainable model. I realize that this is a Municipal issue, but were we to one day see some forward thinking in the Official Plan, wider medians allow numerous pedestrian crossings to be included between north and south, using a flashing light right-of-way crossing common in urban areas in North America. Currently there is no pedestrian crossing between north and south envisaged in the plan with exception of the crossings already in existence.
5. A wide median allows for eventual expansion, should my suppositions be incorrect and exponential growth somehow be achieved. However, this growth can be inward toward the centre of the roadway, not outward – there is no requirement for additional land purchases, nor traffic disruptions into the retail areas and it can be done when costs allow.
6. A wide median will reduce the construction costs in this phase considerably. The saving on paving costs alone will be significant.
7. A wide median with single lane traffic solves the “problem” of the hwy 43/44 intersection. Currently this is a very wide road with 14 lanes converging. A single lane with wide medians and roundabout is ample to generate smooth traffic flow at this intersection, actually diminishing the current road width considerably. This will also allow wide medians to be placed in the current 44 on either side of the intersection, gradually diminishing to nothing as the road naturally diminishes in width. This wide median on 44, coupled with the wide median on 43 now gives pedestrians the same advantages as on the 43 corridor as outlined above. Crossing becomes much safer as there is a single lane to cross at a time and this can be achieved in safety using the offset flashing light crossing some 15 meters from the crossing itself. This is standard practice in Europe as

vehicles in the accelerating lane are still at low speed and can easily slow down and those in the decelerating lane are already slowing down to negotiate the roundabout itself.

8. A wide median with two-lane traffic allows the current bridge to be maintained without widening for vehicular traffic. The median can be reduced to feed the traffic on to the bridge and then begin again on the other side to widen the road. This will be a cost saving. I suggest that gantries be attached either side for pedestrian traffic. Eventually the bridge could be replaced and widened/raised as traffic requires and funds allow.
9. A wide median allows an alternative method of transportation to be implemented without disruption of traffic during construction. For example, should construction ever warrant a streetcar system from one end of the corridor to the other, this can be built in the median and through the centre of the roundabouts.
10. A wide median/single lane gives the option of including left-turn lanes into and out of less heavily used roadways. Because of the width of the median, a vehicle can safely wait without impeding traffic flow and there is only a single lane to cross. This will assuage the ire of residents wanting to turn left out of their road-end but who will now have to turn right and travel to a roundabout to commence their journey. I do not suggest this for heavily used entrances such as retail stores, but rather for seldom-used entrances like the access to the sewage treatment plant and the residences along the river.

I urge you to consider the foregoing with an open mind as I believe that the current plan contains serious flaws in approach. If you would like any further information in regard to any of the foregoing, please do not hesitate to get in touch.



# Appendix H

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## Notice of Study of Commencement Letter to Agencies & Agency Mailing List

**AECOM**

654 Norris Court, Kingston, ON, Canada K7P 2R9  
T 613.389.3703 F 613.389.6729 www.aecom.com

February 13, 2009

Project Number: 14-150196

**Tanya McLaurin**

Lands Technician

Ministry of Natural Resources

10 Campus Drive, Postal Bag 2002

Kemptville ON K0G 1J0

Dear Ms McLaurin:

**Re: Class Environmental Assessment for the Four lane  
Upgrade of County Road 43, Kemptville Corridor  
United Counties of Leeds and Grenville**

The United Counties of Leeds and Grenville have retained AECOM Canada Ltd. to undertake a Class Environmental Assessment to examine alternative designs for upgrades to County Road 43 between Somerville Road and Highway 416. This project will follow the process for Schedule "C" projects under the October 2000 (as amended in 2007) Municipal Class Environmental Assessment.

North Grenville is the fastest growing municipality in the United Counties of Leeds and Grenville, with a current population growth rate of 2.5%. The section of County Road 43 at Kemptville in the Municipality of North Grenville is expected to develop rapidly over the next 20 years and become the regional commercial hub for North Grenville and the surrounding area. As a result of ongoing development, the United Counties are faced with the need for planned access controls, intersection improvements and road widening.

This Class Environmental Assessment will expand on the County Road 43 Corridor Master Plan that was completed in 2006. The Corridor Master Plan concluded that County Road 43 should be widened on its current alignment to four lanes, with the preferred method of intersection control being the use of roundabouts within the corridor. In essence, the Corridor Master Plan has satisfied the requirements for Phase 1 and 2 of a Municipal Class EA. This study will satisfy the more extensive requirements that are Phases 3 and 4 of a Class EA. This study will consider the natural, social and economic impacts of the proposed improvement in more detail and make recommendations for mitigating measures. The study will conclude with a recommended design.

A **Study Design Report** is enclosed for your information. This document summarizes the proposed study process, alternatives, decision-making procedures, and public consultation activities.

We welcome your comments on the report and the project. We are asking that comments be submitted by March 13, 2009. We will continue to provide you with information regarding this project as it progresses. If you have any further questions or comments, please call me at (613) 389-3703.

Sincerely,  
**AECOM Canada Ltd.**

Shane Gray  
Engineer in Training  
[Shane.Gray@aecom.com](mailto:Shane.Gray@aecom.com)

Encl. Study Design Report

## County Road 43 - Agency Mailing List

Catholic District School Board of Eastern Ontario	Ministry of Municipal Affairs and Housing Community Planning and Development
Upper Canada District School Board	Ministry of Transportation Eastern Region
Conseil des écoles publiques de l'Est de l'Ontario	Ministry of Culture
Conseil des écoles catholiques du Centre-Est de l'Ontario	Ministry of Municipal Affairs and Housing
SEPARATE SCHOOL BOARD LANARK LEEDS GRENVILLE	Ministry of the Environment (MOE)
Friends of the Rideau	Ministry of Natural Resources
Rideau Waterway Land Trust Foundation	Ministry of Agriculture, Food & Rural Affairs
Rideau Environmental Action League	Ontario Provincial Police
Canadian Recreational Canoe Association	Ministry of Citizenship and Immigration, Ministry of Culture, Ministry of Tourism and Ministry of Health Promotion
Rideau River Roundtable	Ontario Heritage Foundation
Indian and Northern Affairs Canada	Canadian Environmental Assessment Agency
Ontario Secretariat of Aboriginal Affairs	Fisheries and Oceans Canada
Chiefs of Ontario	Environment Canada- Ontario Region
Village of Merrickville-Wolford	Transport Canada - Ontario Region
City of Ottawa	Ontario Region, Environment Canada
Township of North Dundas	Parks Canada
Township of Augusta	Ferguson Forest Centre
Separated Town of Smiths Falls	Community Living North Grenville
Township of Montague	
County of Lanark	

Business Network  
International - Kemptville  
Chapter

Kemptonville Downtown  
Business Association

North Grenville Business  
Builders' Association

Hydro One

Enbridge Consumers Gas

Trans Canada Pipeline Co

Bell Canada

United Counties Emergency  
Medical Service

Heritage North Grenville

North Grenville Historical  
Society

Leeds, Grenville & Lanark  
Health Unit

Eastern Ontario Model Forest

Leeds, Grenville and Lanark  
District Health Unit

Public Health Branch

# Appendix I

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## Agency Comments Received



Good morning Mark,

Thank you for your comments regarding the Class EA for the four lane upgrade to County Road 43 at Kemptville and the CR43 Bridge crossing Kemptville Creek.

As you are aware from the Study Design Report, at this point we are only conducting a feasibility study of the bridge to determine the best solution of upgrading the bridge to include 4 vehicular lanes and probably 2 pedestrian lanes. So far within this study a number of residents have indicated support to construct a new bridge at a higher elevation to allow more boat access to down town Kemptville. While investigating this option we have found that one of the limiting factors for boat traffic up stream is not only the height of the current bridge but the depth of water at certain points along the Kemptville Creek. The Navigable Waters charts we have investigated show that the limiting depths are approximately 1m deep and the creek should only be navigated by shallow draft vessels. It has also been noted that the controlled navigation elevation is 85.5 metres (280.3ft) above geodetic datum.

If possible can you please confirm the minimum depth of water limiting boat traffic, the controlled navigation elevation at the CR43 Bridge and the clearance of the bridge from this level?

We will continue to keep you informed on this study and welcome any further comments you might have. Please also contact me if you have any enquiries or require any further information.

Your help and knowledge is much appreciated.

Regards,  
Shane Gray.  
Engineer in Training  
AECOM  
654 Norris Court Kingston, ON K7P 2R9  
www.aecom.com  
Phone: 613.389.3703  
Fax: 613.389.6729  
Shane.Gray@aecom.com

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Please consider the environment before printing this page.

**Gray, Shane**

---

**From:** Gray, Shane  
**Sent:** Monday, March 16, 2009 9:00 AM  
**To:** 'Mark.Baldwin@pc.gc.ca'  
**Cc:** Laporte, Guy  
**Subject:** Class EA of CR 43 - Kemptville Corridor

Good morning Mark,

Thank you for your comments regarding the Class EA for the four lane upgrade to County Road 43 at Kemptville and the CR43 Bridge crossing Kemptville Creek.

As you are aware from the Study Design Report, at this point we are only conducting a feasibility study of the bridge to determine the best solution of upgrading the bridge to include 4 vehicular lanes and probably 2 pedestrian lanes. So far within this study a number of residents have indicated support to construct a new bridge at a higher elevation to allow more boat access to down town Kemptville. While investigating this option we have found that one of the limiting factors for boat traffic up stream is not only the height of the current bridge but the depth of water at certain points along the Kemptville Creek. The Navigable Waters charts we have investigated show that the limiting depths are approximately 1m deep and the creek should only be navigated by shallow draft vessels. It has also been noted that the controlled navigation elevation is 85.5 metres (280.3ft) above geodetic datum.

If possible can you please confirm the minimum depth of water limiting boat traffic, the controlled navigation elevation at the CR43 Bridge and the clearance of the bridge from this level?

We will continue to keep you informed on this study and welcome any further comments you might have. Please also contact me if you have any enquiries or require any further information.

Your help and knowledge is much appreciated.

Regards,

**Shane Gray.**

Engineer in Training

AECOM

654 Norris Court Kingston, ON K7P 2R9

[www.aecom.com](http://www.aecom.com)

Phone: 613.389.3703

Fax: 613.389.6729

[Shane.Gray@aecom.com](mailto:Shane.Gray@aecom.com)

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Parks Canada    Parcs Canada

Rideau Canal  
National Historic Site of Canada  
34 Beckwith Street South  
Smiths Falls, ON K7A 2A8

February 27, 2009

Les Shepherd, P.Eng.  
Director of Public Works  
United Counties of Leeds and Grenville  
25 Central Avenue West, Suite 100  
Brockville, ON  
K6V 4N6

**Subject: Class Environmental Assessment for the Four lane Upgrade of County Road 43, Kemptville Corridor Study Design Report**

---

Thank you for including The Rideau Canal (Parks Canada) in the circulation of the Study Design Report for this project.

We have had a chance to review the document and have provided some comments in this letter. Parks Canada is responsible for the administration of the bed of the Rideau Canal, which includes the South Branch of the Rideau River (formerly Kemptville Creek), from the main channel of the Rideau River to the north face of the bridge abutment at Highway 43. I notice on page 11, under the heading "Bridge Feasibility Study", it states "A number of alternatives will be looked at including; widening the existing structure on the same centreline, widening to the north or south, replacement at the same elevation or replacement to a higher elevation." I wish to inform you at this time that any widening of the bridge to the North would involve constructing a structure over the bed of the canal. This would in turn require entering into a realty agreement (likely a lease, license, or bridge agreement), and would also trigger a federal environmental assessment under the *Canadian Environmental Assessment Act* (CEAA) for the components of work potentially impacting federal land.

With the former Kemptville Creek being a Provincially Significant Wetland, we are interested in ensuring that any impacts associated with the construction or operation of the expanded bridge will not negatively affect the wetland or result in a net loss of wetland function. Careful planning of the Stormwater management strategy will also be important in mitigating impacts to Kemptville Creek and the Rideau Canal.

Another consideration for Parks Canada is the potential impact on aesthetics and viewsapes. The Rideau Canal is a UNESCO World Heritage site (the only one in Ontario, and one of only 14 in all of Canada). Parks Canada has a responsibility to report to the World Heritage Committee on development adjacent to the Rideau Canal that may impact on its World Heritage status. Choice of lighting, barrier walls, and other

design elements can have impacts on aesthetics and viewsapes to and from the Rideau Canal. We have experts on staff that can provide advice and guidance concerning cultural landscapes and viewsapes, and we would be grateful for the opportunity to provide comment. It is not specified whether this bridge is on the Ontario Heritage Bridge list. This would be another factor to consider.

Thank you again for providing us with the opportunity to review the Study Design Report and submit comments. Please do not hesitate to contact me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Baldwin". The signature is fluid and cursive, with a long horizontal stroke at the end.

Mark Baldwin  
Ecosystem Management Advisor  
Rideau Canal National Historic Site of Canada  
34 Beckwith Street South  
Smiths Falls, ON  
K7A 2A8  
Ph: (613) 283 – 7199 (ext. 201)  
Fx: (613) 283 – 0677  
Mark.Baldwin@pc.gc.ca

cc. Guy Laporte, AECOM Canada Ltd.



**Transport Canada**  
**Marine**

**Transports Canada**  
**Maritime**

PO. Box 1000, 401 King St  
Prescott, Ontario  
K0E 1T0

March 3, 2009



8200-09-6065

AECOM  
654 Norris Court  
Kingston, ON K7P 2R9

Attn: Shane Gray

Dear Sir:

**Four Laning of County Road 43, Kemptville Corridor, 14-150196**

We acknowledge receipt of your application concerning the above.

Your application is currently under review. You are advised **not** to proceed with construction until all proper approvals are obtained.

**Please refer to our file number with any future correspondence.**

If you have any questions or wish further information, please contact me at (613) 925-1946.

Yours truly,

*for* T. Markus  
Navigable Waters Protection Officer  
Transport Canada - Prescott Base

cc: Regional Office

**Canada**

**Gray, Shane**

---

**From:** Markus, Tim [tim.markus@tc.gc.ca]  
**Sent:** Wednesday, March 11, 2009 3:33 PM  
**To:** Gray, Shane  
**Subject:** RE: Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764

I'm sorry you will have to investigate to see what type of vessels navigate the opening. We will not require the normal 22' as for the main route of the Rideau Canal, as this was previously built and used to pass goods and arms during war time, and a constant threat of a U.S. invasion was looming. The existing 3.35m is the minimum vertical clearance we will accept, and we probably have a previous approval for the structure (no guarantees). The existing navigation that exists will have to be catered to. As for other limiting factors such as depth, will have to be investigated by your interested parties before the proposal. This is not a chartered watercourse, maybe the conservation authority or M.N.R. would have some information. I hope this helps.

Transport Canada  
Marine Safety  
Navigable Waters Inspections Officer  
401 King Street West  
Prescott, Ontario  
K0E 1T0  
Tel:613-925-1946  
Fax:613-925-5540

---

**From:** Gray, Shane [mailto:Shane.Gray@aecom.com]  
**Sent:** Tuesday, March 03, 2009 2:55 PM  
**To:** Markus, Tim  
**Cc:** Laporte, Guy  
**Subject:** RE: Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764

Good afternoon Tim,

Thank you for your previous comments.

I have now been through the previous MTO profiles of the County Road 43 Bridge (which I have attached for your information) and it shows that the clearance of the bridge is approximately 11 feet (3.35m). Is this adequate? I am only asking as previous EA studies our office has completed along the Rideau River have required approximately 22 feet (6.7m) of clearance.

We are also in discussions with the Municipality about this as they have expressed interest in maybe constructing a boat docking area/ marina further down the creek (immediately before the Bridge St Bridge) as it is within walking distance of down town. This being dependant on a number factors including cost. What type and size of vessels can currently pass under the current 11 feet? Are you aware of any other limiting factors in Kemptville Creek (South Branch of Rideau River), maybe the depth of the creek at certain points?

Your help and knowledge on this subject is much appreciated.

Regards,  
**Shane Gray.**  
Engineer in Training

3/12/2009

**Gray, Shane**

---

**From:** Gray, Shane  
**Sent:** Tuesday, March 03, 2009 2:55 PM  
**To:** 'Markus, Tim'  
**Cc:** Laporte, Guy  
**Subject:** RE: Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764  
**Attachments:** Co Ro # 43 Twp of Wolford Oxford on Rideau Boundries East(19.TIF)

Good afternoon Tim,

Thank you for your previous comments.

I have now been through the previous MTO profiles of the County Road 43 Bridge (which I have attached for your information) and it shows that the clearance of the bridge is approximately 11 feet (3.35m). Is this adequate? I am only asking as previous EA studies our office has completed along the Rideau River have required approximately 22 feet (6.7m) of clearance.

We are also in discussions with the Municipality about this as they have expressed interest in maybe constructing a boat docking area/ marina further down the creek (immediately before the Bridge St Bridge) as it is within walking distance of down town. This being dependant on a number factors including cost. What type and size of vessels can currently pass under the current 11 feet? Are you aware of any other limiting factors in Kemptville Creek (South Branch of Rideau River), maybe the depth of the creek at certain points?

Your help and knowledge on this subject is much appreciated.

Regards,  
**Shane Gray.**  
Engineer in Training  
AECOM  
654 Norris Court Kingston, ON K7P 2R9  
[www.aecom.com](http://www.aecom.com)  
Phone: 613.389.3703  
Fax: 613.389.6729  
[Shane.Gray@aecom.com](mailto:Shane.Gray@aecom.com)

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---

**From:** Markus, Tim [<mailto:tim.markus@tc.gc.ca>]  
**Sent:** Monday, March 02, 2009 3:03 PM  
**To:** Gray, Shane  
**Subject:** RE: Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764

Hi Shane

I will be the Officer in charge of the file. I wouldn't complete the application until the final design is within reach. However we will not open a new file and leave it dormant for extended periods of time, our new process is to

3/9/2009

**Gray, Shane**

---

**From:** Markus, Tim [tim.markus@tc.gc.ca]  
**Sent:** Monday, March 02, 2009 3:03 PM  
**To:** Gray, Shane  
**Subject:** RE: Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764

Hi Shane

I will be the Officer in charge of the file. I wouldn't complete the application until the final design is within reach. However we will not open a new file and leave it dormant for extended periods of time, our new process is to temporarily close off files if they do not move forward in a given period of time.

Just off the top of my head the vertical clearance that exists now, should be matched or exceeded with any design replacement options. The rehabilitation process will be required to match the existing soffit elevation and probably the horizontal should be afforded the same criteria as well.

I hope this helps, if not give me a call.

Transport Canada  
Marine Safety  
Navigable Waters Inspections Officer  
401 King Street West  
Prescott, Ontario  
K0E 1T0  
Tel:613-925-1946  
Fax:613-925-5540

---

**From:** Gray, Shane [mailto:Shane.Gray@aecom.com]  
**Sent:** Monday, March 02, 2009 2:25 PM  
**To:** Markus, Tim  
**Cc:** Benn, Krista; Laporte, Guy  
**Subject:** RE: Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764

Good afternoon Tim,

Thank you for your comments.

Could you please confirm if Krista Benn is the contact for this project in the Sarnia office?

Could you also confirm if we are required to complete this application now as we are only looking at the possible bridge options as apart of the study and not completing a preliminary or final design. This is why I have requested the clearance for the bridge if the bridge was to be rebuilt (one of the options). This may affect which option is chosen.

Please contact me if you have any enquiries or wish to discuss.

Regards,

**Shane Gray.**  
Engineer in Training

3/9/2009

**Gray, Shane**

---

**From:** Gray, Shane  
**Sent:** Monday, March 02, 2009 2:25 PM  
**To:** 'Markus, Tim'  
**Cc:** Benn, Krista; Laporte, Guy  
**Subject:** RE: Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764

Good afternoon Tim,

Thank you for your comments.

Could you please confirm if Krista Benn is the contact for this project in the Sarnia office?

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Please contact me if you have any enquiries or wish to discuss.

Regards,

**Shane Gray.**  
Engineer in Training  
AECOM  
654 Norris Court Kingston, ON K7P 2R9  
[www.aecom.com](http://www.aecom.com)  
Phone: 613.389.3703  
Fax: 613.389.6729  
[Shane.Gray@aecom.com](mailto:Shane.Gray@aecom.com)

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---

**From:** Markus, Tim [<mailto:tim.markus@tc.gc.ca>]  
**Sent:** Monday, March 02, 2009 11:27 AM  
**To:** Gray, Shane  
**Cc:** Benn, Krista  
**Subject:** RE: Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764

I have forwarded your information to Sarnia, they will be able to open a file accordingly.

All future correspondences are to be made to Sarnia, this means the transfer of your application, previous approval, (if you have a copy), an accurate key map, six copies of the final General Arrangement drawings with the elevation of the Ordinary High watermark or Q2 clearly identified, and the present bridge soffit elevation included with this submission.

Kemptville Creek is considered to be a navigable waterway. An application will be required.

3/9/2009

**Gray, Shane**

---

**From:** Markus, Tim [tim.markus@tc.gc.ca]  
**Sent:** Monday, March 02, 2009 11:27 AM  
**To:** Gray, Shane  
**Cc:** Benn, Krista  
**Subject:** RE: Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764

I have forwarded your information to Sarnia, they will be able to open a file accordingly.

All future correspondences are to be made to Sarnia, this means the transfer of your application, previous approval, (if you have a copy), an accurate key map, six copies of the final General Arrangement drawings with the elevation of the Ordinary High watermark or Q2 clearly identified, and the present bridge soffit elevation included with this submission.

Kemptville Creek is considered to be a navigable waterway. An application will be required.

Tim Markus

Transport Canada  
Marine Safety  
Navigable Waters Inspections Officer  
401 King Street West  
Prescott, Ontario  
K0E 1T0  
Tel:613-925-1946  
Fax:613-925-5540

---

**From:** Gray, Shane [mailto:Shane.Gray@aecom.com]  
**Sent:** Wednesday, February 25, 2009 1:50 PM  
**To:** Markus, Tim  
**Cc:** Laporte, Guy  
**Subject:** FW: Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764

Good afternoon Tim,

Currently we are conducting a Class EA for the Four Lane Upgrade of County Road 43 at Kemptville for the United Counties of Leeds and Grenville. The primary study area is of CR43 between Somerville Road in the West and the Highway 416 MTO boundary in the east. Within this study area County Road 43 crosses the South Branch of the Rideau River (Kemptville Creek) which currently is only a 2 lane wide bridge.

Previously I had sent out a letter to Mr. Al Robertson from your office regarding the commencement of this study and regarding more detail about the possible options for the bridge and a request for the minimum clearance level of the bridge if it was to be rebuilt. I have attached the letter I had sent Mr. Robertson for your information. Unfortunately I have not received any correspondence from Mr. Robertson yet.

I have also been in discussions with Haya Finan from Transport Canada (please see correspondence below) he forwarded on your details and said that you might be the most appropriate person to speak to. Therefore along with the letter I have also attached the Study Design Report and Appendix A which show the proposed widening of CR43 and intersection control.

3/9/2009

**Gray, Shane**

---

**From:** Gray, Shane  
**Sent:** Wednesday, February 25, 2009 1:50 PM  
**To:** 'tim.markus@tc.gc.ca'  
**Cc:** Laporte, Guy  
**Subject:** FW: Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764  
**Attachments:** CR43 Navigable Waters ltr.pdf; CR43 Study Design Report 021309.pdf; Appendix A-Drawings.pdf

Good afternoon Tim,

Currently we are conducting a Class EA for the Four Lane Upgrade of County Road 43 at Kemptville for the United Counties of Leeds and Grenville. The primary study area is of CR43 between Somerville Road in the West and the Highway 416 MTO boundary in the east. Within this study area County Road 43 crosses the South Branch of the Rideau River (Kemptville Creek) which currently is only a 2 lane wide bridge.

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I have also been in discussions with Haya Finan from Transport Canada (please see correspondence below) he forwarded on your details and said that you might be the most appropriate person to speak to. Therefore along with the letter I have also attached the Study Design Report and Appendix A which show the proposed widening of CR43 and intersection control.

Any information or comments you and Mr. Robertson maybe able to forward regarding this study would be much appreciated as we aim to acquire the best solution for all interested parties including Transport Canada, the County and the community of Kemptville.

Please contact me if you have any enquiries or wish to discuss this further.

Regards,  
**Shane Gray.**  
Engineer in Training  
AECOM  
654 Norris Court Kingston, ON K7P 2R9  
[www.aecom.com](http://www.aecom.com)  
Phone: 613.389.3703  
Fax: 613.389.6729  
[Shane.Gray@aecom.com](mailto:Shane.Gray@aecom.com)

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---

**From:** Finan, Haya [<mailto:haya.finan@tc.gc.ca>]  
**Sent:** Wednesday, February 25, 2009 1:19 PM  
**To:** Gray, Shane  
**Subject:** RE: Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764

3/9/2009

**Gray, Shane**

---

**From:** Finan, Haya [haya.finan@tc.gc.ca]  
**Sent:** Wednesday, February 25, 2009 1:19 PM  
**To:** Gray, Shane  
**Subject:** RE: Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764

Hi Shane  
It is [tim.markus@tc.gc.ca](mailto:tim.markus@tc.gc.ca)  
Haya

---

**From:** Gray, Shane [mailto:Shane.Gray@aecom.com]  
**Sent:** Wednesday February 25, 2009 1:18 PM  
**To:** Finan, Haya  
**Cc:** Laporte, Guy  
**Subject:** RE: Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764

Hi Haya,  
Would you be able to forward me Tim's email address and I will forward the documents to him.

Thanks

**Shane Gray.**  
Engineer in Training  
AECOM  
654 Norris Court Kingston, ON K7P 2R9  
[www.aecom.com](http://www.aecom.com)  
Phone: 613.389.3703  
Fax: 613.389.6729  
[Shane.Gray@aecom.com](mailto:Shane.Gray@aecom.com)

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**From:** Finan, Haya [mailto:haya.finan@tc.gc.ca]  
**Sent:** Wednesday, February 25, 2009 1:15 PM  
**To:** Gray, Shane  
**Subject:** RE: Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764

Yes, I would be the appropriate TC contact, however all matters dealing with bridge design/clearance/navigation should be directed to the Navigable Waters Protection Program.

Tim Markus may be a more appropriate Navigable Waters Protection officer for your requirements. He is located at the same office as Al Robertson.

Please let me know if you have further questions or concerns.

Regards,  
Haya Finan

**Gray, Shane**

---

**From:** Gray, Shane  
**Sent:** Wednesday, February 25, 2009 1:18 PM  
**To:** 'Finan, Haya'  
**Cc:** Laporte, Guy  
**Subject:** RE: Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764

Hi Haya,  
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**Shane Gray.**  
Engineer in Training  
AECOM  
654 Norris Court Kingston, ON K7P 2R9  
[www.aecom.com](http://www.aecom.com)  
Phone: 613.389.3703  
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Tim Markus may be a more appropriate Navigable Waters Protection officer for your requirements. He is located at the same office as Al Robertson.

Please let me know if you have further questions or concerns.

Regards,  
Haya Finan

---

**From:** Gray, Shane [<mailto:Shane.Gray@aecom.com>]  
**Sent:** Wednesday February 25, 2009 1:08 PM  
**To:** Finan, Haya  
**Cc:** Laporte, Guy  
**Subject:** RE: Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764

Good afternoon Haya,

Thank you for your comments regarding the Class EA for County Road 43 and the Navigable Waters.

3/9/2009

**Gray, Shane**

---

**From:** Finan, Haya [haya.finan@tc.gc.ca]  
**Sent:** Wednesday, February 25, 2009 1:15 PM  
**To:** Gray, Shane  
**Subject:** RE: Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764

Yes, I would be the appropriate TC contact, however all matters dealing with bridge design/clearance/navigation should be directed to the Navigable Waters Protection Program.

Tim Markus may be a more appropriate Navigable Waters Protection officer for your requirements. He is located at the same office as Al Robertson.

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Regards,  
Haya Finan

---

**From:** Gray, Shane [mailto:Shane.Gray@aecom.com]  
**Sent:** Wednesday February 25, 2009 1:08 PM  
**To:** Finan, Haya  
**Cc:** Laporte, Guy  
**Subject:** RE: Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764

Good afternoon Haya,

Thank you for your comments regarding the Class EA for County Road 43 and the Navigable Waters.

Previously I had sent a letter to Mr. Al Robertson regarding this study and the major issue of the CR43 Bridge which crosses the South Branch of the Rideau River (Kemptville Creek). I have attached this letter for your information.

The letter explains our intensions with the CR43 Bridge and a request for a minimum clearance height if the Bridge was required to be rebuilt. It is our intension to collect all information before choosing the most appropriate option. As I am yet to receive any response from Al Robertson regarding this issue any information or comments you maybe able to provide would be much appreciated.

Could you also please confirm if you are the appropriate contact for Transport Canada in lieu of Rebecca Earl?

Please contact if you have any enquiries or wish to discuss further.

Regards  
**Shane Gray.**  
Engineer in Training  
AECOM  
654 Norris Court Kingston, ON K7P 2R9  
[www.aecom.com](http://www.aecom.com)  
Phone: 613.389.3703  
Fax: 613.389.6729  
[Shane.Gray@aecom.com](mailto:Shane.Gray@aecom.com)

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**Gray, Shane**

---

**From:** Gray, Shane  
**Sent:** Wednesday, February 25, 2009 1:08 PM  
**To:** 'Finan, Haya'  
**Cc:** Laporte, Guy  
**Subject:** RE: Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764  
**Attachments:** CR43 Navigable Waters ltr.pdf

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Could you also please confirm if you are the appropriate contact for Transport Canada in lieu of Rebecca Earl?

Please contact if you have any enquiries or wish to discuss further.

Regards

**Shane Gray.**

Engineer in Training

AECOM

654 Norris Court Kingston, ON K7P 2R9

[www.aecom.com](http://www.aecom.com)

Phone: 613.389.3703

Fax: 613.389.6729

[Shane.Gray@aecom.com](mailto:Shane.Gray@aecom.com)

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---

**From:** Finan, Haya [<mailto:haya.finan@tc.gc.ca>]  
**Sent:** Wednesday, February 25, 2009 11:36 AM  
**To:** Gray, Shane  
**Subject:** Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764

Thank you for your letter regarding the above referenced environmental assessment.

We have reviewed the information, and note the following:

3/9/2009

**Gray, Shane**

---

**From:** Finan, Haya [haya.finan@tc.gc.ca]  
**Sent:** Wednesday, February 25, 2009 11:36 AM  
**To:** Gray, Shane  
**Subject:** Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764  
**Attachments:** Annex A Navigable Waters Protection Act Application Addresses.doc; TC Application Form.pdf; TC Application Guide.pdf

Thank you for your letter regarding the above referenced environmental assessment.

We have reviewed the information, and note the following:

Transport Canada is responsible for the administration of the *Navigable Waters Protection Act*, which prohibits the construction or placement of any "works" in navigable waters without first obtaining approval. If any of the related project elements or activities may cross or affect a potentially navigable waterway, you are requested to prepare and submit an application in accordance with the requirements as outlined in the attached Application Guide. Any questions about the NWPA application process should be directed to the Navigable Waters Protection Program at 1-866-821-6631 or NWPOntario@tc.gc.ca.

Please note that certain approvals under the *Navigable Waters Protection Act* or *Railway Safety Act* trigger the requirement for a federal environmental assessment under the Canadian Environmental Assessment Act. You may therefore wish to consider incorporating CEAA requirements into your provincial environmental assessment.

<<Annex A Navigable Waters Protection Act Application Addresses.doc>> <<TC Application Form.pdf>> <<TC Application Guide.pdf>>

Please contact me should you wish to discuss this further.

Regards,

**Haya Finan**

Environmental Officer

Environment and Engineering

Transport Canada - Ontario Region (PHE)

4900 Yonge Street, North York, ON M2N 6A5

tel: 416-952-0505 (please note the change in number)

email: haya.finan@tc.gc.ca (please note the new email address)

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Ministry of Citizenship  
and Immigration

Ministry of Culture

Ministry of Tourism

Ministry of Health  
Promotion  
347 Preston St., 4<sup>th</sup> Floor  
Ottawa, ON K1S 3J4  
Tel. (613)742-3369  
1-800-267-9340



February 18, 2009

Mr. Shane Gray  
Engineer in Training  
AECOM  
654 Norris Court  
Kingston, ON K7P 2R9

Dear Mr. Gray;

**Re: Class Environmental Assessment  
Four Lane Upgrade of County Road 43, Kemptville Corridor**

Thank you for your letter of February 13, 2009, informing us of the project status for the above-mentioned assessment.

Please note that we have forwarded the information to the Ministry's Heritage Operations Unit in Toronto. They will be reviewing it from a cultural heritage and archaeological perspective. They will also provide comments to you directly under separate cover.

Please also note, above, the change of address for this office. We are no longer located on Tremblay Road.

We presently have no additional comments to provide to you but we would like to be kept advised and updated on the project.

Sincerely,

A handwritten signature in black ink that reads "Mary Beach".

Mary Beach  
Area Manager

c. Ms. Wai Kok, MCL Heritage and Libraries Branch

**Gray, Shane**

---

**From:** Rungis, Anda (MNR) [anda.rungis@ontario.ca]  
**Sent:** Friday, March 06, 2009 11:43 AM  
**To:** Gray, Shane  
**Subject:** MNR KV Info Requests  
**Attachments:** NHGuide-Jan26\_2009 (2).pdf; MNRKV\_InfoRequestForm (5).doc

Hi Shane -

Please find attached a copy of a guide outlining a new approach we are taking in the Kemptville District MNR to process information requests. The guide explains what types of data we have, as well as some helpful websites for you to use. Requests for natural heritage resource information should be sent to our generic email account [Kemptville.Inforequest@ontario.ca](mailto:Kemptville.Inforequest@ontario.ca) using the form provided. Through this process we hope to improve our response times and better handle your requests.

**Anda R. Rungis**

District Planner  
Ministry of Natural Resources  
Postal Bag 2002  
10 Campus Dr.  
Kemptville, ON K0G 1J0  
phone: (613) 258-8414  
fax: (613) 258-3920  
[anda.rungis@ontario.ca](mailto:anda.rungis@ontario.ca)

## Gray, Shane

---

**From:** Laporte, Guy  
**Sent:** Monday, March 09, 2009 9:39 AM  
**To:** Gray, Shane  
**Subject:** FW: Comments regarding County Road 43 Kemptville corridor study

---

**From:** Ferguson Forest Centre [mailto:[ffc@storm.ca](mailto:ffc@storm.ca)]  
**Sent:** March 9, 2009 9:10 AM  
**To:** Laporte, Guy; [les.shepherd@ucg.on.ca](mailto:les.shepherd@ucg.on.ca)  
**Subject:** Comments regarding County Road 43 Kemptville corridor study

Hello Guy and Les

A couple of comments or concerns with the proposed County Rd. 43 expansion:

- The drawings do not have a legend to indicate what the different coloured lines relate to. Does the orange line indicate the full extent of the ditch development and in the Ferguson Forest Centre's case can this be incorporated into our field areas
- The Ferguson Forest Centre (land is owned by the municipality of North Grenville) has an extensive underground irrigation system. Part of that system (which makes up a large important loop) is near or under the gravel road that runs along the edge of the present County Rd. 43 corridor. How would you ensure that either it was maintained or relocated to maintain the FFC irrigation capabilities.
- What will the impact on our existing signage be?
- Will this plan also include an increase in the right away size of the Grenville street entrance on the FFC?
- What would the expected timing of work on the FFC portion be? Since we have crops in these fields that can take anywhere from 1 to 10 years to grow we will need to know when these crops may be impacted by the work.
- Many of our crops have low salt tolerance, what can we expect to get off the new road with regards to drift?

Let me know if I can be of any assistance to the planning on the area adjacent to the FFC.

Thanks

Ed Patchell  
Chief Operating Officer, Ferguson Forest Centre  
613-258-0110 ext. 224

**Gray, Shane**

---

**From:** Gray, Shane  
**Sent:** Monday, March 16, 2009 9:35 AM  
**To:** 'd\_cameron.moorhead1@bell.ca'  
**Cc:** guy.hellyer@bell.ca; les.shepherd@uclg.on.ca; Laporte, Guy  
**Subject:** RE: Four Lane Upgrade Hwy 43 Kemptville

Good morning Cam,

Thank you for your comments regarding the upgrade of CR43 at Kemptville.

Do you have any plans you could forward me regarding the location of your services within the corridor? Any information will help our study and recommendations for the location and elevation of the road. Any format will do (DWG, PDF or hard copy).

Further to your comment about placing additional cables from CR44 to the Colonnade Development, will these cables be attached to the bridge or be placed on the bed of the creek when crossing the South Branch of the Rideau River (Kemptville Creek)?

As you are aware the bridge is currently a sensitive area of this study and feasibility is being completed to determine if

- the current Bridge will be widened,
- rebuilt into four lanes at the same level,
- rebuilt into four lanes at a higher level or
- a second two lane bridge built to the north or the south of the existing bridge.

I predict this will impact on your quantities and I understand it is desirable to ensure there is enough extra cable available to complete any changes that may have to be completed at the time of the bridge construction.

We will continue to keep you advised on the progress of the Study. Please contact me if you have any enquiries or require any further information.

Regards,

**Shane Gray.**

Engineer in Training

AECOM

654 Norris Court Kingston, ON K7P 2R9

[www.aecom.com](http://www.aecom.com)

Phone: 613.389.3703

Fax: 613.389.6729

[Shane.Gray@aecom.com](mailto:Shane.Gray@aecom.com)

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---

**From:** d\_camerA .mA rhead1@bell.ca [mailto:d\_camerA .mA rhead1@bell.ca] A

**Sen :** Saturday, March 14, 2009 11:07 AM A

**o:** Gray, ShaAe A

**Gray, Shane**

---

**From:** d\_cameron.moorhead1@bell.ca  
**Sent:** Saturday, March 14, 2009 11:07 AM  
**To:** Gray, Shane  
**Cc:** guy.hellyer@bell.ca; les.shepherd@uclg.on.ca  
**Subject:** Four Lane Upgrade Hwy 43 Kemptville

Hi Shane, this is further to your letter of February 13<sup>th</sup> requesting comments on the above noted Class Environmental Assessment for the United Counties of Leeds and Grenville.

Bell Canada has existing cables, both aerial and buried as well as buried conduit in places, all along the Hwy 43 from Sommerville Rd easterly to Hwy 416, which will be greatly affected by the reconstruction and widening of Hwy 43 and the roundabout construction. There will likely be conflicts with our existing cables and structures which will trigger relocating/replacing cables in advance of the construction. Most of the poles that our cables are attached to have Hydro on them as well, and we will have to co-ordinate with them on the design.

Please be aware that once the Colonnade development proceeds, Bell will have to place additional cables along the south side of Hwy 43 from County Rd 44 to the Colonnade roundabout. This will likely happen before your project begins.

Kindly keep us advised of your project's progress and we look forward to working with you closely on any Bell plant relocations that will be required.

If you have any questions, please do not hesitate to contact me.

Thanks,  
Cam  
Email:d\_cameron.moorhead1@bell.ca

## Report on PIC No.5

United Counties of Leeds & Grenville

## **Class EA for the Four Lane Upgrade of County Road 43, Kemptville Corridor – Report on PIC No.5**

**Prepared by:**

AECOM  
654 Norris Court  
Kingston, ON, Canada K7P 2R9  
[www.aecom.com](http://www.aecom.com)

613 389 3703 tel  
613 389 6729 fax

**Project Number:**

108480

**Date:**

February, 2010

## Statement of Qualifications and Limitations

The attached Report (the “Report”) has been prepared by AECOM Canada Ltd. (“Consultant”) for the benefit of the client (“Client”) in accordance with the agreement between Consultant and Client, including the scope of work detailed therein (the “Agreement”).

The information, data, recommendations and conclusions contained in the Report:

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- represent Consultant’s professional judgement in light of the Limitations and industry standards for the preparation of similar reports
- may be based on information provided to Consultant which has not been independently verified
- have not been updated since the date of issuance of the Report and their accuracy is limited to the time period and circumstances in which they were collected, processed, made or issued
- must be read as a whole and sections thereof should not be read out of such context
- were prepared for the specific purposes described in the Report and the Agreement
- in the case of subsurface, environmental or geotechnical conditions, may be based on limited testing and on the assumption that such conditions are uniform and not variable either geographically or over time

Unless expressly stated to the contrary in the Report or the Agreement, Consultant:

- shall not be responsible for any events or circumstances that may have occurred since the date on which the Report was prepared or for any inaccuracies contained in information that was provided to Consultant
- agrees that the Report represents its professional judgement as described above for the specific purpose described in the Report and the Agreement, but Consultant makes no other representations with respect to the Report or any part thereof
- in the case of subsurface, environmental or geotechnical conditions, is not responsible for variability in such conditions geographically or over time

The Report is to be treated as confidential and may not be used or relied upon by third parties, except:

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- as required by law
- for use by governmental reviewing agencies

Any use of this Report is subject to this Statement of Qualifications and Limitations. Any damages arising from improper use of the Report or parts thereof shall be borne by the party making such use.

This Statement of Qualifications and Limitations is attached to and forms part of the Report.

March 11, 2010

Les Shepherd  
Director of Works, Planning Services and Asset Management  
United Counties of Leeds and Grenville  
25 Central Avenue West, Suite 100  
Brockville, Ontario K6V 4N6

Dear Mr. Shepherd:

**Project No: 108480**

**Regarding: Class EA for the Four Lane Upgrade of County Road 43, Kemptville Corridor –  
Report on PIC No.5**

We have now conducted the fifth public information centre (PIC) for the County Road 43, Kemptville Corridor EA Study. This PIC was the second under the current assignment and it has been named PIC No.5 as this assignment is a continuation of the first study. The PIC was organised to present the Technical Steering Committee's Technically Preferred Alternative design for the corridor to the public and relevant agencies and provide an opportunity for comments and questions.

Following this letter is a report on PIC No.5 which outlines the way in which the meeting was conducted including the public notification process, the meeting and all comments received pre, during and post meeting.

This report will be made available to the steering committee for review.

Should you have any enquiries please contact Shane Gray or undersigned.

Sincerely,  
**AECOM Canada Ltd.**



Guy Laporte, P.Eng.  
Project Manager  
Guy.Laporte@aecom.com

XX:xx  
Encl.

## Distribution List


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## AECOM Signatures

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 Project Co-ordinator

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 \_\_\_\_\_  
 Guy Laporte, P.Eng  
 Project Manager

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# 1. Background

This Study is a continuation of work that was undertaken by the United Counties of Leeds and Grenville in 2005/06. In April of 2006 the United Counties issued a report entitled “United Counties of Leeds and Grenville, County Road 43 Corridor Master Plan.” The purpose of the Master Plan was to address transportation needs associated with a rapidly growing and developing corridor.

The intent of the Master Plan was to provide a sufficient level of planning to meet environmental assessment (EA) requirements for all Schedule ‘B’ projects in the Study Area. Various alternative solutions were considered to address the corridor’s evolving transportation needs (Phases 1 and 2 of the Municipal Class EA process).

The study concluded with a decision by the Technical Steering Committee (TSC) to widen the corridor to four through lanes in the Kemptville urban area (from Highway 416 westerly to Somerville Road) which put this portion into a Schedule ‘C’ Municipal Class EA category. Schedule ‘C’ projects require more detailed environmental assessments, the Master Plan includes a recommendation that this work be completed, which is the objective of this study. Recommendations for the remainder of the corridor (from Highway 416 easterly to South Gower Drive) do not involve widening and will consist of a series of Schedule ‘A’ projects. Schedule ‘A’ projects are pre-approved and can proceed without further study. Construction of a roundabout is a Schedule ‘A’ project and may proceed at any time. Projects which are approved under the Planning Act may also proceed without an Environmental Assessment.

The Master Plan also looked in detail at alternative intersection controls, as these have significant impact on overall corridor requirements. With strong public support the Master Plan recommended that CR43 between Somerville Road and Highway 416 be developed as a four lane roundabout corridor.

In general, it was not the intent of this study to revisit the recommendations of the Master Plan. This study picks up at Phase 3 of the Municipal Class Environmental Assessment, looking at alternative design concepts for the Corridor Cross-Section Features, Centre Corridor Intersection Control and the CR43 Bridge.

The public consultation process for this project was initiated immediately at the project outset, with publication of a Notice of Study Commencement. The Notice advertised availability of a Study Design Report and solicited early public input on the project. Public Information Centre No.4 was held on March 5, 2009 in the Municipality of North Grenville’s Municipal centre and presented the public with background information in an effort to obtain early public input into the master planning process. As such a report named **Class EA for the Four Lane Upgrade of County Road 43, Kemptville Corridor – Report on SDR & PIC No.4** was completed which documents Study Commencement, the Public Information Open House and resulting public and agency correspondence. Seeing that this is a continuation of the previous Master Plan study the public information centre held in February 2009 has been named PIC No.4 as there were three public information centres held in the first study.

Since the time of PIC No.4 the study has progressed completing an **Existing Conditions Report - August 2009** and **Report on Analysis and Evaluation of Alternatives and Selection of Technically Preferred Alternative – December 2009**. A team of technical specialists were assembled to provide an inventory of existing corridor features and to consider how different designs would impact important features. The Existing Conditions Report documents the specialist’s work and was used to assist the TSC with its

evaluation of alternatives to assess the alternative design concepts. The Evaluation Report documents the evaluation and analysis process the TSC underwent to determine the Technically Preferred Alternatives.

The TSC has identified and recommends the following Technically Preferred Alternative:

**Alternative 5 for the Corridor Cross-section Features** – This alternative utilises a 30m corridor to contain a 2m wide centre median, 3.5m wide driving lanes and a landscaped boulevard separating the bicycle path (which is behind the curb) and the side walk.

**Option 1 for the Centre Corridor Intersection Control** – This alternative results in a complete roundabout corridor where all major intersections are controlled by roundabouts. This alternative is consistent with the philosophy set by the Corridor Master Plan.

**Option 6 for the CR43 Bridge** – This alternative maintains the existing 2-lane bridge while constructing a new, two-lane, 3-span bridge to the south. Approaches to the new bridge will be minimised and will be constructed with reinforced earth and vertical retaining walls. This alternative has low impacts to the natural, social and cultural environments, and has low property and construction impacts.

After completing the analysis and recommending the Technically Preferred solution for the corridor, the next stage of the public consultation process was initiated with a presentation to the United Counties of Leeds and Grenville Public Works Committee on January 6, 2010. After this, notices were published and forwarded to all interested parties advising of the status of the project and details on Public Information Centre No.5. A presentation to the Municipality of North Grenville Council was then completed on February 8, 2010 while PIC No.5 was held three days later on February 11, 2010. The notices also advertised availability of Existing Conditions Report and Evaluation Report and solicited public input on the recommended designs. The Municipality presentation was televised to the community.

Public Information Centre No.5 was held on February 11, 2010 in the Municipality of North Grenville's Municipal centre and included a presentation. It informed the public with background information on the project and roundabouts. It also explained the evaluation process and Technically Preferred Alternatives. This report documents the consultation process and resulting public and agency correspondence. Seeing that this is continuation of the previous study this public information centre has been named PIC No.5 as there were three Public information centres in the first study and this is the second in this study. All comments will be considered by the Technical Steering Committee and changes or refinements to the preferred alternative may follow.

This report has been prepared by Shane Gray, EIT. and Guy Laporte, P.Eng. of AECOM.

## 2. Comments received Since PIC No.4 and before the Announcement of PIC No.5.

### 2.1 Public

There was only one new public comment regarding the study and that was from a person whose comment at PIC No.4 was misinterpreted by the TSC. After receiving the response letter he thanked AECOM for their response but further explained his comment. He recommended that all property acquisitions occur immediately and construct the two outside lanes with a large median for the interim. Then once the growth of the corridor triggers the four lanes to be constructed the median can be easily reduced and the lanes can be constructed on the inside. This email can be found in Appendix A.

### 2.2 Agency

A number of Agencies were in contact since the PIC No.4 report. A number of them were responding to the study while the majority were contacted by AECOM whilst completing the Existing Conditions Report and evaluation of alternatives.

These agencies and their comments are summarised as follows:

**Transport Canada** – TC were contacted by AECOM regarding their preferences of the bridge alternatives including height of the Bridge. They have jurisdiction over the navigability of waterways and hence the height of bridges above the water surface. They provided some information on the navigability of the waterway but advised that they will only complete a detailed review the proposal once we have the final design concept. This will be completed at the detailed design stage.

**Parks Canada** – PC were contacted regarding the current bridge and creek conditions as well as any UNESCO issues that any bridge options to the north would cause and the possibility of dredging the creek. They advised that any bridge options to the north or replacing the existing bridge will have legal issues and will have to go through a special screening process as it is part of the Rideau Canal UNESCO designation. Any work on the north side will require a permit from PC and maybe an additional EA.

They also advised that there are two shallow areas where the water depth is only 4ft (1.2m) deep (stormwater outlets from the Ferguson Forestry Centre) and dredging would not be allowed as it would breach the federal Policy on Wetland Conservation and possibly the Species at Risk Act.

**Rideau Valley Conservation Authority** – RVCA were contacted regarding the water depth and navigability of Kemptville Creek as well as the clearance of the Bridge St Bridge and the Prescott St Bridge. It was important to investigate these details to determine the creek conditions and the size of boats that would use the creek. They advised that “Kemptville Creek is navigable only by shallow draft vessels which do not require a vertical clearance greater than 8ft”.

**Department of Fisheries and Oceans** – DFO were contacted regarding the potential HADD area that the bridge footprint may create and the difference between significant wetland and water area. Mark Ferguson from DFO also attended one of the TSC meetings. He advised that PC will be the first point of federal contact.

**Ministry of Natural Resources** – MNR advised that Kemptville Creek is a Provincially Significant wetland and any work completed near or around the creek bed or shoreline will require permits and approvals. The letter discusses a number of endangered and threatened species in and around the corridor and advises that it includes identified fish nurseries.

**Ministry of Culture** – Advised that they had received the SDR and asked a number of questions on the status of the project and the archaeological assessment. A status update was forwarded and they advised that they did receive the completed Stage 1 Archaeological Study.

**Canadian Environmental Assessment Agency** – It should be noted that potential federal funding, land administration or federal permits, licenses or approvals trigger a federal EA. Therefore it was important to involve CEAA early in the process to understand any concerns CEAA may have had with the potential options. They were contacted early before the evaluation of alternatives. However they advised that they generally complete their assessment after a preferred solution has been recommended, this allows them to co-ordinate their assessment with all of the other federal agencies. They also advised that they had responded to the notice of Study Commencement and SDR and forwarded a copy of the letter which must have been lost in the mail. This letter is dated March 7, 2010 and can be found along with this correspondence in Appendix A.

**Bell Canada** – Were contacted regarding their infrastructure in the corridor and any concerns they may have with widening. They will be running additional cables to the Colonnade Centre once they receive notice that the development is proceeding. They also have a large number of poles on the south side of the road which may have to be relocated. All relocations even at the bridge will most likely be aerial.

**Hydro** – Hydro was contacted about infrastructure but did not have any plans available. Bell advised that the majority of Hydro infrastructure is overhead on poles on the north side with some road crossings. No plans were available.

**Cogeco** – Cogeco could not be contacted but Bell advised that the majority of Cogeco infrastructure is overhead and is attached to the Hydro poles.

### 3. Notification of Public Information Centre No.5

The notice for Public Information Centre No.5 was advertised in the Kemptville Advance Newspaper on Thursday January 28, 2010 and Thursday February 4, 2010. A brochure advertising PIC No.5 was sent to all residents within a 120m radius of the corridor and all people who had previously commented on the study and/or requested to be placed on the mailing list. The brochure was double sided and included the same information as the newspaper advertisement on one side and included a map on the reverse side. These can be found in Appendix B. The newspaper advertisement was also placed on the United Counties website and the Municipalities website along with the Existing Conditions Report and Evaluation Report.

## 4. Public Information Centre No.5

Public Information Centre No. 5 and presentation was held at the North Grenville Municipal Offices on Thursday, February 11, 2010, from 6:30 p.m. – 9:00 p.m.

All participants were asked to sign in and were given a comment sheet to fill out. 42 people signed into the PIC with a number more opting not to sign in. During the PIC, Members of the TSC were available to discuss and explain the presentation material. Representatives included:

- Les Shepherd, P.Eng.- Director of Public Works and Asset Management, United Counties of Leeds and Grenville
- Guy Laporte, P.Eng.- Consultant Project Manager, AECOM
- Shane Gray, EIT. - Project Engineer/co-ordinator, AECOM
- Steve Sargeant, P.Eng. – Transportation Engineer, AECOM (not part of the TSC)

The PIC followed a “drop in” format from 6:30 p.m. – 7:00 p.m. where members of the community and agencies were encouraged to come by and look at the proposed design and ask questions and comment on the project. On display were 30 display boards advising of the study, the technically preferred alternatives, as well as the proposed corridor plans showing the proposed road widening and proposed intersection control. Also on display was a large amount of roundabout information which discussed pedestrian safety concerns and included a vast number of pictures of similar corridors in North America. A copy of the display boards can be found in Appendix C.

A Power Point Presentation was then completed by AECOM's Guy Laporte, P.Eng (Project Manager) and Steve Sargeant, P.Eng (Transportation Engineer). The presentation took place from 7:00 p.m. – 7:40 p.m. and discussed the reasons for the study, the Master Plan, the corridor features, mitigation measures, the alternatives, roundabouts, pedestrian safety, costs and land acquisition. A copy of the presentation is included in Appendix C. This presentation was nearly identical to the presentation made to North Grenville Council on Monday night February 8, 2010. The presentation made to the United Counties Public Works meeting on January 6, 2010 was similar but did not include as much information on pedestrian safety and roundabouts.

The presentation was completed in front of an audience of approximately 50 people. 50 chairs were made available for the presentation with all but two chairs being used because a number of people opted to stand and/or continuing to walk around the display boards. Questions followed the presentation for approximately 15 minutes. Following questions on the presentation everyone was encouraged to discuss any additional questions or comments they have on the display boards and corridor plans. The PIC then closed shortly before 9:00pm.

There were two sets of Corridor Plans on display. The first set showed the proposed corridor including the widening, roundabouts, bicycle lanes, sidewalks and boulevards areas. The second set showed the same information but also included the property impacts, areas showing the amount and location of land to be acquired. The plans were split into five areas extending west to east, these are:

- Area 1 – Somerville Road to Pinehill Road,
- Area 2 – Pinehill Road to the James Street (St Michael's High School),
- Area 3 – James Street (St Michael's High School) to the County Road 43 Bridge,
- Area 4 – County Road 43 Bridge,
- Area 5 – County Road 43 Bridge to the MTO Boundary at Highway 416.

A reference table was set-up at the meeting which included a copy of the:

- Corridor Master Plan (March 2006)
- Municipal Class Environmental Assessment, October 2000 as amended in 2007,
- Environmental Assessment Act,
- Freedom of Information and Protection of Privacy Act,
- Roundabouts – A different kind of Approach and
- Study Design Report
- Report on PIC No.4
- Existing Conditions Report
- Analysis and Evaluation of Alternatives and Selection of Technically Preferred Alternative

## **5. Public comments received during the Course of Public Information Centre No.5**

A total of forty-three (43) public comments were received over the course of this PIC and all are included in Appendix D. Comments 1-21 were received prior to PIC No.5, comments 22-29 were received at PIC No.5 and comments 30-43 were received after PIC No.5. All personal information has been concealed.

### **5.1 Public Comments received before Public Information Centre No.5**

Twenty-One (21) comments were received from the public following the publication and distribution of the Notice for PIC No.5.

The majority of comments received before PIC No.5 came from the Neighbourhood of Glengables. An email chain was started by one of the residents of the neighbourhood who is not in favour of Roundabouts. The email was sent to Les Shepherd and Guy Laporte as well as the majority of the neighbourhood. It started a debate between the residents where approximately 70% of these residents like roundabouts and the other 30% dislike them.

Other public comments were simply requests to be put on the project mailing list and requests for copies of the proposed corridor plans.

### **5.2 Public Comments received during Public Information Centre No.5**

Eight (8) comments were received during PIC No.5. These comments can be found in Appendix D and are numbered comments 22-29.

Three (3) of these comments requested a noise wall be placed along the south side of CR43 from Barnes Street to James Street. A summary of all of the comments received during the course of PIC No.5 can be found below in section 5.4.

### **5.3 Public Comments received after Public Information Centre No.5**

Fourteen (14) comments were received after PIC No.5. These comments can be found in Appendix D and are numbered comments 30-43.

On February 19, 2010 Wendy Chapman from the North Grenville Chamber of Commerce organised a breakfast presentation on the CR43 corridor expansion which included Les Shepherd and Karen Dunlop (Director of Public Works, Municipality of North Grenville – part of the TSC) as guest speakers. The breakfast presentation was organised for local businesses in the Kemptville area and all comments received were forwarded to AECOM by Ms. Chapman. There were a number of business related comments on how roundabouts will affect businesses in the corridor.

Comments received after PIC No.5 varied and it should be noted that the majority of these people did not attend the PIC. The range of comments included support for the corridor design to detailed design issues to dislikes of roundabouts. A full summary can be found on the next page and in Appendix D.

**5.4 Summary of Comments Received during the Course of Public Information Centre  
No.5**

**Table 5-1 Public Comments Received**

## 6. Agency comments received since the announcement of PIC No.5

Agency comments and responses received since the commencement of this study have been included in Appendix E. Agency comments were received from the Ontario Provincial Police, The North Grenville Chamber of Commerce, The Ferguson Forestry Centre, Ministry of Agriculture, Food and Rural Affairs, Blaney McMurtry Barristers & Solicitors, Embridge Gas and Bell Canada.

Their comments are summarized below.

Ontario Provincial Police (OPP):

- Updating contact information.

The North Grenville Chamber of Commerce:

- Updating Contact Information
- Advised that they will be holding a CR43 information breakfast and invited AECOM to attend.
- Later forwarded a number of comments from local business owners to AECOM.

The Ferguson Forestry Centre,

- The existing watermain for the Forestry Centre will be in the road widening occurring to the north. It should be removed and relocated so it will not create any problems in the future.
- The bank into the Ferguson Forestry Centre (slope from the Road) should be steepened in order to reduce the impacts on the Ferguson Forestry Centre but not too steep otherwise it will be a safety hazard during maintenance (mowing etc.).
- The Municipality will be building some equalisation ponds to the north of CR43 at Grenville Street. This will close Grenville St. The roundabout at Grenville St should be designed to ensure that there is as little intrusion on the nursery property as possible.

Ministry of Agriculture, Food and Rural Affairs:

- Updating contact information

Blaney McMurtry Barristers & Solicitors:

- Forwarded the letter to the Algonquin of Ontario Consultation Office in Pembroke for further handling.

Embridge Gas:

- There will be conflicts between Embridge's existing infrastructure and the proposed corridor plans.
- Conflicts cannot be confirmed until detailed design plans are completed for the corridor.
- It is predicted that numerous mains and services will be affected and may need to be relocated
- A GIS plot has been forwarded of their current infrastructure.

Bell Canada:

- Most infrastructure is aerial on the south side of CR43. The majority of cables are copper with some fibre cables.
- Colonnade development is proceeding this year and Bell has to place additional cables (mostly overhead with some buried). Bell will be applying to the United Counties for municipal consent once plans are firm.
- The Bell pole line on the south side of the bridge will need to be relocated.

## 7. Responses

A number of comments requesting information from agencies and the public have already been responded to by AECOM staff.

Where comments and input on the study have been provided a response has not been issued by AECOM at this time. The next meeting proposed for the Technical Steering Committee is Tuesday March 8, 2010 where each of these comments will be discussed individually. After this meeting a frequently asked questions brochure will be prepared and will be sent out to everyone who made a comment and will also be posted on the United Counties and Municipality website.

The Technical Steering Committee may revise or amend any of the recommendations before completing a Notice of Completion and advertisement of the Environmental Assessment Report. Comments and questions are still welcomed throughout this process.

# Appendix A

Comments received since PIC  
No.4 and before the  
announcement of PIC No.5

- Public comments
- Agency comments

## Public comments

**Gray, Shane**

---

**Subject:** FW: Class EA - County Road 43, Kemptville - PIC4 comments

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

From:

Sent: Tuesday, April 07, 2009 12:48 PM

To: Gray, Shane

Subject: Re: Class EA - County Road 43, Kemptville - PIC4 comments

Hi Shane

Thanks for this and the summary of my recommendations.

It seems that at least one of my recommendations has been misunderstood, however. I propose that we widen highway 43 to the currently proposed width, with all the easement and property purchase implications that process incurs, but instead of immediately creating 4-lanes, only create

2 lanes - one in each direction on the outside. This will not have any additional property impacts, as you infer. But you do then have the opportunity to have a wide median and the option to either have cut through lanes or enhanced pedestrian safety. In addition, this also allows you to expand the road inward to four lanes, should the increase in vehicular traffic ever warrant this.

This is a very important distinction and I would be pleased if you could pass it on to the technical steering committee to clear up any misunderstanding that your original summary might have given rise to.

Regards

## Agency comments

## Gray, Shane

---

**Subject:** FW: Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764

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**From:** Markus, Tim [mailto:tim.markus@tc.gc.ca]  
**Sent:** Wednesday, August 05, 2009 8:06 AM  
**To:** Gray, Shane  
**Cc:** Laporte, Guy  
**Subject:** RE: Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764

Hi Shane

All work associated with the bridge will require application. Transport Canada will review your proposal, once you have decided on the design concepts. Please forward your design for further review once you have reached that stage, and please quote your file number for easy access by our staff. Thanks.

Tim Markus  
Transport Canada  
Navigable Waters Protection  
Marine Safety  
401 King Street West  
Prescott, Ontario  
K0E 1T0  
Tel: (613)-925-1946  
Fax: (613)-925-5540.

---

**From:** Gray, Shane [mailto:Shane.Gray@aecom.com]  
**Sent:** Tuesday, August 04, 2009 3:56 PM  
**To:** Markus, Tim  
**Cc:** Laporte, Guy  
**Subject:** RE: Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764

Sorry Tim, we are not actually completing a detailed design of the bridge. We are completing an evaluation of alternates for the bridge which include different heights, widening to the north or south etc. These alternatives are being looked at to determine the best location for the bridge with respect to the environment, cost, property etc. As a result we are completing some approximate costs for bridge possibilities for evaluation purposes.

In evaluating this we have assumed that the existing bridge has previously been approved by TC. As a result I was wondering:

- If we increase the height of the bridge, will we have to get a new approval?
- Does widening the existing bridge or constructing another new bridge parallel and adjacent to the existing bridge fall under the existing approval or does it require an amended or new approval?

We are still in the EA process where we are determining the best result for the project. Any information you can provide will help this process.

Regards,  
**Shane Gray.**  
Civil Engineer-in-Training,

## Gray, Shane

---

**From:** Markus, Tim [tim.markus@tc.gc.ca]  
**Sent:** Friday, July 31, 2009 11:01 AM  
**To:** Gray, Shane  
**Subject:** RE: Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764

Hi Shane

Application will be required for any work to take place for the bridge design, the old and a new bridge. I have recently sent you a letter to indicate this as we will require six copies of plans forwarded to our Sarnia office. You should be receiving my letter, so you might as well wait for the letter to arrive before you forward your plans.

Tim Markus  
Transport Canada  
Navigable Waters Protection  
Marine Safety  
401 King Street West  
Prescott, Ontario  
K0E 1T0  
Tel: (613)-925-1946  
Fax: (613)-925-5540.

---

**From:** Gray, Shane [mailto:Shane.Gray@aecom.com]  
**Sent:** Wednesday, July 29, 2009 4:27 PM  
**To:** Markus, Tim  
**Cc:** Laporte, Guy  
**Subject:** RE: Four Lane Upgrade of County Road 43 Class EA TC NEATS 15764

Good afternoon Tim, have you managed to have a look at my previous request?

Regards,

**Shane Gray.**  
Civil Engineer-in-Training,  
Community Infrastructure  
Phone: 613.389.3703  
[Shane.Gray@aecom.com](mailto:Shane.Gray@aecom.com)

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*Please consider the environment before printing this page.*

## Gray, Shane

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**From:** mark.baldwin@pc.gc.ca  
**Sent:** Monday, March 16, 2009 10:43 AM  
**To:** Gray, Shane  
**Subject:** Re: Class EA of CR 43 - Kemptville Corridor

Hello Shane,

Thank you for the response.

I have a 2005 chart in my office, and it indicates two sections of Kemptville creek North of the bridge with a depth of 4 feet. These are most likely associated with creeks flowing in from the Ferguson Forest centre. Aside from those two sections, there is at least 6 feet of depth up to the CR 43 bridge. Our Water Management Officer confirmed that 85.5m is the correct navigation water elevation. While we do not have bridge clearance records on hand, our chart also states that Kemptville creek should only be navigated by vessels that do not require a vertical clearance greater than 6 feet (probably because of the Bridge street bridge rather than CR 43, which appears to have a clearance of at least 10 feet).

It is also important to consider that mechanically altering the water depth here is no easy task. Kemptville Creek is a Provincially Significant Wetland and dredging to increase the depth is not likely to be permitted by Parks Canada as it would breach the Federal Policy on Wetland Conservation and possibly the Species at Risk Act, not to mention other site-specific policies.

Regards,

Mark Baldwin  
Ecosystem Management Advisor  
Rideau Canal National Historic Site of Canada  
34 Beckwith Street South  
Smiths Falls, Ontario  
K7A 2A8  
Tel: (613)283-7199 (ext. 201)  
Fax: (613)283-0677  
[mark.baldwin@pc.gc.ca](mailto:mark.baldwin@pc.gc.ca)

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|----->
|                                     |
|                                     | "Gray, Shane"
|                                     | <Shane.Gray@aecom
|                                     | .com>
|                                     |
|                                     | 16/03/2009 08:59
|                                     | AM
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|
| To: <Mark.Baldwin@pc.gc.ca>
|
| cc: "Laporte, Guy" <Guy.Laporte@aecom.com>
```

## Gray, Shane

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**From:** mark.baldwin@pc.gc.ca  
**Sent:** Monday, June 22, 2009 2:42 PM  
**To:** Gray, Shane  
**Cc:** Valerie.Blazeski@pc.gc.ca; heather.thomson@pc.gc.ca  
**Subject:** FW: Class EA of CR 43 - Kemptville Corridor

Thank you for the update Shane,

I am currently working at a different Parks Canada site, so I am forwarding your request to Valerie Blazeski, Ecosystem Scientist for the Rideau Canal who is in charge of the Environmental Assessment files. I have also copied Heather Thomson, Heritage Planner for the Rideau Canal as she may be able to assist with advice on the World Heritage status questions.

Regards,

Mark Baldwin  
Resource Management and Public Safety Specialist  
St. Lawrence Islands National Park of Canada  
2 County Rd. 5  
Mallorytown ON  
K0E 1R0  
mark.baldwin@pc.gc.ca  
Telephone: 613-923-1045  
Facsimilie: 613-923-1021

"Gray, Shane" <Shane.Gray@aecom.com>

22/06/2009 02:27 PM

To: <mark.baldwin@pc.gc.ca>  
cc: "Laporte, Guy" <Guy.Laporte@aecom.com>  
Subject: RE: Class EA of CR 43 - Kemptville Corridor

Good afternoon Mark,

Thank you once again for your previous comments regarding the CR43 EA at Kemptville. The study is continuing to proceed very well and we are currently conducting the specialist studies along the corridor.

Included in these studies is the Bridge feasibility study which we are completing now. Within the study we are discussing the various options for the bridge including the construction of a new 2-lane bridge to the north of the existing bridge. Previously in your letter dated February 27, 2009 you noted that "*Another consideration for Parks Canada is the potential impact on aesthetics and viewscapes. The Rideau Canal is a UNESCO World Heritage site*". I wish to confirm the actual limits of the Rideau canal set by UNESCO. Do the limits include:

- The entirety of The South Branch of the Rideau River (Kemptville Creek)? or
- Only Parks Canada's administration area (which is to the northern face of the bridge)? or
- Is there another boundary further north of the CR43 bridge?

Is there any detail/design elements we should be aware of that may affect the type of bridge which is permitted by Parks Canada and UNESCO. i.e. any major aesthetics issues?

## Gray, Shane

---

**Subject:** FW: Class EA of CR 43 - Kemptville Corridor

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

From: heather.thomson@pc.gc.ca [mailto:heather.thomson@pc.gc.ca]

Sent: Monday, August 10, 2009 3:50 PM

To: Gray, Shane

Cc: Laporte, Guy; Valerie.Blazeski@pc.gc.ca; Kathy.Sonnenburg@pc.gc.ca; Kathy.Best@pc.gc.ca; Paul.Couture@pc.gc.ca; Dean.Hamilton@pc.gc.ca

Subject: RE: Class EA of CR 43 - Kemptville Corridor

Hi Shane,

I apologize for the delay in getting back to you. Valerie and I discussed your request, conducted a site visit and have consulted our Realty colleagues on this.

The Rideau Canal World Heritage Site includes the Parks Canada administered property only, with the exception of properties at the Kingston end, where there is property administered by the Department of National Defence. In this case, the Parks Canada administration area is indeed to the northern face of the bridge. Should the bridge be moved from its current location, there would be a requirement to amend Deeds/descriptions as we have an agreement with the Province describing the limits of the Canal boundaries.

If the bridge is relocated further north (towards Kemptville) it would really depend on what is decided with Province as to ownership (the description in the Order-in-Council with the Province states we own to the north face of the Kemptville Bridge). These are all legal issues that would have to be addressed if that option is pursued.

If the bridge is not constructed on a Parks Canada administered area, no permit or licence would be required from us. However, the World Heritage Site includes a buffer zone of 30 metres beyond the limits of the canal boundary, so any new proposed development in that zone would be subject to considerable scrutiny to ensure that it supports and enhances the UNESCO designation. The goal would be to ensure a high quality bridge design that demonstrates a recognition of its location adjacent to the World Heritage Site and a commitment to conserving the values of the site. For more information on the World Heritage Site designation, please visit our website <http://www.pc.gc.ca/eng/lhn-nhs/on/rideau/index.aspx>. There, you will find a copy of the Nomination Document and the World Heritage Site Management Plan.

We would recommend the development of aesthetic guidelines for this bridge to guide the project design, similar to what was done for the Strandherd-Armstrong Bridge and the Corktown Pedestrian Bridge in Ottawa.

Parks Canada would be pleased to participate in the development of these guidelines.

During construction of the bridge, depending on its location, Parks Canada may also require/request mitigative measures be taken to reduce impacts to wildlife / water quality as a result of construction activities.

Please keep us posted as the EA progresses, and let us know if you have further questions. Valerie is the lead on EAs, and I will assist as required.

Best regards,

Heather

## Gray, Shane

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**Subject:** FW: Class EA of CR 43 - Kemptville Corridor

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

From: Valerie.Blazeski@pc.gc.ca [mailto:Valerie.Blazeski@pc.gc.ca]

Sent: Tuesday, August 11, 2009 12:25 PM

To: heather.thomson@pc.gc.ca

Cc: Dean.Hamilton@pc.gc.ca; Laporte, Guy; Kathy.Best@pc.gc.ca; Kathy.Sonnenburg@pc.gc.ca;

Paul.Couture@pc.gc.ca; Gray, Shane

Subject: RE: Class EA of CR 43 - Kemptville Corridor

Hi Shane,

Just a point of clarification regarding EAs and permits, as Heather points out, "If the bridge is not constructed on a Parks Canada administered area, no permit or licence would be required from us. " but if work is being done in or above the water on the north face of the bridge or if anything has to be placed in the water on the north side of the bridge (e.g. a silt curtain is put in place etc.), a permit from Parks Canada will be required and an EA may be required depending on the extent of the work.

Valerie Blazeski

Rideau Canal National Historic Site of Canada/Lieu historique national du Canada du Canal-Rideau

Tel: (613) 283-7199 ext 253 Fax: (613) 283-0677

**Gray, Shane**

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**Subject:** FW: CR43 Bridge

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**From:** Hal Stimson [mailto:[hal.stimson@rvca.ca](mailto:hal.stimson@rvca.ca)]  
**Sent:** Wednesday, August 05, 2009 10:34 AM  
**To:** Gray, Shane; Jeff McEwen; Shepherd, Les  
**Cc:** Laporte, Guy  
**Subject:** RE: CR43 Bridge

Hi Shane

From the 1992 navigation chart as published by the Canadian Hydrographic Service - Bridge St clearance is shown as 7 ft and Prescott St is shown as 11 ft. with the note that "Kemptville Creek is navigable only by shallow draft vessels which do not require a vertical clearance greater than 8 ft." Hope this helps.

Regards,

*Hal Stimson*

Inspector,  
Rideau Valley Conservation Authority  
Box 599, 3889 Rideau Valley Drive  
MANOTICK, Ont K4M 1A5  
e-mail: [hal.stimson@rvca.ca](mailto:hal.stimson@rvca.ca)  
613-692-3571 ext 1127 1-800-267-3504

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## Gray, Shane

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**Subject:** FW: Municipal Class EA for Widening of CR43 in Kemptville

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**From:** Ferguson, Mark [mailto:Mark.Ferguson@dfo-mpo.gc.ca]  
**Sent:** September 23, 2009 3:54 PM  
**To:** Laporte, Guy  
**Subject:** RE: Municipal Class EA for Widening of CR43 in Kemptville

Hi Guy,

I spoke to Mary-Alice and guided her to the next step in the process. It appears that Parks Canada will be the primary federal agency to deal with first.  
Good luck.

Regards,

Mark

*Mark Ferguson*

*Fish Habitat Biologist/ Biologiste de l'habitat du poisson*  
Prescott Office / Bureau de Prescott  
Ontario - Great Lakes Area / Secteur de l'Ontario et des Grands Lacs  
Central & Arctic Region / Région Centrale et de l'Arctique  
Fisheries and Oceans Canada / Pêches et Océans Canada

401 King St. W. / 401 rue King Ouest,  
P.O. Box 1000, / Boîte postale 1000,  
Prescott, ON, K0E-1T0

Tel / Tél: 613-925-2865 ext. 145  
Fax / télécopieur: 613-925-2245

**NOTE NEW E-MAIL ADDRESS**

[Mark.Ferguson@dfo-mpo.gc.ca](mailto:Mark.Ferguson@dfo-mpo.gc.ca)

web site / site web : [www.dfo-mpo.gc.ca/canwaters-eauxcan](http://www.dfo-mpo.gc.ca/canwaters-eauxcan)

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**From:** Laporte, Guy [mailto:Guy.Laporte@aecom.com]  
**Sent:** Thursday, July 30, 2009 1:46 PM  
**To:** Ferguson, Mark  
**Cc:** Les.Shepherd@uclg.on.ca; Gray, Shane  
**Subject:** FW: Municipal Class EA for Widening of CR43 in Kemptville

Hi Mark

Thank you for coming to our recent steering committee meeting and providing DFO input. You should be hearing from our biologist, Mary Alice Snetsinger, if you have not already. I have asked Mary Alice to prepare work plans to address CEAA and Authorization issues.

Ministry of  
Natural Resources

Ministère de  
Richesses naturelles



April 1, 2009

AECOM  
654 Norris Court  
Kingston, ON  
K7P 2R9

Attention: Shane Gray

**Subject: Class EA for the Four Lane Upgrade of Country Road 43,  
Kemptville Corridor, United Counties of Leeds and Grenville  
Our File No.: 2009\_OXF-310**

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

Following a review of natural heritage values and data indicates that the Kemptville Creek Provincially Significant Wetland is located within the study area. Furthermore, the roadway sits atop identified fish nursery areas in the South Branch of the Rideau River (Kemptville Creek). If possible, the bed of the river should not be disturbed so as not to alter the existing rock material. If there is to be work in water and/or disturbance of the river bed, additional and more detailed plans are requested by the MNR for review. In addition, proper sediment and erosion controls are required to be employed during this project. There is a timing restriction period for which work in water can occur, it is from March 15 - June 30.

A work permit under the Public Lands Act may be required for any works proposed on or near the bed of the South Branch of the Rideau River (Kemptville Creek) or the adjacent shore lands. This would include any works associated with the bridge. The status of the Crown lands associated with the Ferguson Forest Centre would need to be verified prior to any works impacting those lands, and a disposition may be required through a work or land use permit. Furthermore, the Rideau Valley Conservation Authority should be contacted regarding possible permitting required for these particular works at the site in question.

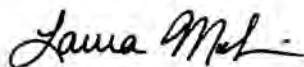
Wooded areas adjacent to the expansion provide habitat for a diversity of species. The areas show natural habitat and thus there is a potential for Butternut being present. As Butternut is an endangered species, it is advised that an ecological site assessment be carried out on all sites in eastern Ontario.

With the new Endangered Species Act (ESA, 2007) in effect, it is important to understand which species and habitats exist in the area and the implications of the legislation. Information with respect to species at risk (SAR) can be found in the NHIC at <http://nhic.mnr.gov.on.ca/nhic.cfm>. The NHIC compiles, maintains and distributes information on species at risk including plant communities and spaces of conservation concern in Ontario. While we encourage you to visit the NHIC website directly and conduct a geographic query relative to the location of interest, we have, however reviewed the information found on the NHIC and conducted a search of SAR records which exist at the MNR Kemptville District office. The MNR can advise that there are Element Occurrences for stinkpot turtles (Threatened) in the general area as well as larvae of a provincially tracked butterfly. Additionally, the potential for Least Bittern (Threatened) habitat in the Kemptville Creek area has been identified at this location (as per Habitat Suitability Modeling).

Although this data represents the MNR's best current available information, it is important to note that even if there are certain known occurrences at a site, it does not mean that there is no possibility of additional species at risk at the location. Therefore, prior to any proposed activity, the MNR recommends that an appropriately timed field visit, complete inventory and ecological site assessment be carried out in order to determine the potential for other SAR occurrences. The preparation of a site assessment serves to determine the potential for, or extent of, SAR occurrences and their habitats on a development site. If a SAR is discovered on site prior to or during the proposed work, please contact the MNR for technical advice and to discuss what activities can occur without contravention of the Act. If an activity is proposed that will contravene the Act (such as Section 9 or 10), the proponent must contact the MNR to discuss the potential for application of certain permits (Section 17) or agreement (Regulation 242/08).

By way of this letter, the Ministry of Natural Resources, Kemptville District, requests to be kept informed of the progress and status of the proposed works in addition to further project details.

Sincerely,



Laura Melvin  
Planner  
Kemptville District  
10 Campus Dr.  
Postal Bag 2002  
Kemptville, ON K0G 1J0  
(613) 258-8470  
(613) 258-3920 fax  
[laura.melvin@ontario.ca](mailto:laura.melvin@ontario.ca)

## Gray, Shane

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**Subject:** FW: Four Lane Upgrade of County Rd 43, Kemptville Corridor

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**From:** Cifuentes, Alejandro (MCL) [mailto:[Alejandro.Cifuentes@ontario.ca](mailto:Alejandro.Cifuentes@ontario.ca)]

**Sent:** Wednesday, October 14, 2009 1:12 PM

**To:** Gray, Shane

**Subject:** Four Lane Upgrade of County Rd 43, Kemptville Corridor

Hello Shane,

We have received the Study Design Report for Four Lane Upgrade of County Rd 43, Kemptville Corridor. The Ministry of Culture (MCL) would like to thank you for circulating this notice to us. Additionally, we want to take this opportunity to ask a couple of questions regarding this Class EA.

1. I would like to know what the status of the project is within the class EA process,
2. Has an archaeological assessment has been performed or will be performed for this project. (within the archaeology section in the Study design report it says that an archaeological assessment will be undertaken),

Please do not hesitate to contact me if you have questions or comments about this email.

Best regards

Alejandro C.

**Alejandro Cifuentes**

Heritage Planner

Ministry of Culture

Programs and Services Branch - Culture Services Unit

400 University Avenue, 4th Floor

Toronto, Ontario M7A 2R9

T 416-314-7159

F 416-212-1802

[Alejandro.Cifuentes@ontario.ca](mailto:Alejandro.Cifuentes@ontario.ca)

**Gray, Shane**

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**Subject:** FW: Four Lane Upgrade of County Rd 43, Kemptville Corridor

---

**From:** Cifuentes, Alejandro (MCL) [mailto:Alejandro.Cifuentes@ontario.ca]

**Sent:** Friday, October 16, 2009 11:43 AM

**To:** Gray, Shane

**Subject:** RE: Four Lane Upgrade of County Rd 43, Kemptville Corridor

Hi Shane,

Thanks for the information provided. I will update the file accordingly.

Regarding your questions, I see the report is in our system but it has not been looked at or registered as of yet. That work has to be done by our Archaeology Review Officers (ARO) and they work in a different unit. If you are in a hurry you can tell your archaeologist to contact the ARO and ask him to expedite this review (I do not know if that would help as I know they usually are extremely busy, but you can have a crack at it). I hope this information helps. Have a great weekend.

Best regards,

Alejandro

**Alejandro Cifuentes**

Heritage Planner

Ministry of Culture

Programs and Services Branch - Culture Services Unit

400 University Avenue, 4th Floor

Toronto, Ontario M7A 2R9

T 416-314-7159

F 416-212-1802

[Alejandro.Cifuentes@ontario.ca](mailto:Alejandro.Cifuentes@ontario.ca)

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**From:** Gray, Shane [mailto:Shane.Gray@aecom.com]

**Sent:** October 15, 2009 1:51 PM

**To:** Cifuentes, Alejandro (MCL)

**Cc:** Laporte, Guy; Kim Slocki

**Subject:** RE: Four Lane Upgrade of County Rd 43, Kemptville Corridor

Hi Alejandro, thank you for replying to my letter. We have since completed specialist studies on the corridor, including an archaeologist study, and we are currently in the process of evaluating the various options including options for:

- the cross-sectional features of the corridor,
- the intersection control of the centre of the roundabout, and
- the CR43 Bridge which crosses the South Branch of the Rideau River (Kemptville Creek).

I have attached the Stage 1 Archaeological Assessment completed by Archeoworks Inc. I have also CC Kim Slocki from Archeoworks on this email. The report noted that it would be filed with the Ministry.

As noted in the report, can you confirm the Ministry has entered the report into the provincial register of reports and that there are no further archeological concerns?

If you have any other concerns please contact me.

Regards,

**Shane Gray.**

Civil Engineer-in-Training,

Community Infrastructure

Phone: 613.389.3703

[Shane.Gray@aecom.com](mailto:Shane.Gray@aecom.com)

## Gray, Shane

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**Subject:** FW: Municipal Class EA for Widening of CR43 in Kemptville

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**From:** Ducharme, Heather [CEAA] [mailto:Heather.Ducharme@ceaa-acee.gc.ca]

**Sent:** August 4, 2009 3:02 PM

**To:** Laporte, Guy

**Cc:** info@ceaa.gc.ca

**Subject:** RE: Municipal Class EA for Widening of CR43 in Kemptville

Hello M. Laporte,

Thank you for your email inquiry last Thursday. Steve Burgess is indeed still with the Agency, however he does not have direct responsibility for this file. I am currently the correct contact and your email has been redirected to me for response.

Our records show that a letter dated March 9, 2009 was sent to Mr. Shane Gray of AECOM acknowledging receipt of the February 13 correspondence about the Study Design Report. This letter provided general information on federal environmental assessment and requested a project description, prepared using the Agency's guidance document at <http://www.ceaa-acee.gc.ca/default.asp?lang=En&n=68562A84-1>. Key information required in the project description which is not provided in the Study Design Report submitted on February 13 includes information related to potential federal EA triggers, such as potential federal funding, land administration or federal permits, licenses or approvals. Please see the guidance document for more details.

Could you please confirm whether or not you received this letter and whether you have since prepared a project description for submission to the Agency?

Please also feel free to call me at the number below if you'd like to discuss.

Regards,

**Heather Ducharme**

Program Officer | Agente de programme

Canadian Environmental Assessment Agency,

Ontario Region | Agence canadienne d'évaluation environnementale, Région de l'Ontario

55 St. Clair Avenue East, Suite 907 Toronto ON M4T 1M2 | 55 avenue St. Clair Est pièce 907 Toronto ON M4T 1M2

[Heather.Ducharme@ceaa-acee.gc.ca](mailto:Heather.Ducharme@ceaa-acee.gc.ca)

<http://www.ceaa-acee.gc.ca>

Telephone | Téléphone 416-952-5016

Facsimile | Télécopieur 416-952-1573

Government of Canada | Gouvernement du Canada

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**From:** Laporte, Guy [mailto:Guy.Laporte@aecom.com]

**Sent:** Thursday, July 30, 2009 1:21 PM

**To:** Info [CEAA]

**Subject:** Municipal Class EA for Widening of CR43 in Kemptville

Hello

**Gray, Shane**

---

**Subject:** FW: Municipal Class EA for Widening of CR43 in Kemptville

---

**From:** Laporte, Guy  
**Sent:** Wednesday, August 12, 2009 4:36 PM  
**To:** Ducharme, Heather [CEAA]  
**Cc:** Gray, Shane  
**Subject:** RE: Municipal Class EA for Widening of CR43 in Kemptville

Hi Heather

Thank you for your email of last week. Since receiving it, both Shane and I have looked high and low for your correspondence of March 9. We cannot find it.

Could you send us another copy?

In the meantime, we will start to put together the additional information you mention below.

Guy

**Guy Laporte, P.Eng.**  
Manager, Kingston Office, Community Infrastructure  
D 613.389.3703 x28  
C 613.532.0838  
[guy.laporte@aecom.com](mailto:guy.laporte@aecom.com)

**AECOM**  
654 Norris Court,  
Kingston, Ontario Canada K7P 2R9  
T 613.389.3703 F 613.389.6729  
[www.aecom.com](http://www.aecom.com)

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*Please consider the environment before printing this page.*

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**From:** Ducharme, Heather [CEAA] [<mailto:Heather.Ducharme@ceaa-acee.gc.ca>]  
**Sent:** August 4, 2009 3:02 PM  
**To:** Laporte, Guy  
**Cc:** [info@ceaa.gc.ca](mailto:info@ceaa.gc.ca)  
**Subject:** RE: Municipal Class EA for Widening of CR43 in Kemptville

Hello M. Laporte,

Thank you for your email inquiry last Thursday. Steve Burgess is indeed still with the Agency, however he does not have direct responsibility for this file. I am currently the correct contact and your email has been redirected to me for response.

Our records show that a letter dated March 9, 2009 was sent to Mr. Shane Gray of AECOM acknowledging receipt of the February 13 correspondence about the Study Design Report. This letter provided general information on federal environmental assessment and requested a project description, prepared using the Agency's guidance document



**Canadian Environmental  
Assessment Agency**

55 St-Clair Avenue East  
9th Floor, Room 907  
Toronto, Ontario  
M4T 1M2

**Agence canadienne  
d'évaluation environnementale**

55 Avenue St-Clair Est  
9ième étage, pièce 907  
Toronto, Ontario  
M4T 1M2

March 9, 2009

Shane Gray  
AECOM  
654 Norris Court  
Kingston, Ontario  
K7P 2R9

Dear Mr. Gray,

**Re: Upgrade of County Road 43, Kemptville Corridor**

Thank you for your letter dated February 13, related to the above-noted project.

The *Canadian Environmental Assessment Act* (the Act), applies to federal authorities when they contemplate certain action or decisions in relation to a project that would enable it to proceed in whole or in part. A federal environmental assessment (EA) may be required when a federal authority:

- a) is the proponent of the project;
- b) provides financial assistance to the proponent;
- c) sells, leases or otherwise disposes of federal lands; or
- d) issues a permit, licence or any other approval as prescribed in the *Law List Regulations*.

In the case of projects that are subject to the Ontario *Environmental Assessment Act*, if there is uncertainty as to whether the Act may also apply, the Agency can help proponents answer this question. For projects that are subject to the Act, the Agency will act as the federal environmental assessment coordinator and facilitate the involvement of the federal authorities in a co-ordinated assessment aimed at meeting all agencies' needs simultaneously.

.../2



In order for the Agency to undertake either of these roles, it must have a project description that can be distributed to various federal authorities to determine their interest in the project. It is recognized that at the early stages of the planning process, there may not be much detailed information to provide. However, proponents should try to provide some information on:

- the nature of the project and its location;
- federal decisions which may be made in relation to the project;
- whether federal funding is being contemplated or federal lands are required.

To better assist proponents, the Agency has developed an Operational Policy Statement, which provides guidance in preparing project descriptions. This is available on the Agency's website at:  
[http://www.ceaa-acee.gc.ca/013/0002/ops\\_ppd\\_e.htm](http://www.ceaa-acee.gc.ca/013/0002/ops_ppd_e.htm)

If your purpose in sending us notification of your project is to determine whether the *Canadian Environmental Assessment Act* applies, please be aware that simple notification will not be sufficient. A project description will be required.

**Important Note:** Please be aware that release of documents to the public may be part of the EA process. Information provided by you related to the EA for this project will be part of the Canadian Environmental Assessment Registry and will be made available to members of the public, if requested. A package with additional information will be provided to you upon submission of the project description. Should you provide any documents that contain confidential or sensitive information that you believe should be protected from release to the public, please contact the undersigned to obtain an Exclusion Form. This Form can be used to identify the information to be considered for exclusion from the Canadian Environmental Assessment Registry and the rationale for the exclusion.

- 3 -

If you have any questions regarding any of the above, please contact the undersigned at 416-952-1585.

Sincerely,

Mohammad Murtaza,  
Senior Program Officer  
Canadian Environmental  
Assessment Agency, Ontario Region

MM/js

## Gray, Shane

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**From:** d\_cameron.moorhead1@bell.ca  
**Sent:** Thursday, July 09, 2009 5:47 PM  
**To:** Gray, Shane  
**Cc:** guy.hellyer@bell.ca  
**Subject:** RE: Four Lane Upgrade Hwy 43 Kemptville

Hi Shane,

In answer to your questions, please see the following. I have placed item numbers (in brackets) in your note to match mine:

1. HydroOne has poles located on the north side of the bridge, with, I believe, Cogeco on the same poles. The Bell pole line is located on the south side of the bridge. As far as providing a cost to relocate, I would need more detail as to where you would want us to relocate to.
2. The additional cables that Bell plans on placing along Hwy 43 from CR44 to the Colonnade Development have not been placed yet. We are still awaiting notice that this development is proceeding.
3. The new cables at the bridge location will be aerial, unless your new bridge design affects that.
4. There are no Bell facilities attached to the existing bridge.
5. The HydroOne contact for the area is Debbie Shaver, 613-774-4120 x3304. The Cogeco contact for this area is Guy Lafrance, 613-937-2509.
6. As far as our existing Bell facilities along Hwy 43 through the Town of Kemptville, it may be better for you to call me and we could discuss the amount of detail that you require. It may necessitate a joint site visit.

Hopefully, this has answered your questions. Please do not hesitate to contact me at 613-345-2377 if you require further information.

Thanks,  
Cam  
613-345-2377

---

**From:** Gray, Shane [mailto:Shane.Gray@aecom.com]  
**Sent:** July 8, 2009 2:33 PM  
**To:** Moorhead, D Cameron (EX60809)  
**Cc:** Hellyer, Guy (6024636); Laporte, Guy  
**Subject:** RE: Four Lane Upgrade Hwy 43 Kemptville

Good afternoon Cameron,

Further to our last correspondence I would like to let you know that our EA study for the CR43 Kemptville Corridor is continuing to proceed steadily.

We are currently finalizing all of our specialist studies including the traffic, natural environment, geotechnical and the bridge. Currently these mentioned studies have found that the bridge is a major factor in all instances.

- The traffic report revealed that parts of CR43 require the 4 lane upgrade immediately including the bridge area.
- The Natural environment report has revealed that the area around the Kemptville Bridge is a provincially significant wetland and further studies have to be completed to determine which side is the best side to widen the bridge to.

## Gray, Shane

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**From:** ellen.sawyer@HydroOne.com  
**Sent:** Tuesday, July 14, 2009 1:45 PM  
**To:** Gray, Shane  
**Subject:** RE: CR43 - Kemptville corridor - Utilities

Hi Shane

I spoke with our field office and we do not have any current maps that we can send you indicating our plant. Our suggestion is that you go to the field and plot our poles, anchors etc and call for locates to find out what u/g we have in the area?

**Ellen Sawyer**  
**Lines Customer Support Clerk**  
**Perth FBC-Planning Dept.**  
**1-888-332-2249 Ext 3207**

---

**From:** MOON James  
**Sent:** Friday, July 10, 2009 11:30 AM  
**To:** ZONE 4 SCHEDULING  
**Subject:** FW: CR43 - Kemptville corridor - Utilities

Hi,

Received phone call from local consultant regarding proper contact for the Kemptville area. I asked that they forward me an e-mail with information that I would relay to the Zone Office for follow-up purposes as required.

Attached inquiry from consultant here in Kingston as per below regarding an Environmental Assessment they are preparing in relation to proposed work on County Road 43 at Kemptville from Somerville Road to Hwy. #416.

Thanx!

Jim  
613-532-3471

# Appendix B

## Notification of PIC No.5

- Brochure
- Newspaper Notices

## Brochure



## Class Environmental Assessment for Four Laning of County Road 43 Kemptville Corridor United Counties of Leeds and Grenville

### PUBLIC INFORMATION CENTRE #5

The United Counties of Leeds and Grenville retained AECOM Canada Ltd. to undertake a Class Environmental Assessment to examine alternative designs for upgrades to County Road 43 between Somerville Road and Highway 416. Since this project began in January 2009 it has been following the process for Schedule "C" projects under the October 2000 (as amended in 2007) Municipal Class Environmental Assessment and as outlined in the Study Design Report February 2009.

North Grenville is the fastest growing municipality in the United Counties of Leeds and Grenville, with a current population growth rate of 2.5%. This section of County Road 43 at Kemptville in the Municipality of North Grenville is expected to develop rapidly over the next 20 years and become the regional commercial hub for North Grenville and the surrounding area. As a result of ongoing development, the United Counties are faced with the need for planned access controls, intersection improvements and road widening.

This Class Environmental Assessment is expanding on the County Road 43 Corridor Master Plan that was completed in 2006. The Corridor Master Plan concluded that County Road 43 should be made into a roundabout corridor by widening it to four lanes on its current alignment. This study has satisfied the more extensive requirements that are Phases 3 and 4 of a Class EA and detailed the various alternatives for the corridor in accordance with the Corridor Master Plan. To complete the evaluation process additional studies including studies on the natural, social and economic environments of the proposed improvements were completed in more detail and helped the Technical Steering Committee make recommendations for mitigating measures and recommended designs.

The Technical Steering Committee has selected a preferred alternative for public and agency review. Key corridor elements for the complete build out include:

- A 30m wide corridor (approximately 4m wider than existing corridor)
- No traffic signals, all existing traffic signals to be replaced by roundabouts
- Maintain existing CR43 bridge and construct a new 2 lane bridge to the south side of the existing bridge.

The Committee has recommended that construction of the proposed upgrades be undertaken in phases over the next 15 - 20 years, with each phase to be triggered by new growth.

A Public Information Centre has been planned to present the public with background information, the alternatives, explain the evaluation process and recommended design. The session will commence with an open house format, followed by a presentation and discussion. Participants will view display boards and be able to discuss issues with the study team on a one on one basis. This is your opportunity to help influence the direction of the study. You are invited to attend the PIC at the following time and location:

### Public Information Centre and Presentation

Thursday, February 11th, 2010

Open House at 6:30 – 7:00 p.m.

Presentation 7:00 – 7:30 p.m.

Questions 7:30pm – 9:00 pm

At the Municipality of North Grenville Municipal Office

285 County Road 44, Kemptville

The **Evaluation Report** and **Existing Conditions Report** document the decision making process of this project. The public is encouraged to comment on the recommended designs of the corridor. The Reports can be viewed on the Counties' website, at <http://www.uclg.ca/en/resources> and the municipality's website at <http://www.northgrenville.ca/news.cfm>. Hard copies of the reports can also be viewed at the following locations:

Municipality of North Grenville  
Municipal Office  
285 County Road 44, Kemptville  
Phone: (613) 258-9569

United Counties of Leeds and Grenville  
Municipal Office  
25 Central Ave. W., Suite 100, Brockville  
Phone: (613) 342-3840

North Grenville Public Library  
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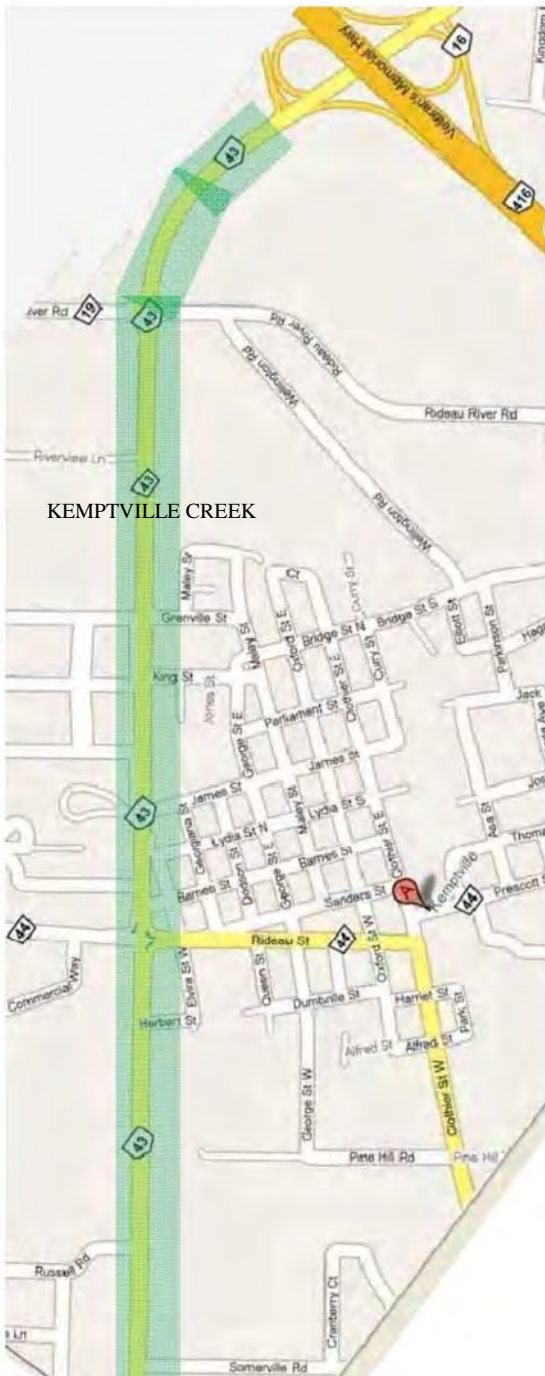



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# Study Area

The primary study area for the new study is a stretch of County Road 43 located in North Grenville between Somerville Road (to the west of Kemptville Mall) and the Western MTO boundary (approx. location of the existing Colonnade Development roundabout). County Road 43 is the former King's Highway which runs from the Town of Perth, in Lanark County through Smiths Falls across the United Counties from Merrickville to Kemptville, to connect with Highway 416. East of 416, County Road 43 then continues across the United Counties of Stormont, Dundas and Glengarry to end at Alexandria, northeast of the City of Cornwall.

**Figure 1 - Study Area**



 = STUDY AREA

 NORTH

**If you would like to be included on the study mailing list, obtain a copy of any of the reports, or request any further information, please contact:**

**Guy Laporte, P.Eng.  
Project Manager**

AECOM Canada Ltd.  
654 Norris Court, Kingston, ON K7P 2R9  
Tel: (613) 389-3703, Fax: (613) 389-6729  
Email: [Guy.Laporte@aecom.com](mailto:Guy.Laporte@aecom.com)

OR

**Les Shepherd, P.Eng.  
Director of Public Works**

United Counties of Leeds and Grenville  
25 Central Avenue West, Suite 100,  
Brockville, ON K6V 4N6  
Tel: (613) 342-9246 ext. 2412, Fax: (613) 342-3069  
Email: [les.shepherd@uclg.on.ca](mailto:les.shepherd@uclg.on.ca)

## Newspaper Notices



# Class Environmental Assessment for Four Laning of County Road 43 Kemptville Corridor United Counties of Leeds and Grenville

## PUBLIC INFORMATION CENTRE #5

The United Counties of Leeds and Grenville retained AECOM Canada Ltd. to undertake a Class Environmental Assessment to examine alternative designs for upgrades to County Road 43 between Somerville Road and Highway 416. Since this project began in January 2009 it has been following the process for Schedule "C" projects under the October 2000 (as amended in 2007) Municipal Class Environmental Assessment and as outlined in the Study Design Report February 2009.

North Grenville is the fastest growing municipality in the United Counties of Leeds and Grenville, with a current population growth rate of 2.5%. This section of County Road 43 at Kemptville in the Municipality of North Grenville is expected to develop rapidly over the next 20 years and become the regional commercial hub for North Grenville and the surrounding area. As a result of ongoing development, the United Counties are faced with the need for planned access controls, intersection improvements and road widening.

This Class Environmental Assessment is expanding on the County Road 43 Corridor Master Plan that was completed in 2006. The Corridor Master Plan concluded that County Road 43 should be four lane roundabout corridor on its current alignment. This study has satisfied the more extensive requirements that are Phases 3 and 4 of a Class EA and has detailed the various alternatives for the corridor in accordance with the Corridor Master Plan. To complete the evaluation process additional studies on the natural, social and economic environment impacts of the proposed improvements have been completed in more detail and have helped the Technical Steering Committee make recommendations for mitigating measures and recommended designs.

The Technical Steering Committee has selected a preferred alternative for public and agency review. Key corridor elements for the complete build out include:

- **A 30m wide corridor (approximately 4m wider than existing corridor)**
- **No traffic signals, all existing traffic signals to be replaced by roundabouts**
- **Maintain existing CR43 bridge and construct a new 2 lane bridge to the south side of the existing bridge.**

The Committee has recommended that construction of the proposed upgrades be undertaken in phases over the next 15 - 20 years, with each phase to be triggered by new growth.

A Public Information Centre has been planned to present the public with background information, the alternatives, an explanation of the evaluation process and recommended design. The session will commence with an open house format, followed by a presentation and discussion. Participants will view display boards and be able to discuss issues with the study team on a one on one basis. This is your opportunity to help influence the direction of the study. You are invited to attend the PIC at the following time and location:

### Public Information Centre and Presentation

**Thursday, February 11th, 2010**

**Open House at 6:30 – 7:00 p.m.**

**Presentation 7:00 – 7:30 p.m.**

**Questions 7:30pm – 9:00 pm**

**At the Municipality of North Grenville Municipal Office  
285 County Road 44, Kemptville**

The **Evaluation Report** and **Existing Conditions Report** document the decision making process of this project. The public is encouraged to comment on the recommended designs of the corridor. The Reports can be viewed on the Counties' website, at [www.uclg.ca/en/publicnotes/index.asp](http://www.uclg.ca/en/publicnotes/index.asp) and the municipality's website at <http://www.northgrenville.ca/news.cfm> Hard copies of the reports can also be viewed at:

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Municipal Office**  
285 County Road 44, Kemptville  
Phone: (613) 258-9569

**United Counties of Leeds and Grenville  
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## Awards See Page 6

### Past Civic Award Recipients

The 2008-2009 North Grenville Civic Award recipients included:

- Arts and Culture - Friends of the North Grenville Library
- Heritage - Dr. David Shanahan
- Recreation, Sport and Leisure - Debi Allen Moore
- Seniors - Murray Campbell

In addition to the above men-

tioned awards, local EMC Reporter Ashley Kulp was formally recognized for her news articles promoting our community by way of a Special Media Award, and Civic Appreciation Certificates were presented to Dwight Bennett, Keith Moyer, Muriel Prior and Henk Weirsmas for their volunteer service on North Grenville Committees of Council.

### Mayor's Commendations

The Mayor's Commendations

were established in 2009, following a formal suggestion to Council by the North Grenville Civic Awards Selection Committee. The award recipients are selected by the Mayor in special acknowledgment of:

- (a) Outstanding Commitment to Community
- (b) Exceptional Voluntary Service
- (c) Outstanding Social, Personal or Lifetime Achievements

Written recommendations from the general public as to potential candidates are also encouraged and correspondence in that respect should be forwarded to the attention of: Mayor William G. Gooch, Municipality of North Grenville, Post Office Box 130, 285 County Road #44, Kemptville, Ontario K0G 1J0.

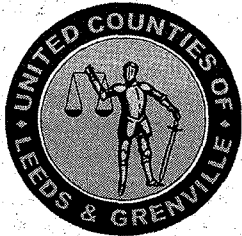
The correspondence must include the name, address, home and office telephone numbers and e-mail addresses of the person or

persons making the recommendation; along with the nominees contact information and a biographical background and statement outlining the significant contributions of importance made by the nominee.

The first series of North Grenville Mayor's Commendations were awarded by Mayor Gooch during the 2008-2009 North Grenville Civic Awards Ceremony that was held on April, 27, 2009. Commendations were presented to the family of the late Mel Johnston in recognition of his Exceptional Voluntary Service; the family of the late Ken "Red" Grahame in recognition of his Outstanding Commitment to Community; and to Roy Brown for his Outstanding Commitment to Community.

### Reception and Awards Ceremony

The upcoming 2009-2010 North Grenville Civic Awards Ceremony will be held during a Deputation at the Regular Council Meeting on Monday, April 26, 2010.



## Class Environmental Assessment for Four Laning of County Road 43 Kemptville Corridor United Counties of Leeds and Grenville

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36473-04-10

## Local students prepare for trip of a lifetime

MARY-KATE BRIDSON

*Special to the Advance*

While many of their peers will be hitting the slopes or lounging at the beach this March Break, Ruben Breteler, Allison Gutknecht, Joshua McEvoy, Mathew McVeigh, Michaela Patterson, Matthew Scott and Emily York of St. Michael Catholic High School will be touring some of the poorest areas of the world in search of knowledge, compassion and social justice.

Over the past few months, this group of seven students at St. Michael Catholic High School in Kemptville have been fundraising to supplement the cost of a trip to Mexico over the March Break 2010.

Every year the school sends a group of dedicated, enthusiastic and faith-filled young people to Cuernavaca, Mexico for a poverty exposure trip.

This trip is not a field trip, it is not a vacation.

Rather, it is a vocation, an opportunity for them to put their faith into action through an education-based trip to one of the poorest countries in the world.

This trip is not inexpensive and part of the entire "Cuernavaca experience" are the fundraising initiatives that the group participates in. Some of the group's fundraising projects include: a spaghetti dinner, bake sales, coat check at school dance's, a cake auction and an upcoming dinner at Caico's Italian Restaurant in Kemptville.

*Cuernavaca,  
See Page 13*

## Bridge Results

Section A North-South				Tuesday Aft Session January 26, 2010				Leaders after 25 boards Average: 50.0			
Place	Pct	Score	Pair	Place	Pct	Score	Pair	A	B	C	Pair
1	65.00	65.00	A-2 Joan Cressy - Ann Hurd	1	66.00	66.00	A-5 Ken Richardson - Fran Pickard	1	61.82	44.51	A-3 Ed Chajkowski - Bill Wheeler
2	63.00	63.00	A-3 Erwin Stobert - Ellen Miller	2	58.00	58.00	A-1 Helen Oram - Joe Sparling	2	56.01	40.33	A-8 Don Reed - Al Gullon
3	54.00	54.00	A-5 Ed Chajkowski - Marjorie Chajkowski	3	54.50	54.50	A-4 Bob Hone - Ted Stiles	3	153.01	38.17	A-6 Erwin Stobert - Susan Stobert
4	37.00	37.00	A-4 Lorne Stewart - Shirley Reed	4	37.50	37.50	A-3 Ruth Abercrombie - Doris Mills	4	52.64	37.90	A-7 Scotty Alger - Lorraine Stevenson
5	31.00	31.00	A-1 Barb McDerby - Jackie Bradfield	5	34.00	34.00	A-2 Mary Smith - Willie Rochester	5	49.78	35.84	A-5 Lumir Drevjany - Eva Wiseman
Section A East-West				Open Pairs Thursday Eve Session January 28, 2010				Leaders after 28 boards Average: 36.0			
Place	Pct	Score	Pair	Place	Pct	Score	Pair	A	B	C	Pair
								6	2	1	48.15 34.67 A-4 Lloyd Scarth - Nancy Scarth
								7	3		39.82 28.67 A-2 Ken Richardson - Carolyn Challice
								8	4		39.36 28.34 A-1 Valerie Gamache - Ted Stiles

## St. James News

SPECIAL TO THE ADVANCE

St. James Church is responsible for the provision of the weekly Ecumenical Friendship Supper on this Friday, Feb. 5th. The meal will be served in Leslie Hall from 11:30 am to 12:30 pm. The whole Community is very welcome. There is no charge for the meal but donations are gratefully accepted. Come and enjoy a meal of good food and warm fellowship with your neighbours.

The annual Vestry meeting of St. James Parish was held last Sunday, Feb. 1st. Bob Fisher was reappointed Rector's Warden, and the Rector was given authority to appoint a People's Warden. New members of Council were also elected.

Parishioners thanked those attending from last year's Council. The Council welcomed the 2010 Council. The vestry also approved the 2010 operating budget. Copies of Vestry documents are available at the desk of the Church.

The Rector will be away from the Parish for the next two weeks on vacation. The Rev Nancy McLeod will be available for pastoral emergencies. She may be reached at 613-258-1343. During the Rector's absence Morning Prayer Services will be led by Irish Lay Readers on the next two Sundays.

Wednesday morning Services will not be held during the period. Parishioners are invited to join with Holy Trinity Church in Merrickville for Ash Wednesday services on Feb 17th at 10:30 am and 7:00 pm.

The St. James' Annual Shrove Tuesday Pancake Supper will be held on Feb 14th in Leslie Hall from 5:00 to 7:00 pm. Cost is \$7.00 for adults and \$4.00 for children under 12.

Everyone is invited.



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**Paul Dunlop**  
Hearing Aid Specialist  
Home Service Available

613-283-7421  
31 William St., E., Smiths Falls, ON

# Appendix C

## PIC No.5 Presentation Material


- PIC No.5 Presentation
- PIC No.5 Display Boards

## PIC No.5 Presentation



# COUNTY ROAD 43 KEMPTVILLE CORRIDOR CLASS EA

Public Information Centre No.5  
Presentation

February 11, 2010




## OBJECTIVE





- The section of County Road 43 at Kemptville is a regional commercial hub, and is expected to continue to develop over the next 20 years.
- It is important to ensure that this development occurs in an appropriate way.
- This study began in early 2009 and is a continuation of work that was undertaken for the Corridor Master Plan in 2005/06. This study will fulfil the requirements for a Schedule "C" project under the Municipal Class Environmental Assessment.

Kemptville Corridor EA February 11, 2010




## STUDY AREA



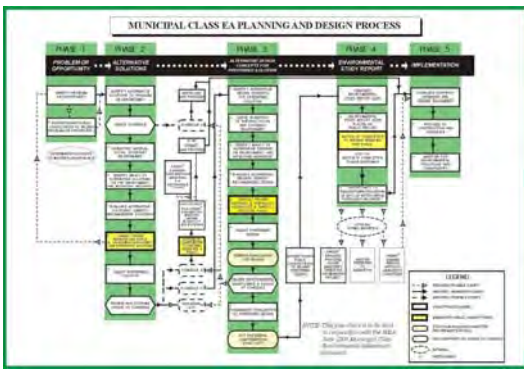
= STUDY AREA

The study area is the section of CR43 that was recommended to be upgraded to Four Lanes by the Corridor Master Plan. This area extends from Somerville Road to the Highway 416 Boundary


Kemptville Corridor EA February 11, 2010



## MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS



Kemptville Corridor EA February 11, 2010



## TECHNICAL STEERING COMMITTEE

- United Counties of Leeds & Grenville  
– Les Shepherd, Sandy Hay
- Municipality of North Grenville  
– Karen Dunlop, Jeff McEwen, Forbes Simon
- MTO  
– Mike Gibbs, Doug Boyd
- RVCA  
– Hal Stimson
- AECOM  
– Guy Laporte, Shane Gray


Kemptville Corridor EA February 11, 2010



## PUBLIC CONSULTATION

- Study Design Report  
– February 2009
- Mailings to Public and Agencies
- Public Information Center No. 4  
– March 5, 2009
- Report on SDR and PIC No. 4  
– March 2009

Kemptville Corridor EA February 11, 2010



### TECHNICAL REPORTS (EXISTING CONDITIONS REPORT)

- Transportation
- Stormwater Management
- Structural
- Natural Environment
- Geotechnical
- Noise
- Socio-Economic
- Archaeological Assessment

Kempville Corridor EA February 11, 2010



### AVAILABLE DOCUMENTS

- County Road 43 Corridor Master Plan
- Study Design Report
- Report on SDR and PIC No. 4
- Existing Conditions Report
- Report on Analysis and Evaluation of Alternatives and Selection of Technically Preferred Alternative

Kempville Corridor EA February 11, 2010



### PRELIMINARY DESIGN



Kempville Corridor EA February 11, 2010



### MITIGATION MEASURES

- Traffic and Transportation
- Social and Cultural
- Natural Environment
- Engineering

Kempville Corridor EA February 11, 2010



### CORRIDOR FEATURES

1. County Road 43 Bridge Options
2. Corridor Cross-Section Features
3. Centre Corridor Intersection Control

Kempville Corridor EA February 11, 2010



### COUNTY ROAD 43 BRIDGE



- This bridge has been identified as a major factor in this Study.
- Originally designed and constructed by MTO.
- The elevation of the bridge soffit as constructed is Approx. 88.8m (291.35 feet)
- With a clearance of approx. 3.3m (11 feet) and a clear span of 36.6m (120 feet)

Kempville Corridor EA February 11, 2010



## BRIDGE ALTERNATIVES

Our objective is to consider all viable alternatives. Five key features produced 162 possible alternatives.

**Alignment** – north, south or both

**Bridge** - widen, new two lane or new four lane

**Span** – 1, 2 or 3 spans

**Clearance** – 3.35m, 4.9m, 6.7m

**Construction**- cast in place or precast

To get from 162 to 1 was an iterative process

Kempville Corridor EA February 11, 2010



## PREFERRED ALTERNATIVE

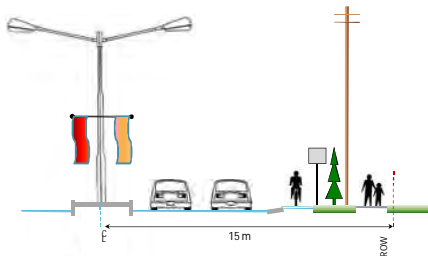
- Retain existing 2-lane bridge
- New 2-lane, 3-span bridge to the south
- Retaining walls on the approaches



Kempville Corridor EA February 11, 2010



## CORRIDOR CROSS-SECTION FEATURES



Kempville Corridor EA February 11, 2010



## PROPERTY REQUIREMENTS

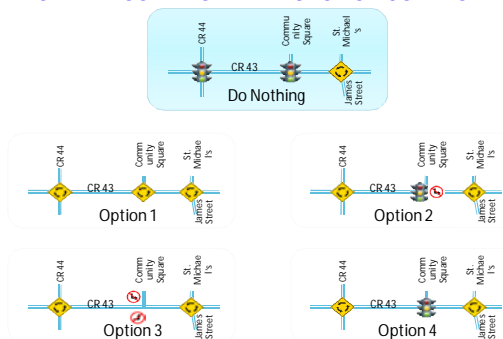
TABLE 1 – PROPERTY TO BE PURCHASED

	Area to Be Purchased	
	North Side (m <sup>2</sup> )	South Side (m <sup>2</sup> )
Area 1	2969	3395
Area 2	8232	1483
Area 3	7722	944
Area 4	0	0
Area 5	1663	4596
<b>TOTAL</b>	<b>20,586m<sup>2</sup></b>	<b>10,418m<sup>2</sup></b>
	<b>≈ 20.6Ha</b>	<b>≈ 10.4Ha</b>

Kempville Corridor EA February 11, 2010



## CENTRE CORRIDOR INTERSECTION CONTROL



Kempville Corridor EA February 11, 2010



## CENTRE CORRIDOR INTERSECTION CONTROL

Factor	Do Nothing	Option 1	Option 2	Option 4
Air Quality	38.6	77.4	60.6	57.1
Vehicle Access	41.3	76.3	46.6	58.1
Safety	84.5	171.0	126.8	115.9
Pedestrians & Cyclists	64.8	40.9	65.8	53.9
Travel Time	38.0	77.5	63.3	54.1
Business Impacts - Access	49.5	37.5	39.8	47.9
Roundabout Corridor	50.4	98.1	83.1	75.0
Capital	48.1	90.5	69.6	67.1
Operational	23.1	53.9	36.6	34.8
Property Acquisition	36.5	15.5	22.5	20.0
<b>Total Score</b>	<b>475.0</b>	<b>728.5</b>	<b>614.6</b>	<b>583.9</b>
<b>Rank</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>3</b>

Kempville Corridor EA February 11, 2010



### TRAFFIC CONTROL SELECTION AT CR43/CR44

- Traffic Signal – complete rebuild of CR 43/CR44
  - Two east-west through lanes
  - Left turn lane
  - Right turn lane
  - Designed for large trucks
  - No U-turns
- Two-lane Roundabout – complete rebuild of CR 43/CR44
  - Two east-west lanes
  - No turn lanes
  - Designed for large trucks
  - U-turns
- Current traffic signal cannot be retained

Kempville Corridor EA February 11, 2010



### TRAFFIC CONTROL SELECTION

Transportation Association of Canada



- Formed Joint Subcommittee on Roundabouts
- Issued guidance on design standards
- Establishing additional signing and striping standards

Kempville Corridor EA February 11, 2010



### TRAFFIC CONTROL SELECTION

- Transportation Research Board (TRB)
  - Roundabouts Task Force
  - Held two international conferences
  - Provides forum for debate
- Institute of Transportation Engineers (ITE)
  - Formed Task Force on Roundabouts
  - Publishing papers and information in journals and on web
- National Cooperative Highway Research Program
  - Report 572 (Update on American roundabouts)
- United States Access Board

Kempville Corridor EA February 11, 2010



### SELECTION OF PROJECTS

- Required right-of-way
- Database of roundabouts next to schools in US
- Update of North American roundabout database
- Design standards
- Analysis guidelines
- Simulation calibration
- Educational materials (videos, webpages, pamphlets)

Kempville Corridor EA February 11, 2010



### MORE SUCCESSFUL EXAMPLES

Malta, New York



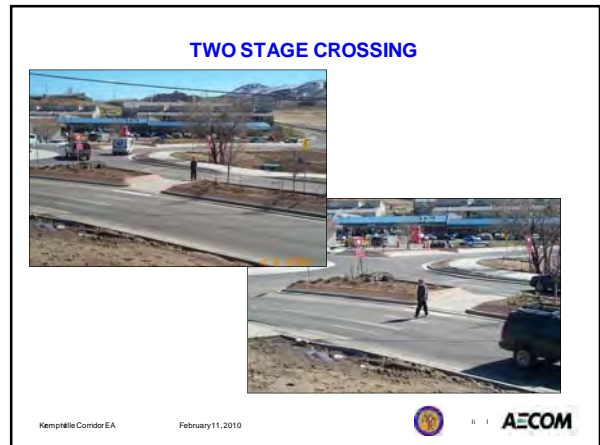
### SOUTH GOLDEN ROAD

- Commuter route
- Bus route
- Truck route
- Bike route
- Schools
- Multi-family Residential
- Commercial
- Large grocery store
- Baseball and softball complex
- Government complex
- Fully operational for 10 years



Kempville Corridor EA February 11, 2010





### TECHNICALLY PREFERRED ALTERNATIVE

- **Bridge** – new two lane structure south of existing structure, existing clearances maintained, three spans, precast girders, 114m total length with reinforced earth embankments.
- **Corridor Cross-Section Features** - center median, four lanes for vehicular traffic, bicycle lanes and sidewalks on both sides, and space for utilities. In general, right of way will require widening to 30m from 26m.
- **Centre Corridor Intersection Control** – existing traffic signals at CR44 and Community Square to be replaced with two lane roundabouts.

Kempville Corridor EA      February 11, 2010

AECOM

## CONSTRUCTION PHASING AND COST

TABLE 2 - CONSTRUCTION PHASING & COSTS OF THE CORRIDOR

PHASE	AREA	DESCRIPTION	COST
1	4	Bridge	\$ 4.7M
2	5	Widen CR43 from Highway 416 extending past the Colonnade Development and CR19 to the Bridge crossing Kempville Creek. This should be completed in one stage.	\$ 7.2M
3	3 and part of area 2	Widen CR43 from the bridge up to the CR44 intersection. This will include the CR44, community square and James St intersections. This can be completed in multiple stages.	\$ 10.0M
4	Completion of area 2	Widen CR43 from the CR44 intersection to the Pinehill Road intersection. This will include the mall and Pinehill Road intersections.	\$ 5.4M
5	1	Complete the corridor by widening CR43 from the Pinehill Road intersection to the Somerville Road intersection.	\$ 5.0M

**TOTAL** **\$ 32.3M**

Costs include 20% for contingency and 15% for engineering  
Prices exclude Taxes

Kempville Corridor EA

February 11, 2010



## WHAT IS NEXT

### Public and Agency Consultations

- All reports are now available on Counties' and Township's websites
- First class mail to agencies and involved public
- Public Information Centre No. 5 and Presentation on February 11, 2010 at the North Grenville Municipal Offices

### Refinements to Preferred Alternative

- Steering Committee will meet to consider input and make appropriate changes
- Counties Council will be asked to endorse recommended solution
- Notice of Completion

Kempville Corridor EA

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## DISCUSSION



Kempville Corridor EA

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Kempville Corridor EA

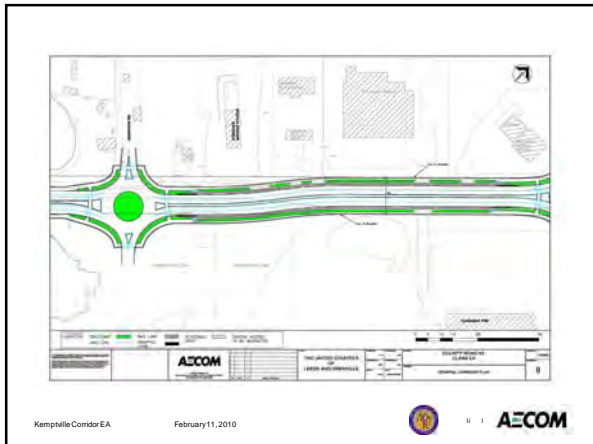
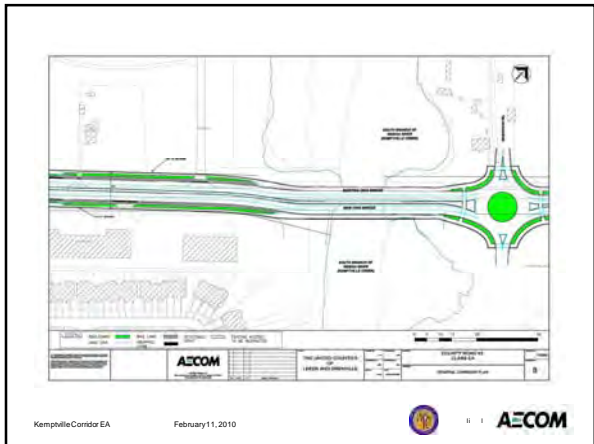
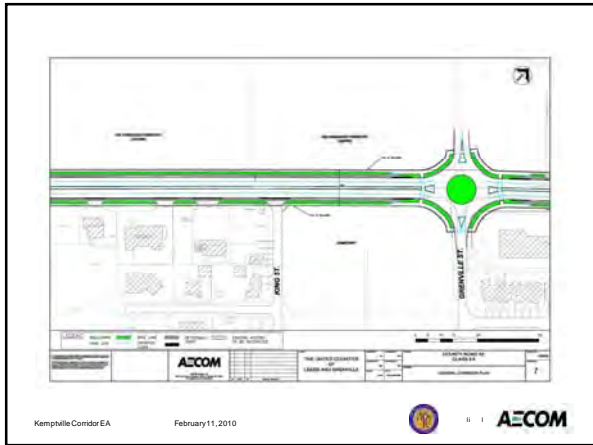
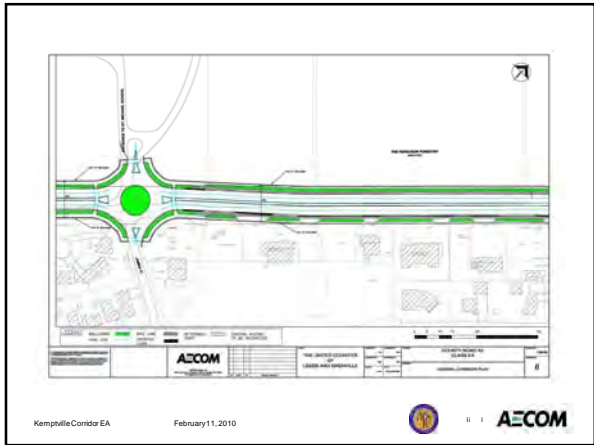
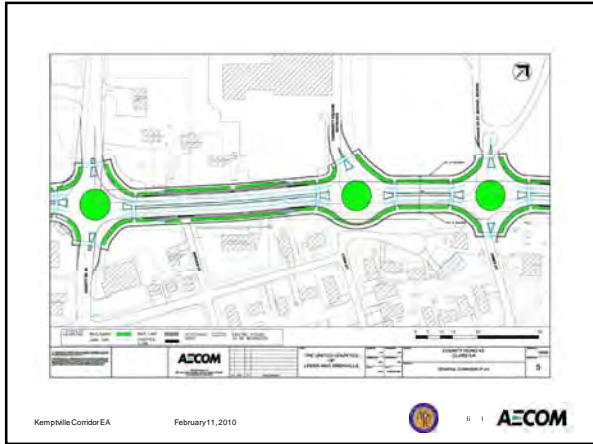
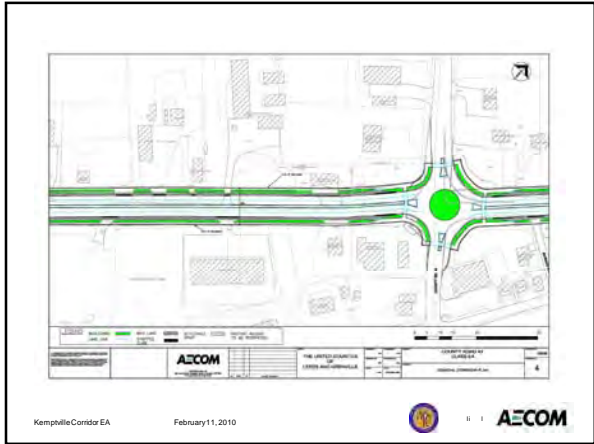
February 11, 2010

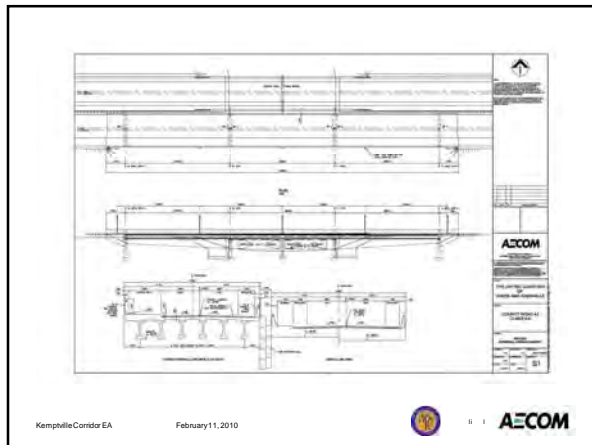
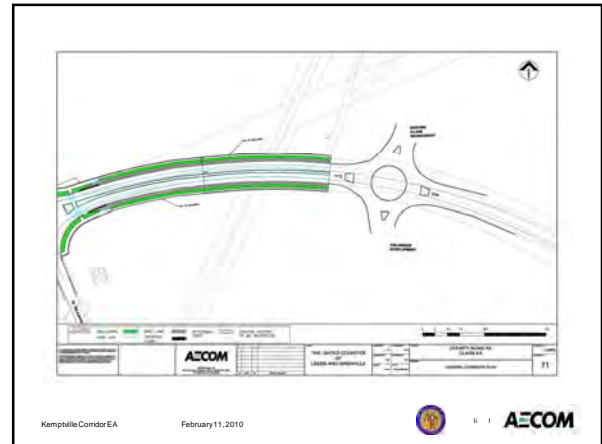
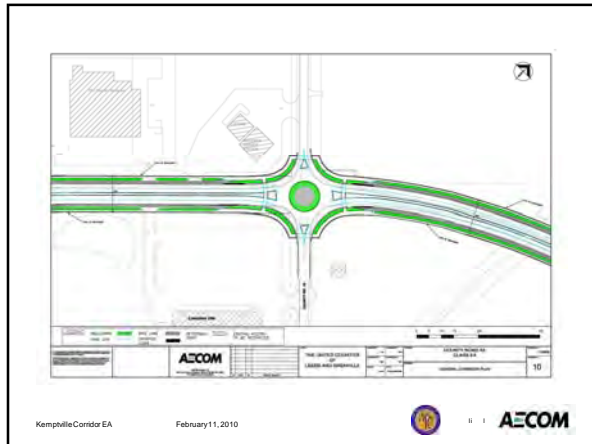


Kempville Corridor EA

February 11, 2010







**Table 1: Environmental Effects and Mitigation Measures**

ISSUE	MITIGATING MEASURE
<p><b>Traffic &amp; Transportation</b></p> <ul style="list-style-type: none"> <li>The continual growth in traffic and proposed widening has impact on accessibility</li> <li>Construction activities will impede traffic</li> <li>Emergency Vehicle Access to businesses and institutions will be affected by construction</li> </ul>	<ul style="list-style-type: none"> <li>The United Counties is committed to working with the United Counties and North Grenville Accessibility Committees to mitigate impacts to the extent feasible.</li> <li>The United Counties will adhere to recommendations of the Ontario Traffic Conference when its new manual "Pedestrian Control and Protection" is issued in the near future which will include recommendations on Roundabouts.</li> <li>Considerations for this corridor may also include: <ul style="list-style-type: none"> <li>Pedestrian Crossovers</li> <li>HAWK Beacons</li> <li>Detectable surfaces</li> </ul> </li> <li>Two lanes of traffic on CR43 will be maintained at all times, to the extent practical.</li> <li>A single lane access to all businesses &amp; institutions will be maintained at all times, to the extent practical</li> </ul>

Kemptville Corridor EA February 11, 2010

ISSUE	MITIGATING MEASURE
<p><b>Social and Cultural</b></p> <ul style="list-style-type: none"> <li>Stage 1 Archaeological Assessment has identified areas of moderate potential</li> <li>The north face of the existing bridge is within the UNESCO designated Rideau Canal World Heritage Site</li> <li>The new road will require illumination</li> <li>Construction activities will be noisy</li> </ul>	<ul style="list-style-type: none"> <li>The United Counties will undertake a Stage 2 Archaeological Assessment in advance of construction</li> <li>The United Counties will commit to working with Parks Canada to ensure preservation of the national historic features of the Rideau Canal.</li> <li>Directional lighting will be used to minimize light pollution</li> <li>Adherence to municipal noise by-law will be required</li> <li>Unnecessary equipment noise caused by faulty or non-operating components will be prohibited</li> <li>Duration of construction equipment idling will be restricted to the minimum time necessary to complete the specific task</li> <li>All of the above will be contract requirements and will be enforced by contract administrator</li> </ul>


Kemptville Corridor EA February 11, 2010

ISSUE	MITIGATING MEASURE
<p><b>Natural Environment</b></p> <ul style="list-style-type: none"> <li>Widening of bridge over South Branch Rideau River (i.e. Kemptville Creek) will require construction in fish habitat</li> <li>Stormwater quality impacts</li> </ul>	<ul style="list-style-type: none"> <li>The United Counties will negotiate a compensation agreement with the appropriate authority, the Department of Fisheries and Oceans south of the bridge or Parks Canada north of the bridge.</li> <li>In water construction will not be allowed during spawning season, March 15 to June 30.</li> <li>Access for fish to pass under CR43 will be maintained at all times.</li> <li>Best available technology economically achievable (BATEA) will be used – Level II treatment</li> <li>New bridge deck drains will be piped to storm water treatment facility. If the existing structure is to be maintained then an effort will be made to pipe existing deck drains to the treatment facility also.</li> </ul>

Kemptville Corridor EA February 11, 2010


ISSUE	MITIGATING MEASURE
<p><b><u>Natural Environment</u></b></p> <ul style="list-style-type: none"> <li>Stormwater quality impacts</li> <li>Construction activities can result in water quality impacts</li> <li>The Municipal Class EA may be complete before Federal input is received.</li> <li>Construction activities can result in dust and odours.</li> </ul>	<ul style="list-style-type: none"> <li>Erosion protection will be provided at all discharge points, water quality control will be provided on direct discharges to Kempsville Creek.</li> <li>The municipality will continue to require storm water quality and quantity controls for new development, and in particular for development upstream of the new stormwater treatment facility.</li> <li>Good construction practices will be a contractual requirement</li> <li>The United Counties will continue to work with Federal agencies to complete a screening under the Canadian Environmental Assessment Act and it is understood that this may result in refinements to the Recommended Solution.</li> <li>Good construction practices will be a contractual requirement</li> </ul>

Kempsville Corridor EA February 11, 2010



ISSUE	MITIGATING MEASURE
<p><b><u>Engineering</u></b></p> <ul style="list-style-type: none"> <li>Potential impacts on underground Utilities</li> <li>Existing watermain servicing the Forestry Centre extends into CR43.</li> <li>Soft soils in vicinity of bridge may be displaced by fill material for new approaches.</li> <li>Soil conditions on CR43 Corridor have been found to be highly variable.</li> </ul>	<ul style="list-style-type: none"> <li>Underground utilities will be protected during construction</li> <li>Watermain will be re-located and replaced if required.</li> <li>New fills will be placed within sheet pile cofferdams to avoid disturbance of river bed.</li> <li>Detailed geotechnical investigations will be undertaken as part of detail design.</li> </ul>

Kempsville Corridor EA February 11, 2010



## PIC No.5 Display Boards

**WELCOME**  
to the  
**COUNTY ROAD 43  
KEMPTVILLE CORRIDOR  
CLASS EA**

**Public Information Centre No.5**

February 11, 2010



**AECOM**

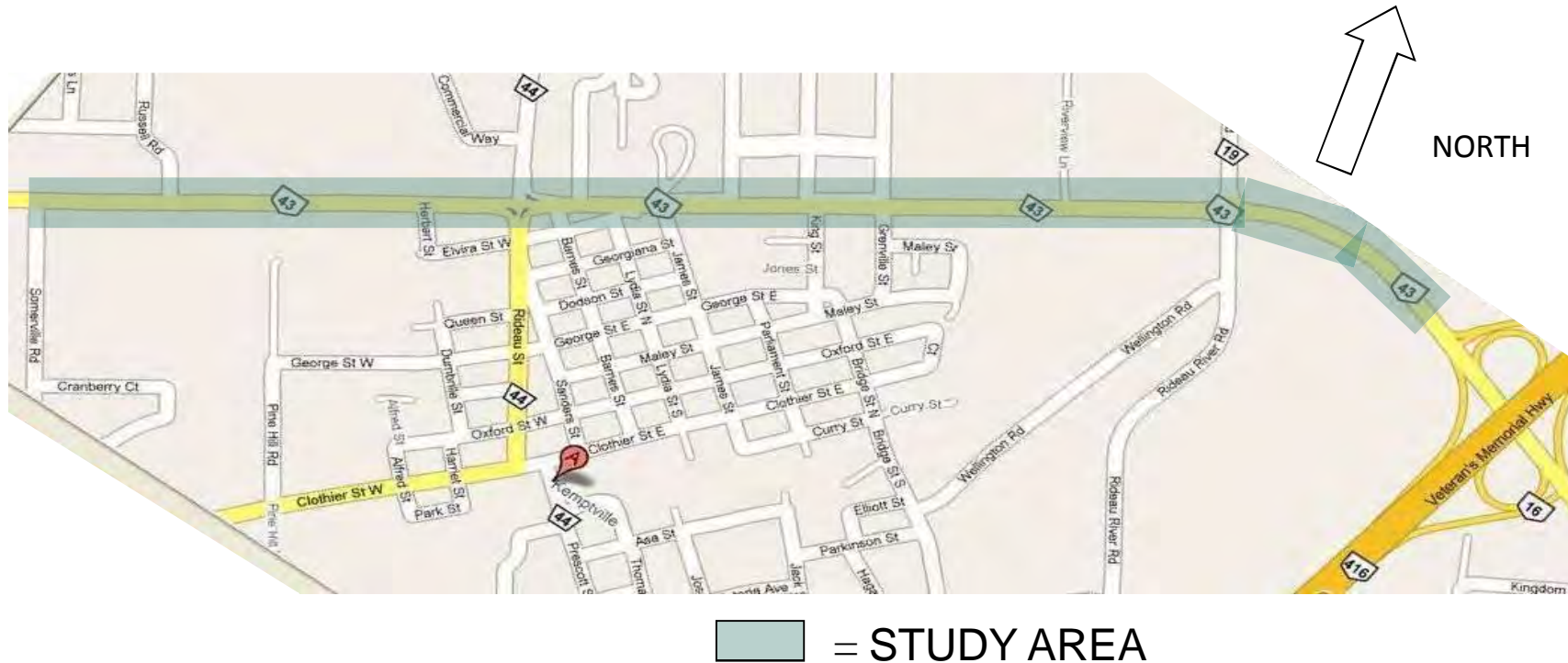
# OBJECTIVE



- The section of County Road 43 at Kemptville is a regional commercial hub, and is expected to continue to develop over the next 20 years.
- It is important to ensure that this development occurs in an appropriate way.
- This study began in early 2009 and is a continuation of work that was undertaken for the Corridor Master Plan in 2005/06. This study will fulfil the requirements for a Schedule “C” project under the Municipal Class Environmental Assessment.



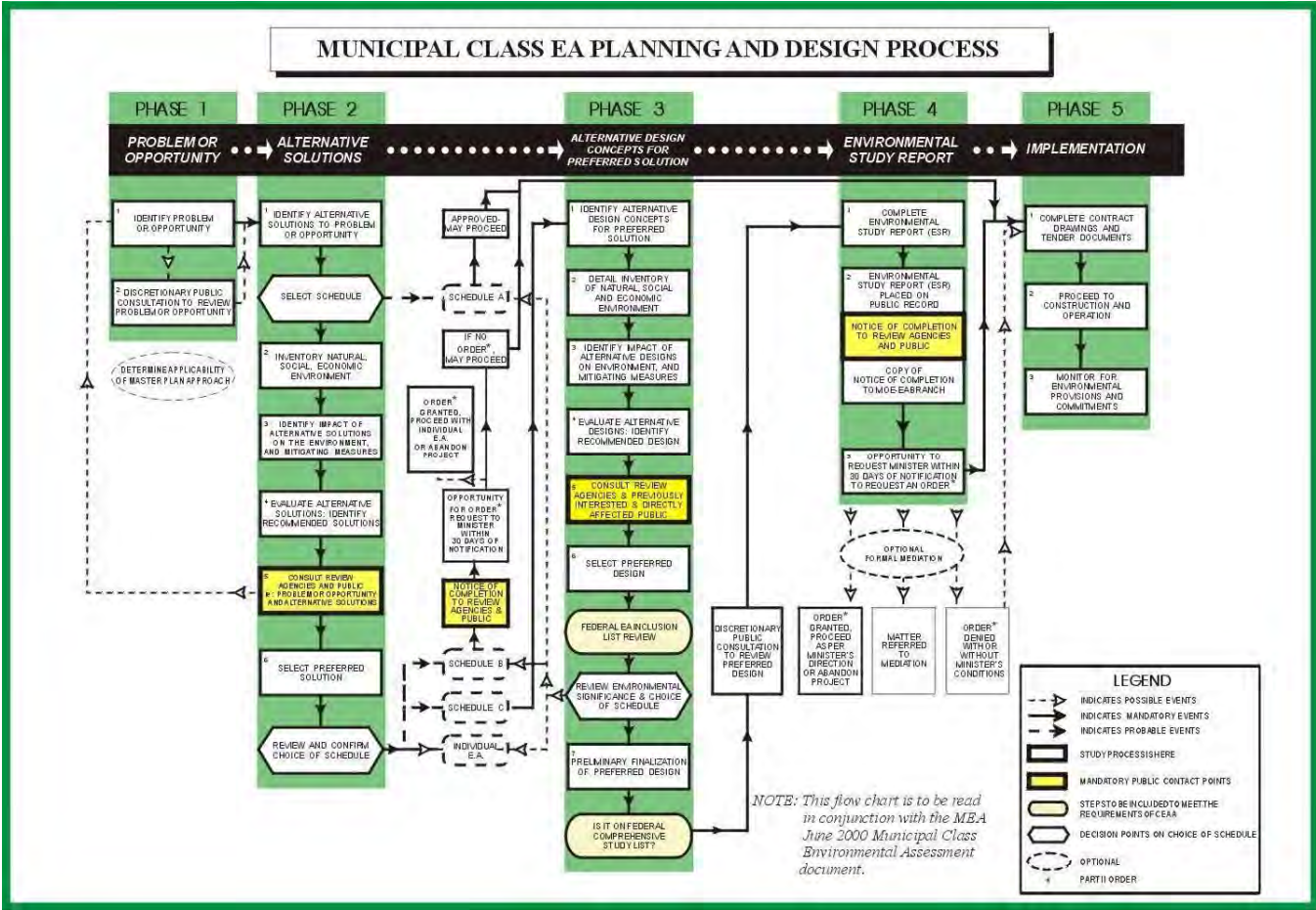
# STUDY AREA



The study area is the section of CR43 that was recommended to be upgraded to Four Lanes by the Corridor Master Plan. This area extends from Somerville Road to the Highway 416 Boundary

# CLASS EA PROCESS

This study is picking up where the Corridor Master Plan ended – at the beginning of Phase 3



# TECHNICAL STEERING COMMITTEE

- United Counties of Leeds & Grenville
  - Les Shepherd, Sandy Hay
- Municipality of North Grenville
  - Karen Dunlop, Jeff McEwen, Forbes Simon
- MTO
  - Mike Gibbs, Doug Boyd
- RVCA
  - Hal Stimson
- AECOM
  - Guy Laporte, Shane Gray



# CORRIDOR FEATURES

Three major features of the corridor were identified by the Technical Steering Committee. These are:

- 1. County Road 43 Bridge Options**
- 2. Corridor Cross-Section Features**
- 3. Centre Corridor Intersection Control**

To help the Technical Steering Committee evaluate the various alternatives, research and studies were completed in the following areas:

- Stormwater Management
- Bridge Study of Alternatives
- Waterway Navigability
- Environmental Site Evaluation
- Geotechnical Desktop Study
- Transportation and Traffic
- Traffic Noise
- Socio-Economic
- Stage 1 – Archaeological Assessment

Details of this research can be found in the Existing Conditions Report



# 1. COUNTY ROAD 43 BRIDGE



- This bridge has been identified as a major factor in this Study.
- Originally designed and constructed by MTO in 1955.
- The elevation of the bridge soffit as constructed is Approx. 88.8m (291.35 feet)
- With a clearance of approx. 3.3m (11 feet) and a clear span of 36.6m (120 feet)

# 1. BRIDGE ALTERNATIVES

Our objective is to consider all viable alternatives. Five key features produced 162 possible alternatives.

**Alignment – north, south or both**

**Bridge - widen, new two lane or new four lane**

**Span – 1, 2 or 3 spans**

**Clearance – 3.35m, 4.9m, 6.7m**

**Construction- cast in place or precast**

The 162 possible alternatives were narrowed to 11 by the Technical Steering Committee.

These 11 alternatives were then evaluated against the various criteria and environmental factors that set them apart.



# 1. BRIDGE - TECHNICALLY PREFERRED ALTERNATIVE

The Evaluation of these 11 alternatives was completed by scoring them against each other for each criterion.



**The preferred alternative is the construction of a new 2-lane, 3-span bridge to the south of the existing bridge.**

**The existing 2-lane bridge would be maintained and the 3-spans would span a large portion of the wetland area to the south.**

**Reinforced Earth Embankments (Retaining walls) will be utilised to retain the approaches.**

## 2. CORRIDOR CROSS-SECTION FEATURES

Various Corridor features were looked at by the Technical Steering Committee and 5 alternative corridor cross-section designs were completed.

It was decided that bicycle paths and sidewalks should be separated but bicycle paths should be off the road for safety reasons. The centre median should be large enough to contain some architectural aesthetic features and the boulevard and centre circle of the roundabouts should be landscaped.

**Alternative No.5 was the chosen solution and is shown below. The ROW of the corridor is typically being expanded from 26m to 30m wide.**

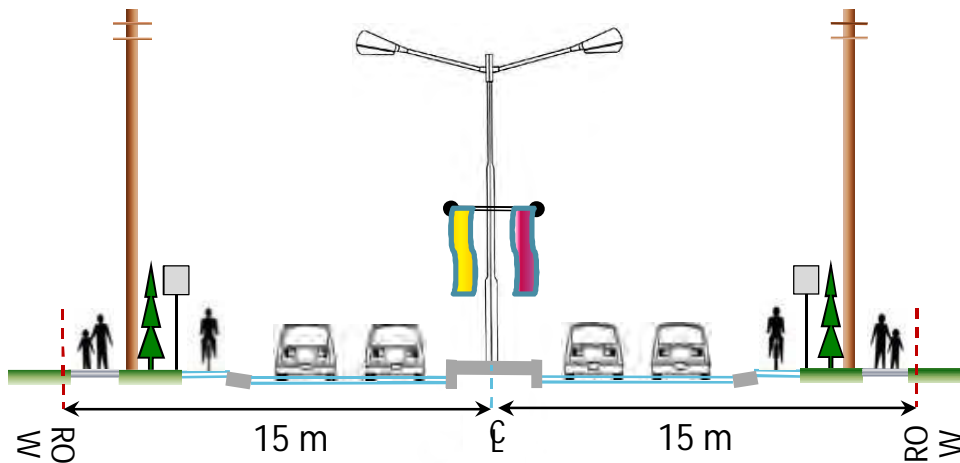


TABLE 1 – PROPERTY TO BE PURCHASED

	Area to Be Purchased	
	North Side (m <sup>2</sup> )	South Side (m <sup>2</sup> )
Area 1	2969	3395
Area 2	8232	1483
Area 3	7722	944
Area 4	0	0
Area 5	1663	4596
<b>TOTAL</b>	<b>20,586m<sup>2</sup></b>	<b>10,418m<sup>2</sup></b>
	<b>= 20.6Ha</b>	<b>= 10.4Ha</b>

### 3. CENTRE CORRIDOR INTERSECTION CONTROL

The Corridor Master Plan recommended that a Roundabout Corridor be constructed. However at this time there were not enough details and research on pedestrian movements at 2 lane roundabouts and so traffic signals were recommended for the CR43/CR44 intersection.

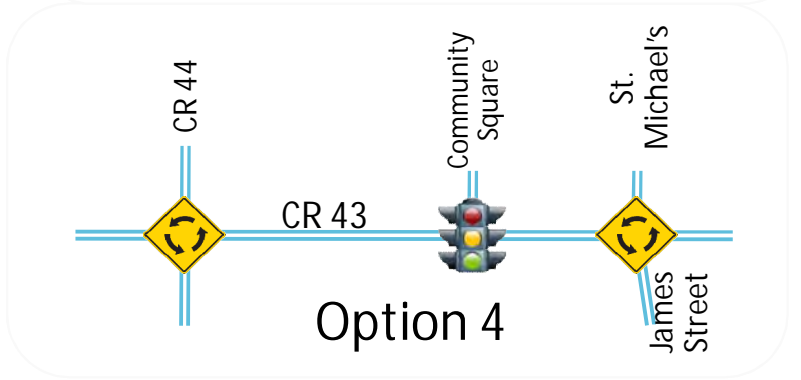
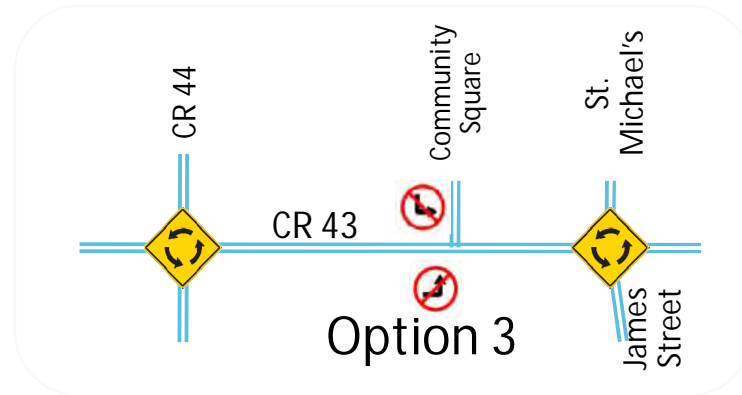
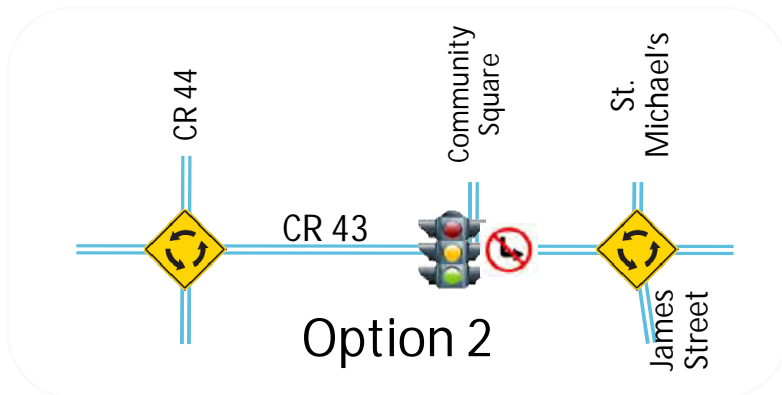
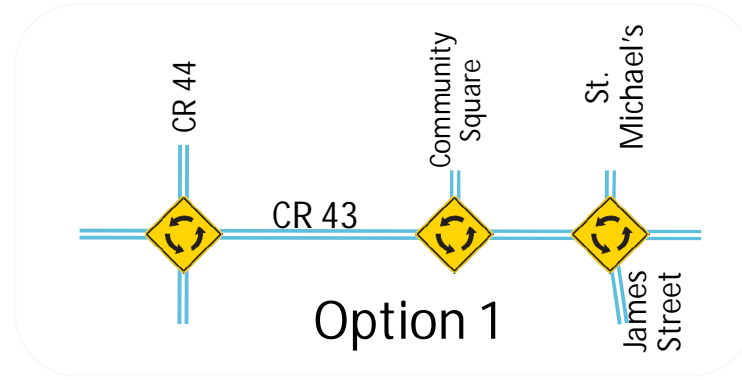
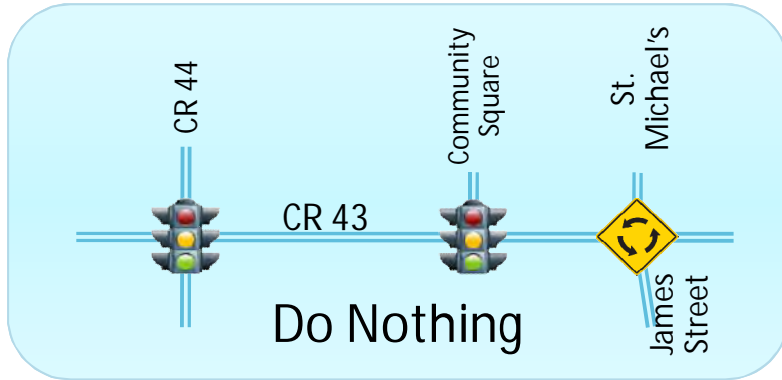
Endeavouring to keep with the original planning philosophy for the corridor the use of traffic signals within certain combinations was investigated again. As there has now been a lot more research completed on 2-lane roundabouts the Technical Steering Committee decided it was appropriate to score a number of alternate options for this area.

The Alternatives included:

- Do Nothing** – Signals at CR44, Signals at Community Square, Roundabout at St Michaels High School.
- Option 1** – Roundabout at CR44, Roundabout at Community Square, Roundabout at St. Michaels High School
- Option 2** – Roundabout at CR44, Partial signals at Community Square, Roundabout at St. Michaels High School
- Option 3** – Roundabout at CR44, Median at Community Square, Roundabout at St. Michaels High School
- Option 4** – Roundabout at CR44, Signals at Community Square, Roundabout at St. Michaels High School



### 3. CENTRE CORRIDOR INTERSECTION CONTROL



**OPTION 1 WAS CONVINCINGLY SCORED AS THE PREFERRED ALTERNATIVE, PRODUCING A COMPLETE ROUNDABOUT CORRIDOR.**

# SUMMARY

The CR 43 corridor serves as a critical east/west transportation corridor while providing access to a large number of adjacent properties.

During this process the technical steering committee considered cross-section alternatives, options for intersection control to the centre corridor, bridge design alternatives and alterations to existing and future access points.

These were then evaluated against various environmental factors to accomplish the best result for the corridor.

- 1. Bridge** – new two lane structure south of existing structure, existing clearances maintained, three spans, precast girders, 114m total length with reinforced earth embankments.
- 2. Corridor Cross-Section Features** - center median, four lanes for vehicular traffic, bicycle lanes and sidewalks on both sides, and space for utilities. In general, right of way will require widening from 30m to 26m.
- 3. Centre Corridor Intersection Control** – existing traffic signals at CR44 and Community Square to be replaced with two lane roundabouts.



# CONSTRUCTION PHASING AND COST

**TABLE 2 - CONSTRUCTION PHASING & COSTS OF THE CORRIDOR**

PHASE	AREA	DESCRIPTION	COST
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4	Completion of area 2	Widen CR43 from the CR44 intersection to the Pinehill Road intersection. This will include the mall and Pinehill Road intersections.	\$ 5.4M
5	1	Complete the corridor by widening CR43 from the Pinehill Road intersection to the Somerville Road intersection.	\$ 5.0M

---

**TOTAL** **\$ 32.3M**

---

Costs include 20% for contingency and 15% for engineering  
 Prices exclude Taxes



# WHAT IS NEXT

In response to public and agency input the Technical Steering Committee will:

- Consider changes to the Preferred Alternatives based on input received from the public, external agencies and interest groups;
- Present the Recommended Plan and Summary of Draft Environmental Study Report to County Council for endorsement;
- Finalize and publish the Notice of Study Completion
- File the Environmental Study Report with the Ministry of the Environment for a 30-day public review period; and
- Respond to comments on the Environmental Study Report.



# YOUR FEEDBACK

We need to know what you think about the preferred improvements to County Road 43.  
Your feedback is especially useful to us right now before these decisions are set.

Please share your comments with us by:

Filling out a comment sheet and leaving it with us tonight,

Bringing home a comment sheet and mailing it to the address on the sheet by February 19,  
2010, or

Emailing your comments to

[Guy.Laporte@aecom.com](mailto:Guy.Laporte@aecom.com)

Or

[les.shepherd@uclg.on.ca](mailto:les.shepherd@uclg.on.ca)

## Thank you for attending!



# REFERENCE TABLE

Included on this Table is :

- **CORRIDOR MASTER PLAN (MARCH 2006)**
- **STUDY DESIGN REPORT (JANUARY 2009)**
- **EXISTING CONDITIONS REPORT (AUGUST 2009)**
- **EVALUATION REPORT (DECEMBER 2009)**
- **MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT, OCTOBER 2000 AS AMENDED IN 2007.**
- **ENVIRONMENTAL ASSESSMENT ACT**
- **FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT**
- **ROUNDABOUTS- A DIFFERENT TYPE OF MANAGEMENT APPROACH**



# DRAWINGS

- The drawings on display :
- Area 1 – from Somerville Road to the Pinehill Road extension intersection,
- Area 2 – from the Pinehill Road extension intersection to St Michael's High School,
- Area 3 – from St Michael's High School to Kemptville Creek Bridge,
- Area 4 – Kemptville Creek Bridge
- Area 5 – from Kemptville Creek Bridge to the western boundary of the 416 Freeway (MTO Boundary).
- Bridge General Arrangement drawings
- Aerial Photo of the Corridor
- Corridor Cross-section
- Typical Roundabout Design



# Appendix D

## PIC No.5 Comments

- Public Comments
- Newspaper articles

## Public Comments

1

**Gray, Shane**

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**Subject:** FW: Public comments on Roundabouts

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

From: btobin1@telus.blackberry.net [mailto:btobin1@telus.blackberry.net]

Sent: Friday, November 27, 2009 8:32 PM

To: Dunlop, Karen

Subject: Roundabouts

See email below

Have responded keeping in the loop on public opinion.

Enjoy your weekend.

2. Re Round abouts I cannot understand how the provincial govt has allowed the round abouts in Kemptville and I cannot understand how council could consider more roundabouts for Kemptville. I assume that hwy 43 is a provincial road, with big trucks with 2 trailers, often hauling dangerous goods, fuel oil, etc. and how the DOT and council can expect them to stay in one lane while negotiating our round abouts is beyond me. We have opened up the town to possible legal action needlessly if a car, not understanding that trucks require room, will be crushed and possible fatalities or serious injury. How can a truck with 2 trailers loaded with fuel oil or even one trailer, negotiate around a traffic circle in good weather not even mentioning in heavy snow, ice etc. without entering another lane. No doubt this has been raised before. I am not in favour of any other future traffic circles. The painting on the traffic circle pavement as you enter Kemptville from the 416 is misleading. A tourist the other day was leaving Kemptville and thought they could go right around that traffic circle (in front of the future Walmart) and return to Kemptville, obviously not meaning to leave the town and got stuck trying to go completely around the circle with no one letting them back out since they almost hit the cement barrier. The road painting leads drivers to expect they can go around. Last winter the traffic was backed up onto 416 which is very unsafe because there was a collision in the first round about. I cannot imagine the traffic jams when we finally get Walmart. Cars will be lined up on 416 and serious injury or death could occur. Again, this sort of issue can be foreseen and will again expose Kemptville to liability issues needlessly. Also the first impression of the shrubs etc on that round about is not representative of the efforts Kemptville is making with respect to putting our best foot forward and being a jewel on the Rideau. Its all weeds with a few plants. Someone recently mowed it and it looks almost as bad. No doubt your business development officer would agree. It is the first impression people get of Kemptville coming from 416. Can something be done before winter so we put our best foot forward to tourists/business people in the early spring. Well I apologize for the wordy email but wanted to be clear with my concerns and kiddos. I appreciate the efforts you and council are making to continually try to manage expectations and costs. Please take the above with my best intentions to provide you with feedback. Best regards,

Barb T.

Sent on the TELUS Mobility network with BlackBerry

**Gray, Shane**

---

**Subject:** FW: Municipal Class EA on CR43, Kemptville Corridor - PIC No.5

Jan 29, 2010

Gentlemen: thank you for continuing to include me in your correspondence. I will plan to attend the Feb 11 mtg.

The two links to the reports are not working on your PDF. The UCLG one says directory denied, and the other one goes to the NG site, but no reports could be found.

If the reports could be made available on line it would be useful.

Thank you.

3

**Gray, Shane**

---

**Subject:** FW: remove from list

**From:**

**Sent:** February 2, 2010 2:06 PM

**To:** Laporte, Guy

**Subject:** remove from list

Hello,

Kindly remove us from your mail list. We have moved out of the North Grenville area.

Many thanks,

**Gray, Shane**

---

**Subject:** FW: Four Laning of County Road 43 Kemptville Corridor

**From:**

**Sent:** February 3, 2010 9:12 AM

**To:** Shepherd, Les

**Subject:** Four Laning of County Road 43 Kemptville Corridor

Hello Les,

I am writing to request that [redacted] be added to the study mailing list. His email address is [redacted] and his mailing address is [redacted]

Thank you,

**Gray, Shane**

---

**Subject:** FW: Kemptville roundabouts

**From:**

**Sent:** Wednesday, February 03, 2010 12:03 PM

**To:** Les.Shepherd@uclg.on.ca; Guy.Laporte@aecom.com

**Cc:** bill.gooch@cogeco.ca

**Subject:** Kemptville roundabouts

Mr. Shepherd and Mr. Laporte:

We also live in Glengables and share Ms. [redacted] concerns. We already do everything possible to avoid the roundabouts at all costs. Not only are they badly designed (speaking as someone who comes from a country full of roundabouts, the ones in Kemptville are far too small), but they also do nothing for traffic flow except worsen it. When traffic is at a standstill on 43 due to construction, for example, people stop their cars in the roundabouts preventing anyone else from going in any other direction. We can only imagine the mess there will be once WalMart opens and people must stop using the 2 lanes as 1 lane like they do now.

Then there's the ridiculous idea of 2 roundabouts next to each other to service the high school and the stores in the Shopper's Drug Mart mall. We can't believe none of you have considered joining the 2 parking lots of the 2 facilities and creating one roundabout - or better yet, leave the traffic lights where they are. Why incur more cost at this intersection? The lights work well - leave them alone and join the parking lots so people leaving the school the do so via the traffic lights. As for the lights at 43 and 44 - don't spend any more of our money than you need to. These lights are fine and they do well to service the amount of traffic at this intersection, so save our money and leave the lights where they are.

We were horrified to learn of the plan for more roundabouts after moving to Kemptville just 2 years ago. We have spent a lot of money on a new house in Glengables but are ready to consider moving again because of the roundabouts.

I have circulated Ms. [redacted] email to about 45 houses in our development. I expect you will hear from more of us very soon.

**Gray, Shane**

---

**Subject:** FW: four laning of country road 43

From:  
To:  
CC: Les.Shepherd@ucfg.on.ca; Guy.Laporte@aecom.com  
Subject: RE: FW: four laning of country road 43  
Date: Wed, 3 Feb 2010 12:06:22 -0500

I really like the roundabouts as they are efficient, require no electricity to operate and I have never seen any incidents that would imply they are unsafe. If motorists are not clear on the rules related to right of way, then that is a separate issue as they are likely to be a hazard at any intersection in the country and everything in between. By the way, if we decorated ours as well as those on Boulevard Des Allumetieres in Gatineau it would look great!

**Gray, Shane**

---

**Subject:** FW: FW: four laning of country road 43

**From:**

**Sent:** February 3, 2010 1:21 PM

**To:** Laporte, Guy; Les.Shepherd@udg.on.ca

**Subject:** Re: FW: four laning of country road 43

I am inclined to agree with . The roundabouts provide an excellent means of managing traffic and, now that the streetlights are (finally) functional, they are very safe. The only near-misses I have had were with motorists who refuse to take heed of the signage and do not allow right of way to cars that are already in the circle (or who insist on coming to a dead stop while already in the circle). Surely a local education campaign would go a long way to helping resolve this? I find that the roundabouts help to slow down cars (in a good way!) and it certainly makes it easier for those of us heading westbound on CR 43 to break into the flow of traffic.

My only concerns are with the total number of planned roundabouts and their close proximity to each other as well as the lack of options for pedestrian traffic. There are a surprising number of walkers in the CR43/44 zone (mostly students from St. Mike's) whose safety needs to be prioritized.

**Gray, Shane**

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**Subject:** FW: four laning of country road 43

**From:**

**Sent:** February 2, 2010 1:42 PM

**To:** Shepherd, Les

**Subject:** four laning of country road 43

Dear Mr. Shepherd,

I am very concerned about this project and the plan to install a four lane roundabout at the intersection of CR 43 and CR44 in particular.

The current roundabout at the Canadian Tire location is bad enough to try to negotiate at any time of the day when peak traffic flow occurs, but at least I can presently avoid this dangerous mess and a very lengthy wait to gain access from Canadian Tire to head west on CR 43, by simply going around Canadian Tire onto Van Buren and going home to Glengables Village either via the back way to Concession Road, or by going around Canadian Tire to reenter CR43 west at the Rideau Street traffic lights. The roundabout is NOT a safe viable option, especially in my small car that all trucks seem to find invisible. This is miles out of my way, but it is the only safe option I have found after too many near misses.

The single lane roundabout at the Food Basics / Independent exit usually works well enough, but at peak traffic flow times that too is very dangerous, and at such times I am compelled to avoid it by going east on CR43 to the Rideau Street traffic light then west down Cloutier to Abbott Road and turning onto Johnson Road to pick up CR 43 west to Glengables Village. As you can see this is again a very long drive to get home safely.

If a double lane roundabout is installed at the intersection of CR43 and CR44 as planned, gaining access to CR 44 going east on CR43 during peak traffic flow will become a virtual impossibility. If driving east on CR43 I will enter the roundabout at Rideau, change to the inside lane, pass the outside lane where CR43 west enters the roundabout, and immediately change to the outside lane to exit onto CR44 north. All of the time avoiding fast drivers who cut me off plus 18 wheel trucks. And God forbid the fire engines have an emergency where they too will have to use the double lane roundabout! Will I now have to access CR44 north by leaving Glengables going east on CR43 then taking Muldoon Road to take the back way and access CR44 north at the golf course ?

Now that you understand what is required to get anywhere in the lovely yet confusing town of Kemptville, and the dangers these roundabouts cause, I only hope that you will take another look at the problems you are planning to create for us drivers and for the residents of what used to be quite areas that can very shortly expect much heavier traffic on their roads by many people such as I who will be avoiding these roundabouts wherever and however possible. I have spoken to my Glengables neighbours about this problem, and it seems I am certainly not alone in my concerns, or lengthy detours in trying to avoid the dangers of your roundabouts.

Yours truly,

**Gray, Shane**

---

**Subject:** FW: four laning of country road 43

**From:**

**Sent:** February 3, 2010 2:20 PM

**To:**

**Cc:** les.shepherd@udg.on.ca; Laporte, Guy

**Subject:** RE: four laning of country road 43

I disagree completely. I too have often sat at these roundabouts for long amounts of time because virtually nobody knows the rules of driving roundabouts. Everyone simply drives thru them without any hesitation. Each person approaching the roundabout is supposed to yield, yet at least 90% of the public do not. People completely ignore turning signals when travelling around these circles and I've seen a number of cases recently where people were left sitting in the circle because the other person did not yield.

I turn left off of Somerville to Hwy. 43 every evening at 5:10 ish with much difficulty. I can't imagine how much worse this is going to be if they put a roundabout at the intersection of Hwy. 43 and 44. This is a major intersection of Kemptville. Now that it is confirmed that the WalMart will be completed by 2011, imagine just how much worse the traffic will be and how many more people who don't know the rules of driving them will be. Leave the lights. Particularly at that intersection. If it ain't broke why fix it???

10

**Gray, Shane**

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**Subject:** FW: four laning of country road 43

**From:**

**Sent:** February 3, 2010 4:27 PM

**To:**

**Cc:** <les.shepherd@ucig.on.ca>; Laporte, Guy;

**Subject:** Re: four laning of country road 43

Sorry to dissent, but I have to say I have never had any problems at the round about and I think they are great!

Sent from my iPod

11

**Gray, Shane**

---

**Subject:** FW: four laning of country road 43

**From:**

**Sent:** February 3, 2010 4:36 PM

**To:**

**Cc:** <les.shepherd@ucalg.on.ca>; Laporte, Guy;

**Subject:** Re: four laning of country road 43

Same. I love roundabouts and haven't ever had a problem but then I'm not on them during 'rush hour' either.

**Gray, Shane**

---

**Subject:** FW: four laning of country road 43

**From:**

**Sent:** February 3, 2010 5:35 PM

**To:**

**Cc:** les.shepherd@uclg.on.ca; Laporte, Guy

**Subject:** Re: four laning of country road 43

Having grown up with roundabouts in the UK, I have to say that I am a big fan - they really keep the traffic moving as long as everyone understands how to use them. I would pass a few comments - very few people understand the importance of signaling - showing your intended exit within the roundabout helps others to move with more confidence. Design is also important - the roundabout outside the Wal-Mart (to be) mall is not big enough for 2 lanes and this will cause problems once it is full operation - Lastly while being a fan I'm not sure spending the money to convert the intersection in question is really needed.

**Gray, Shane**

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**Subject:** FW: Four Laning of County Road 43 Kemptville Corridor  
**Attachments:** lagroup.jpg

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**From:**  
**Sent:** Wednesday, February 03, 2010 7:40 PM  
**To:** Gray, Shane  
**Cc:** Laporte, Guy; Shepherd, Les;  
**Subject:** RE: Four Laning of County Road 43 Kemptville Corridor

Thanks Shane for a quick response

I will be attending the meeting on the 11 and hope to meet you and discuss a few ideals with you....or do you prefer that we submit in writing?

Best Regards

**Gray, Shane**

---

**Subject:** FW: four laning of country road 43

**From:**

**Sent:** February 3, 2010 8:03 PM

**To:**

**Cc:** les.shepherd@uclg.on.ca; Laporte, Guy

**Subject:** Re: four laning of country road 43

Thanks,

We agree with you totally, the roundabouts are good however most people don't know how to use them. Signalling is very important but no one seems to know how. The roundabout at Walmart will eventually have to be enlarged due to the volumn of traffic that will result from that entire complex. In our opinion, Walmart will be a huge asset to this entire community.

Definately there should NOT be a roundabout at 43 & 44!! In general, the existing population will will have to become more familiar with traffic and the rules of the road.

15

**Gray, Shane**

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**Subject:** FW: four laning of country road 43

**From:**

**Sent:** February 4, 2010 8:41 AM

**To:** les.shepherd@uclg.on.ca; Laporte, Guy

**Subject:** Re: four laning of country road 43

We are a fan of roundabouts. The one by the Walmart is a pain if you actually use it properly and stay in the lanes (most people don't). I agree that people need to be educated on how to use them. I am guilty of not using the signal.

That being said, I like roundabouts and feel that they work great in a lots of intersections, BUT 43&44 is not one of them.

**Gray, Shane**

---

**Subject:** FW: four laning of country road 43

**From:**

**Sent:** February 4, 2010 11:24 AM

**To:**

**Cc:** les.shepherd@uclg.on.ca; Laporte, Guy

**Subject:** RE: four laning of country road 43

I believe that not all roundabouts are created equal, and other than widening the walmart roundabout, and educating the users- (Recently, I actually found myself behind someone who was backing up) - I am good with the existing infrastructure. I don't think , however, that a new turning circle at 43 and 44 is such a good idea. Especially in view of the amount of foot traffic from St. Michaels.

**Gray, Shane**

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**Subject:** FW: County Road 43 Upgrade

**From:**

**Sent:** Friday, February 05, 2010 3:53 PM

**To:** Gray, Shane

**Subject:** RE: County Road 43 Upgrade

Hi Shane,

This input is not necessarily specific to agriculture, but it comes from my perspective as a resident of the community. The materials you sent indicated that all the traffic light sites along Highway 43 in Kemptville would be converted to roundabouts. By my count, this would make 5 roundabouts between highway 416 and Somerville Rd.

Is there any plan to develop some driver education tools to ensure that people are aware of rights-of-way in a roundabout? In my experience roundabouts can be quite congested especially during high traffic hours, when drivers take the right of way or hesitate to take the right of way inappropriately. Often there are cases of traffic from one direction fully monopolizing the roundabout and long waits at the perpendicular entry points.

I think that with five roundabouts in such a small space, there will need to be an effort made to ensure that drivers understand how to use the roundabout to keep it working as the traffic-easing measure that it is meant to be. The yield signs that currently exist are not sufficient.

I will be circulating your letter to some colleagues for their input from our office as well. Thank you again for the opportunity.



**Gray, Shane**

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**Subject:** FW: CR43 Kemptville Corridor

**From:** Emily Chan [mailto:Emily.Chan@cantire.com]

**Sent:** February 5, 2010 3:56 PM

**To:** Laporte, Guy; les.shepherd@uclg.on.ca

**Subject:** CR43 Kemptville Corridor

Hi,

I would like to be included on the study mailing list and request a copy of all reports for the CR43 environmental assessment

Thanks,

Emily Chan  
Development Coordinator  
Canadian Tire Real Estate Limited

t: 416-480-3240

f: 416-480-3990

c: 647-896-2113

e: [emily.chan@cantire.com](mailto:emily.chan@cantire.com)

2180 Yonge Street, 15 Fl South, Toronto, ON M4P 2V8

**Gray, Shane**

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**Subject:** FW: Traffic Circle Kemptville

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

From:  
Sent: February 8, 2010 8:25 PM  
To: les.shepherd@uclg.on.ca; Laporte, Guy  
Subject: Traffic Circle Kemptville

Hello,

I noticed in the recorder and times, Saturday feb 6, the article concerning the expansion of the Hwy 43 in Kemptville. The proposal is to add more lanes and an additional traffic circle at hwy 44 @ 43. As a regular commuter on the Hwy 43 through the existing 3 traffic circles, I had a few comments.

I do agree that traffic circles can speed ease traffic congestion when they are implemented properly. The problem with the 3 in Kemptville is that they are all different. There are current 3 traffic circles and there is no consistency for a community that is not used to traffic circles.

1. Walmart Traffic Circle. This is by far the most concerning. The painted signage on the road does not match the posted sign. From the East, the posted sign shows 2 lanes. Have you tried going through the circle with 2 vehicals, such as a transport or a bus? There is no signage from the West, but there are 2 lanes marked. The traffic circle is way too small to have 2 large vehicles or even 2 trucks going through. I can only imagine the trouble when Walmart gets open and large vehicles tries to come from the east to try and get into Walmart and block both lanes.

2. Canadian Tire. This was the first one built. Built on the belief that traffic lights wouldn't work, but many believe it was more for a tourist draw. It's also very small and for some reason the pipes go through the center and cause it to be dug up multiple times creating traffic issues. Great for landscaping business.

3. Tim Hortons. This one was built the correct size and seems to work well. It was the 3rd one built, so I guess the other 2 were trials. The confusing part is the cross walk on the side that is difficult to see when you are going through the circle. Especially if there is landscaping in center.

While the next one is being planned, please work towards some consistency. The hwy 43 corridor is getting busier and I do agree the road needs to be widened. This was brought up during the construction of the new rink. Some extra fore thought may prevent people from avoiding Kemptville due to the traffic circle confusion.

Regards,

**Gray, Shane**

---

**Subject:** FW: Comments on Hwy 43 upgrade

**From:**

**Sent:** Monday, February 08, 2010 12:58 PM

**To:** Bill Gooch; Terry Butler; Barb Tobin; Tim Sutton; Ken Finnerty

**Cc:** Andy Brown; Forbes Symon; Laporte, Guy; Gray, Shane; Les Shepherd

**Subject:** Comments on Hwy 43 upgrade

Dear Council – I read the recent articles inviting people to attend Council this evg. Unfortunately, I will not be able to attend, but I do plan to attend Thursday’s open house.

I wanted to provide some comments prior to your Council meeting tonight:

I have read the 33 page Hwy 43 Final Evaluation Report and support the recommendations outlined in the Summary.

1. Corridor cross-section, Alternative 5: this is great, as it is the most pedestrian & cyclist friendly
2. Bridge construction, Option 6: this is good because it allows for the planned shoreline trail
3. Intersection control, Option 1: this is the right way to go – but it will require the greatest amount of public education. It sticks with the corridor Master Plan, which is good, but opposition will arise because people cannot visualize how it will work.

One example to assist with public education is a demo found here:

<http://www.ourston.com/index.php?id=77>

Note the pedestrians safely crossing at ‘crosswalks’. The important thing is that our municipality will have to adopt a bylaw enabling crosswalks, as they are currently not part of either County or MTO jurisdiction.

Sure, people will have concerns – and those concerns should be addressed through public education and awareness campaigns, web videos and driver ed training.

Roundabouts are a safe, effective and green means of control, and North Grenville should be proud to be leading the way in this kind of sustainable thinking.

**Gray, Shane**

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**Subject:** FW: Comments for AECOM CANADA - please forward. From NG Chamber Member  
**Importance:** High

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**From:** North Grenville Chamber of Commerce [mailto:info@northgrenvillechamber.com]  
**Sent:** Thursday, February 11, 2010 10:59 AM  
**To:** Gray, Shane  
**Subject:** RE: Comments for AECOM CANADA - please forward. From NG Chamber Member  
**Importance:** High

Hi Shane  
I have offered to fax written comments from our Fri. Feb. 19th Breakfast Connection to you, since your letter indicates that Feb. 19th is the deadline for comments. Please provide me your Fax number for this purpose. (If you are not able to attend and hear the comments yourself) Can you confirm if you or someone from your Company may be attending? thanks kindly... also - see below: a comment sent to the Chamber via mail from one of our members.  
Regards,  
**Subject:** Comments for AECOM CANADA - please forward.

Comments for the upgrade of 43:

I am VERY concerned about the lack of not only sidewalks but more importantly ways for pedestrians to cross the road. With roundabouts keeping the traffic moving, there is no "gap" for people to get across the street; it would be dangerous if they tried.

We are advocating "participaction" as a country, we have an obesity problem in youth causing heart disease in the now high risk group of ages 20-39, and people have diabetes in record numbers - so we need to get out and walk. This is so far NOT a walking-friendly town.  
Are you planning to build tunnels under the road to accommodate pedestrians or alternately covered walkways over the roadway (which I think is not the better solution due to trucks and large shipments traversing the 43 corridor between Winchester and Merrickville)?

I have watched the extra long/extra wide loads with police escort try to manoeuvre our two existing roundabouts at the East end of town; they tied up traffic for over one hour which was backed up onto the 416 for about a mile as we all waited to continue our own journey. This is not safe for drivers either.

There also needs to be a safe place for truckers to pull their 18-wheelers over so that they may use the washroom, get some lunch or coffee without blocking traffic. We have put up "No Parking" signs outside the McDonalds and Tim Horton's now so they won't stop. Don't we want their business in our town? Should we allow drivers to continue on their trip without use of a washroom and sustenance? Don't we want to be a user-friendly town?

And it's high time we stopped all these trashy signs on the roadway advertising the stores wares - it's tacky, unsightly, junky, clutters up the view and the neighbourhood and visitors to our town think that Kemptville is all that is along the 43 strip. No one knows that there are more stores or a downtown. Tidy up the mess; forbid the signs; make our town look elegant and welcoming, please!! This item is not directly linked to upgrading 43, but it will go hand in hand with planning for what our Council will hopefully then continue when you're done.



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### COMMENT SHEET

## COUNTY ROAD 43 KEMPTVILLE CORRIDOR United Counties of Leeds and Grenville Class Environmental Assessment

PUBLIC INFORMATION CENTRE No. 5  
Municipality of North Grenville Municipal Offices  
Thursday, February 11th, 2010

**NOTE:** Personal information collected as a result of this environmental assessment is collected under the authority of the Environmental Assessment Act and will be used to assist in making a decision on this matter. Comments may be included in documents that are made available for public review. Personal information, as defined by the *Freedom of Information and Protection of Privacy Act*, will remain confidential unless prior consent to disclose it is obtained. For more information on the collection and use of the personal information, please contact Guy Laporte at the address/phone below.

(Please Print Clearly)

We need a sound barrier along the south side of Hwy 43 from James St to Barnes St to lessen the noise level now. I understand the noise level will increase as the highway expands & the traffic increases. I live <sup>within</sup> two streets, but the traffic noise level is high day & night - the stopping & starting at the traffic lights.

Space for Additional Comments Overleaf

Please deposit Comment Sheets in the Comment Box or mail/email/fax to:

Guy Laporte, P.Eng.  
AECOM  
654 Norris Court  
Kingston, ON K7P 2R9  
Telephone: (613) 389-3703  
Fax: (613) 389-6729



COMMENT SHEET

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(Please Print Clearly)

I am generally comfortable with your preferred options  
One element that will be addressed overall but  
~~may~~ for preference (and safety) should be addressed some  
is pedestrian ~~in~~ path passage from the High School  
to the Mall, particularly along the south side of 43.

Space for Additional Comments Overleaf

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*(Please Print Clearly)*

43 is, I believe, closest to residents in the area traveling ~~to~~ west from James St. to slightly west of Lydia St. I believe a noise barrier along this section is vital to the ~~current demographics~~ continuation of the current demographics of that residential area between 43 and my street,

*Space for Additional Comments Overleaf*

Please deposit Comment Sheets in the Comment Box or mail/email/fax to:

Guy Laporte, P.Eng.  
 AECOM  
 654 Norris Court  
 Kingston, ON K7P 2R9  
 Telephone: (613) 389-3703  
 Fax: (613) 389-6729



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*(Please Print Clearly)*

Question, why not move the roundabout at  
Somerville down to where the future one is  
at Oxford Village Sub-division? By doing that  
then maybe it could be a cost sharing idea

*Space for Additional Comments Overleaf*

**Please deposit Comment Sheets in the Comment Box or mail/email/fax to:**

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654 Norris Court  
Kingston, ON K7P 2R9  
Telephone: (613) 389-3703  
Fax: (613) 389-6729



**COMMENT SHEET**

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United Counties of Leeds and Grenville

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*(Please Print Clearly)*

Park & Ride options in the corridor near the 416?

Future buses, electric cars

*Space for Additional Comments Overleaf*

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*(Please Print Clearly)*

IN THE INTERIM BEFORE A ROUNDABOUT IS  
CONSTRUCTED AT HIGHWAYS 44 AND 43 IT  
WOULD BE MOST BENEFICAL IF THE ~~FLASHING~~  
GREEN ARROWS PRESENTLY IN PLACE COULD  
BE BRIGHTENED TO BETTER THE MOVEMENT OF  
TRAFFIC OR REPLACED WITH FLASHING  
GREEN

*Space for Additional Comments Overleaf*

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*(Please Print Clearly)*

PLEASE SEND ME A SET OF PLANS

*Space for Additional Comments Overleaf*

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Guy Laporte, P.Eng.  
AECOM  
654 Norris Court  
Kingston, ON K7P 2R9  
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(Please Print Clearly)

A sound barrier is required on the south side of 43 between James St & Barnes. The noise level is unacceptable now and we have rarely been able to open our windows <sup>in 12 yrs</sup> during the nice weather due to the noise levels.

We have also had a vehicle come crashing into our shed/garage from Hwy 43 in the past. Therefore this is not only a noise level issue it is a safety issue with liabilities.

Space for Additional Comments Overleaf

Please deposit Comment Sheets in the Comment Box or mail/email/fax to:

Guy Laporte, P.Eng.  
AECOM  
654 Norris Court  
Kingston, ON K7P 2R9  
Telephone: (613) 389-3703  
Fax: (613) 389-6729



# AECOM

## COMMENT SHEET

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**NOTE:** Personal information collected as a result of this environmental assessment is collected under the authority of the Environmental Assessment Act and will be used to assist in making a decision on this matter. Comments may be included in documents that are made available for public review. Personal information, as defined by the *Freedom of Information and Protection of Privacy Act*, will remain confidential unless prior consent to disclose it is obtained. For more information on the collection and use of the personal information, please contact Guy Laporte at the address/phone below.

(Please Print Clearly)

We are quite concerned that the access to our convenience store / gas station / pizza's could be seriously impacted by an improper & ill-conceived use of a traffic circle at the intersection of 43 & Rison St. north (44)

traffic can move smoothly through a traffic circle making it both difficult & potentially unsafe to enter or exit our property

Traffic circles seem to be the solution "de-jour" these days without much thought as to the impact on local businesses.

We would very much appreciate ~~to~~ be consulted on any design changes planned for the intersection of 43 & 44 & hope they will be undertaken with a view as to the consequences on adjoining business

Space for Additional Comments Overleaf

Please deposit Comment Sheets in the Comment Box or mail/email/fax to:

Store is located

**Gray, Shane**

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**Subject:** FW: Hwy 43 Corridor Drawings

**From:**

**Sent:** February 12, 2010 11:58 AM

**To:** Shepherd, Les

**Subject:** Hwy 43 Corridor Drawings

Les,

It was good to see you last night in Kemptville.

As per our conversation, I was wondering what I need to do to get a copy of the drawings for Hwy 43. I'm really interested in the section from the bridge to 416.

Thanks,

**Gray, Shane**

---

**Subject:** FW: Revamp of County Road 43 through Kemptville

**From:**  
**Sent:** Saturday, February 13, 2010 2:53 PM  
**To:** info@northgrenvillechamber.com  
**Cc:** kdunlop@northgrenville.on.ca  
**Subject:** Revamp of County Road 43 through Kemptville

To whom it may concern;

I would like to register my comments and concerns as feedback on the announced proposal for modification to HWY 43. While I agree that HWY 43 requires widening and I do support the concept of roundabouts, I have serious concerns about the plans as stated.

As a Kemptville resident for nearly 5 years now I have seen the negative side effect of roundabouts as well. One of the key issues is that, during peak traffic hours, there are periods of (what feels like several) minutes where there is no viable break in traffic that will allow drivers to safely re-enter the roadway. The net effect of this is that drivers will make UNSAFE turns in an effort to re-enter traffic. I was witness to a scenario only two weeks ago in front of the Stinson's Gas station where a serious accident was narrowly avoided.

I would like to see an analysis of the impact of adding a center turning lane (instead of a median) to the design to facilitate safer left turns off of the roadway as well as a safer way to re-enter the roadway when turning left onto it!! Cars could then deal with the traffic in the east and west bound lanes in two steps instead of making a left turn onto the roadway in less than ideal conditions because it seems like "the only opportunity they can see" !

The concept of excluding left turns off of or onto this roadway, and consequently forcing everyone to turn right, go to the nearest roundabout to make a 180 degree turn to effectively accomplish a "left turn" will not sit well with residents in my opinion. Nor is it likely be well received by businesses along this route who will see customers blocked from entering their business because they are prohibited from making a left turn.

Please ensure you think this through.

Regards

**Gray, Shane**

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**Subject:** FW: Roundabouts

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

From: btobin1@telus.blackberry.net  
Date: Mon, 15 Feb 2010 21:50:10  
To: Dunlop, Karen<kdunlop@northgrenville.on.ca>  
Cc: Tobin, Barb<barbara.tobin@ucdsb.on.ca>  
Subject: Roundabouts

Hi Karen

A few comments as I did not see email address on notice sheet.

I do appreciate that the consultants provided detailed additional information on Thursday's public open house event.

Appreciate the option decided on the Bridge and like that it will provide room to continue to look at the recreational paths that have been discussed.

Was happy to hear that emergency service folks feel that traffic moves easily for their emergencies in roundabouts. They also clarified that approaching south or north on 44 with many streets and business entrances traffic should still move smoothly.

I think it would be prudent to allow local businesses to see some studies and data on areas that have multiple roundabouts in North American commercial areas and the effect on business. From my discussion Thursday it appears business are still thriving and it may help businesses to have some documentation on that.

Still have some concerns on pedestrian crossings.

Lastly Community Square and St. Michaels.

Has any consideration been given to a larger circle (traffic circle perhaps) that makes it be only one area that allows exits entrance to both of these areas. Not being an engineer not sure how that would look or if possible.

Where I am at now.

Barb T.

Sent on the TELUS Mobility network with BlackBerry

# Cty. Rd. #43 Expansion

## Comments Sheet for Consultants

Breakfast Connection Presentation - Feb. 19, 2010

OPP needs to develop a "training" program with officers at the roundabouts who stop and teach drivers who clearly do not know how to use a roundabout. Not hand out tickets, but, explain that it is common courtesy to let some one into the roundabout rather than run right to the bumper of the car ahead so as to avoid slowing down.

**Gray, Shane**

**Subject:** FW: RUSH Last Chance to Provide YOUR Comments re: Cty. Rd. #43 Design!

**From:** North Grenville Chamber of Commerce [mailto:info@northgrenvillechamber.com]  
**Sent:** February 19, 2010 12:31 PM  
**To:** info@northgrenvillechamber.com  
**Subject:** RUSH Last Chance to Provide YOUR Comments re: Cty. Rd. #43 Design!

Hello everyone,  
Thank you to those who attended this morning's Breakfast Connection on the 'hot topic' of Cty. Rd. #43.  
Thank you to our Event Sponsor - McGahey Law.

Thank you to our Presenter - Les Shepherd, County of Leeds & Grenville and to our Director of Public Works, Karen Dunlop for both being available to provide information and Answer Questions and receive input from Business on concerns that are high on their radar:

- 1. Size of Roundabouts
- 2. Pedestrian Friendly
- 3. Impact of Construction on Business on #43
- 4. Aesthetics
- 5. Time-line
- 6. Cost

Please send in your comments and the Chamber is pleased to forward on your behalf! Comments are important, regardless of the concern... the Concerns need to be heard and considered in the overall planning of the 'future' of North Grenville!

Thank you to Charliewood for the lovely breakfast and great facilities!

We have to do our to ensure we provide input to achieve a Balance in addressing all concerns. This is our Community... putting our heads together... we can ensure it works for Us and for visitors, too! thanks again.

Regards,  
Wendy Chapman  
Executive Director & CEO  
North Grenville Chamber of Commerce  
5 Clothier Street, East - P.O. Box 1047  
Kemptonville ON K0G 1J0  
T. 613-258-4838 F. 613-258-3801

[info@northgrenvillechamber.com](mailto:info@northgrenvillechamber.com) (hosted by Ontario Web) [www.northgrenvillechamber.com](http://www.northgrenvillechamber.com)

Note: This message is being distributed to businesses via the Information Distribution Service available exclusively to members of the North Grenville Chamber of Commerce.

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**Gray, Shane**

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**Subject:** FW: RUSH Last Chance to Provide YOUR Comments re: Cty. Rd. #43 Design!

**From:**

**To:** North Grenville Chamber of Commerce

**Sent:** Friday, February 19, 2010 12:53 PM

**Subject:** RE: RUSH Last Chance to Provide YOUR Comments re: Cty. Rd. #43 Design!

Thanks Wendy, I was unable to attend yesterday. Our concern here from Community Living is the discussion about deleting the sidewalks to save money. As you know many people we support walk to our location and sidewalks are essentially not just for them but the broader public. I think it would be a mistake to eliminate them for cost cutting measures. It will only take one person to get hurt and there will be a great deal of criticism. I also believe new accessibility standards will need to be followed and that will include sidewalks.

Thanks

**Gray, Shane**

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**Subject:** FW: Provide YOUR Comments re: Cty. Rd. #43 Design!

**From:**

**To:** Wendy Chapman

**Sent:** Friday, February 19, 2010 1:46 PM

**Subject:** RE: RUSH Last Chance to Provide YOUR Comments re: Cty. Rd. #43 Design!

Here are my comments.

1. If people properly slow down, including trucks, there is no problem with the size. If you want to drive through the roundabout at 100 miles per hour, then the roundabout needs to be bigger. Perhaps line the sides of the inner circle with razor blades, such that if you go too fast and end up driving on the centre portion, you have to replace your two left tires. (LOL)
2. It might be worthwhile to ask local police to do a public training session - maybe 3 of them, by hanging out at the roundabouts, and telling people how they work.
3. How are the parking lots going to go in the back of the Creekside Mall, when the back of it is right in someone's backyard?
4. The last round of work done of 43 took WAY too long. Crazy how long it took. Whatever contractor is selected, they need to NOT book-off at 5:00. They should work longer hours and on weekends, and get the job done MUCH faster than last time.
5. I like the planting that was done in the roundabout by Canadian Tire - it looked nice. I think this is a good idea to continue.
6. There should be a cross-walk at some point - right now the only cross-walk is at the shopper's drug mart traffic light. Somehow the cross-walk needs to be safe.

My cheque is in the mail.

2010-02-19

Les Shepherd  
County Engineer  
Public Works, North Grenville

Dear Les

I have not seen any documents that would help me provide more detailed comments on the proposed widening of County Road 43, from Somerville to the 416 (what I saw of your presentation did not go east of the 416) but I have quite a number of questions that I believe the consultants should be asking. I also have some comments. They follow, for your and their consideration.

As a bit of background on me and why I offer these questions and comments:

1. I am a scientist, trained in an Engineering faculty, to help move new science into new practice;
2. I am trained to help develop questions that should lead to better answers (if you ask poor questions you get bad answers);
3. I am used to being sloughed off when I identify questions that should be considered; this is the normal response of engineers when they are told that they might not have considered some important aspects of a problem;
4. I have lived just on CR43 West for well over a decade and have some personal experience with what is going on along 43;
5. I have traveled extensively in Great Britain and had to learn first-hand about roundabout interchanges, both big and small, both urban and rural;
6. My wife is a school bus driver who has experienced many reactions to the existing roundabout interchanges (she is also a school bus trainer and a top-notch driver to boot);
7. I have a PEO, in spite of the fact that I was really trained as a (rabble-rousing) scientist; and,
8. I have been well-trained, and well-practiced in **seeing**, not just looking (most can look but few really see).

My questions follow:

1. Have the round-about interchanges really been scaled up properly, for very long trailers, for school buses and for drivers who are not yet well-experienced in navigating these still-novel interchanges (I have seen tractor-trailers with wheels on the rumble strips in the centre and also on the curbs on the outside; how can that be OK)?;
2. Has the experience of others really been properly analyzed (what I saw in the numerical parts of the presentation was not properly presented in good metrics (e.g. ratios of speeds before and after, not just the speeds, etc.); it was more like anecdotal information that did not even support the comments and conclusions)?;
3. Have you looked at lower-cost solutions for intersections such as Somerville and 43 (a lowered speed limit further west and a proper left-turn lane would work wonders)?;
4. Have you actually interviewed a representative set of tractor-trailer and school bus drivers so that you know what their experience is with what has been built here, so far?;
5. Have you actually interviewed sets of people of different age groups to get their comments and identify their problems (don't forget to get a good survey design first)?;
6. Have you really addressed the problems of the lack of breaks in traffic in areas where the traffic circles are not implemented, as well as both before and after those upgraded section of CR43?;
7. Since the traffic lights at 43 and 44 provide one of the few breaks in traffic, could not some improvement in the lanes not be the right solution here?;
8. Have you asked strangers and new drivers about their understanding of the rules of entry and yielding at and in the roundabout exchanges?;
9. Have you considered the difficulty of communicating the proper behaviour to drivers who have not seen, and do not understand, such traffic obstructions (anecdotally they are seen as obstructions and you actually seemed proud of that fact during your presentation)?;
10. Have you really projected the impact on visibility of the growth of shrubs and trees on the visibility problems of both novice and well-experienced users of roundabout interchanges?;
11. Have you properly solved the problems of the new (as-yet non-existent) pedestrian crossings when we have ice and snow on and in the texture of surfaces?; and,
12. Since the police will have to deal with the failings of any design, operation and lack of proper communication/training about the use of such interchanges, have they been specifically been brought into the process?

I could go on but I will not at this point; you should be getting my drift by now. You are taking on a whole new way of doing things and seem to have trivialized the whole issue of identifying the issues to be addressed and the process needed to solve (not just address, which is a synonym for choosing not to solve) the problems raised during a study of the issues.

My general comments on the CR43 problem in this stretch follow:

1. If you do not properly identify issues and solve them properly, you are just waiting for new injuries and fatalities;
2. From the way that several police vehicles have negotiated the existing interchanges, they are not aware of either the rules of the road of such interchanges, nor of the courtesy steps that help other users understand the intent of their actions, etc.;
3. After a fair bit of time, many users still do not understand what they can and should do;
4. The problem of communication of the new rules of the use of one and two-lane circular interchanges (especially in light of the different requirements used in the Experimental farm circular intersection) are not trivial and **MUST NOT** be treated as such;
5. The visibility problem in these interchanges, especially for drivers of small cars, has to be treated as a major problem that has to be solved (not just addressed):
6. The existing visibility problem of those coming over the rise West of Somerville, and for the drivers trying to enter at Somerville, is already quite serious and will not go away without a fair bit of work in the near future. It would get worse if a traffic circle were to be instituted there.

Perhaps you do not yet fully understand the impact of the novelty of introducing many, closely-spaced circular interchanges into the traffic system in such a mostly-rural neighbourhood. I hope that you do not become famous for not dealing with this sort of change for a string of bad results. Ignoring the issues may make you truly infamous (being infamous is fun only when egos are wounded, not people).

Please feel free to get more details from me, if you want to, or have me interface with the consultants.

**Gray, Shane**

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**Subject:** FW: Hwy 43 comments  
**Attachments:** NG CR43 AECOM.pdf

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**From:**  
**Sent:** Friday, February 19, 2010 10:49 PM  
**To:** Laporte, Guy; Gray, Shane  
**Cc:** Les Shepherd; Forbes Symon; Bill Gooch; Tim Sutton  
**Subject:** Hwy 43 comments

Gentlemen: hope it's not too late to add a few additional comments to my earlier email.

The Open House presentation was excellent. Good videos, photos, maps and information. After speaking with one of you (Mr. Sergeant?) I learned that MTO does acknowledge that roundabout crosswalks are part of their jurisdiction. Having said that, it will still be important for our municipality to move fwd to invest in sidewalks when the time comes.

The value of roundabouts is being seen in many communities. The fact that NG may have either the highest number per capita or per kilometer should be a source of community pride for us.

The main thing will be education and awareness. Whether through signage, or ads in the paper, web sites, etc. Maybe have the OPP (or Firemen?) hand out 'How to drive a Roundabout' flyers, etc.

I think Guy noted the comment about education and added it to the list of issues to 'mitigate', Good idea.

Attached are the design suggestions we've been recommending since the first corridor study in 2001. I am pleased to see that some of them are now being proposed in this latest study.

Again, I support the recommendations in the current study, and look fwd to the new improvements at the earliest.

Sincerely,

**Gray, Shane**

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**Subject:** FW: Kemptville Highway 43 expansion: Not pedestrian friendly

**From:**

**Sent:** February 20, 2010 12:25 PM

**To:** les.shepherd@uclg.on.ca; Laporte, Guy; fsymon@northgrenville.on.ca;

**Subject:** Kemptville Highway 43 expansion: Not pedestrian friendly

Gents,

My name is \_\_\_\_\_ and I am a resident of Kemptville, \_\_\_\_\_. Unfortunately I am too often pre-committed and not free to attend public meetings as the one last week at the Municipal Centre to review the proposed widening of highway 43. In general terms I look forward to the widening of the corridor; however I have big reservations about the roundabouts being anything but pedestrian friendly. I like the roundabout as a driver, but I despise them as a pedestrian. Not sure how often any of you may have tried crossing highway 43 on foot on a busy Saturday at any location removed from the current traffic light, but I can assert it is not easy and in fact dangerous. Whether you're trying to cross from Canadian Tire to Country Style to get a coffee while your vehicle is repaired, or if you are negotiating the roundabout at Pinehill to get groceries at the Food Basic, it is dangerous. I've also experienced roundabouts in several European, the US and Afghanistan. They are never pedestrian friendly with medium to high traffic rates. In Kemptville, the only breaks in traffic (during peak weekend time) is when the light turns red at the 43/44 corner. I had my father with me at CT a few years ago and I found it terrible that a 76 year old man (at that time) had to sprint across the road. What about all the kids and folks who make use of the Ferguson Forest, whether for a bike ride or walking their dog.

**Environment:** You focus on the environment by stating roundabout expend less carbon fuels than traffic light. No doubt, but you can also reduce carbon fuel use by making the town pedestrian/cycle friendly. Encourage people to walk to their local shops and stores vice taking the car. The widening of 43 does nothing to encourage pedestrian traffic. Roundabouts are just an advantage for vehicle flow and I suspect less expensive to maintain than that traffic light. I currently work projects at DND and know how the cost factor sometimes drives ugly decisions.

**Town demographics:** My wife and I are both in our 50's. In our neighborhood corner only one other couple is younger than us. Everyone else is retired and well into their 60's, 70's and 80's. Many of Kemptville's neighborhoods are similar in nature. These folks are not getting any faster on their feet, and many of them still enjoy walking (including to pick up some groceries or to events at the Municipal Centre). It is very difficult to negotiate crossing two lanes of traffic, let alone 4. We don't only have older folks with varying health issues, but we have wheel chair bound folks, parents pushing strollers and young people who like to take risks. As more businesses and housing develop on the north side of 43, the pedestrian flow will increase.

Although the Kemptville website (<http://roundabout.region.waterloo.on.ca/howtouse/flash.html>) demonstrates a nice even flow, this is not reality. The simulation has pedestrian moving as quickly or close to the speed of motor vehicles. We know that's not going to happen. The simulation also assumes all drivers negotiate the roundabout in the same manner; that is untrue. We've had them for over a year in town, and every day I see people confused, hesitating and making incorrect decisions. This does nothing for pedestrian trying to cross. Let alone the snow clearing on the roundabout seems to be a challenge with the snowplough equipment (based on the Colonnade Roundabout which is usually reduced to 1.5 lanes in a winter with reduced snowfall).

Bottom line is I am resolute that a minimum amount of traffic lights along the corridor for pedestrian (or cross walks between roundabouts) is necessary to provide safe passage to pedestrians and cyclist. Proper lighting so drivers can clearly see pedestrian at night. Other potential alternatives to consider would be pedestrian tunnels or bridges across the 43 corridor. The latter are probably unattractive in regards to cost. I am afraid the current plan is an accident waiting to happen. Please put some common sense back into the plan in regards to pedestrian/cyclist safety. Vehicle traffic should not trump pedestrian safety in any measure. I don't want to witness, read about or hear about the death or severe injury of any pedestrian on this corridor feeling their safety was jeopardized for the sake of costs or a few more carbon emissions.

Sincerely

**Gray, Shane**

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**Subject:** FW: county rd 43 kemptville comments

**From:**

**Sent:** February 22, 2010 8:57 AM

**To:** Shepherd, Les; Guy.Laporte@aecom.com

**Subject:** county rd 43 kemptville comments

Good morning,

I hope it's not too late for my comments.

I wanted to let you know how excited I am about the roundabout plans on CR 43.

When we have had sessions several years ago to look at our official township plan and visions for 43, I was happy to recommend that we become the roundabout capital of the world!

Thanks for your presentation in Kemptville last week. It looks like you have done the homework and prepared a convincing vision.

I just want to remind you that, in my opinion, the critical thing is education! Before, during, after – people need reminders, need signs, need videos, need practices, even..

and to remember that not everyone has the internet, not everyone can read well, not everyone learns the same way. And since there will always be tourists and people not familiar with roundabouts, the education has to be an ongoing thing - done in a variety of ways and needs to continue,

and by the way that means it needs to have a budget, too!

Thanks again!

Les Shepherd, P. Eng  
Director of Public Works

Dear Sirs:

Since my 0.37 acre lot abutts on Co. Rd. 43, I would indeed like to get any info available on our new 4 lane roadway.

You mention that the road would be 4 metres wider than it is now.

Does this mean that our front lot line would be shoved back 12 feet?

I see too that if a Roundabout is built this close to the intersection, that we might not have an entrance to our lot at 43. Is there any maps yet to confirm this?

I know that these things could happen well into the future.

43

**Gray, Shane**

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**Subject:** FW: County Road 43 Class EA

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

From:  
Sent: Tuesday, March 02, 2010 9:22 AM  
To: Laporte, Guy  
Cc: Gray, Shane  
Subject: County Road 43 Class EA

Hi Guy

Apologies for the late arrival of these comments.

1. I think it would be better to make the new bridge wide enough to continue the bike lane and pedestrian lanes uncompressed. Currently it appears as if these lanes will be compressed together and this seems to be solely to make the bridges the same width. Most of the non-motorized traffic will be travelling on the south side of the road when crossing this bridge. If you can imagine a family walking back to the west, laden with bags and cyclists having to negotiate around them whilst having, on one side the road and the other a significant drop, I think it would be absolutely necessary to continue the full separation of bike path and pedestrian way as distinct items. Having different width bridges may look a little strange on a design, but I believe that it will not be at all noticeable in the actual execution. And from the design, it appears that we are talking about an extra metre or so, so I do not see it breaking the budget.

2. I believe that it would be necessary to have a wider-than-usual median on the Cty Rd #44 portions of the 44/43 intersection. The reason for this is that they will have to accommodate large numbers of students who will invariably cross to the centre without consideration of actually waiting for the median to be clear of the students ahead of them. The last thing we want is for there to be no room on the median for students who will thus be forced to stand on the road or, worse, to be forced back on the road by crowding and therefore step in the path of a vehicle. One way that safety might be improved would be to have a railing from the "entrance" (east) to the median heading (on the south side) south so that students would "feed" into the median itself. On the west side, there would also be a railing but with a staggered exit a few meters to the south. This way, the crossing of the southbound lanes would be a few more metres from the junction itself and there would be some sort of "cage" to hold a large number of students who could not "run across" both south and north lanes directly. I realize this might be unclear so please contact me if you would like some more explanation of this.

3. Timing

I believe that the roundabout at 43/44 is of critical importance and that we should move it up in the timeline to the first phase. The bridge over the river is less important, in my opinion. The intersection at 43/44 has for years been a problem which we are now in a position to solve and I strongly suggest you re-think the order of items and prepare a budget to begin this work as something that is both achievable in terms of available financing as well as something that will improve traffic flow and pedestrian safety which is, after all, our primary motivation.

Regards

## Newspaper Articles

# Council divided over roundabout conversion for County Road 43/44 intersection

Posted Nov 12, 2009

BY ASHLEY KULP

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EMC News - Council remains divided over the United Counties of Leeds and Grenville's (UCLG) future expansion plans for the widening of County Road 43, particularly the idea of converting the County Road 43/44 intersection from traffic lights to a roundabout.

During the Nov. 2 Committee of the Whole council meeting, director of public works, Karen Dunlop provided council with an update regarding the next step in the United Counties' expansion plans: the municipal class environmental assessment (EA).

The EA is being done in order to determine "how best to expand County Road 43 between Colonnade Drive and Somerville Road, including the Kemptville bridge," noted engineering coordinator Jeff McEwen in a report prepared for council.

"He (McEwen) wanted to make sure council was aware of what's going on or if they have any issues they want raised at the steering committee," Dunlop stated.

The technical steering committee for the plan met and weighed a number of factors, including: stormwater management, traffic right of way options, environmental site assessment as well as water navigability, before recommending their preferred alternatives. Those alternatives include adding a 30-metre road allowance which would feature a two-metre median, 3.5-metre driving lanes, two-metre wide paved bicycle lane, separated from the road by a curb, as well as a sidewalk and landscaped boulevard. The recommendations for the bridge would see it remain at the existing height and keep the current bridge the same, but expand to the south of it by adding a new three-span bridge.

"This alternative has low impacts to the natural, social and cultural environments and has low property and construction impacts," McEwen said in his report.

Mayor Bill Gooch noted that council has to remain informed on the 43 expansion process.

"This (issue) will come up at the county's public works meetings, but there's a couple of things we have to be very knowledgeable about and concerned about financially," he remarked, adding that the United Counties will add bicycle lanes, sidewalks or whatever features the municipality wants, but North Grenville will foot the bill for the extras. "It will likely be our cost responsibility. So, if we want a shared bicycle/pedestrian lane, it is going to cost us."

"(The sidewalks and bike paths) are a hugely expensive part of this project," Gooch continued. "We need to come to some kind of decision on that so that I can bring it forward to county council."

In addition to the future four-laning of County Road 43, perhaps the change council has the biggest issue with is the steering committee's suggestion that the traffic lights at the main County Road 43/44 intersection and the lights at the Kemptville Crossing entrance (Shopper's Drug Mart) be converted into roundabouts.

Gooch, who is a firm believer in the concept of roundabouts, had an issue with the proposed 43/44 roundabout, specifically the dangers it would pose to pedestrians.

"Trying to get through that intersection on a busy morning, I think would be extremely difficult," he commented. "And I don't know where we'd get the land to put in the additional two lanes of roadway...I don't think a roundabout at 43/44 is the way to go. It's going to be a problem as far as I'm concerned. The county will go ahead with what it wants, but when the traffic gets busy, I don't see that working."

Councillor Terry Butler agreed. "Has there been no consideration here about pedestrians getting across the road? If we put a roundabout in at 43, how are they going to get across the road?" he stated. "How are they going to get across the road from Food Basics on 43?...We're planning 1,000 homes on the other side beside Food Basics, so how are those people going to get over to shop?"

Dunlop indicated that pedestrian crosswalks would be put in at each roundabout and while there are no flashing lights to indicate pedestrians are crossing, signs would be erected slightly to the right of each entrance to the roundabout. "That's how they describe the pedestrian flow," she said.

"Well, I sat at the roundabout (at Pinehill Road) at 5 p.m. tonight and there was a steady stream of traffic," Butler continued. "I'd hate to try and get across there. The mayor is right. If they put one at 43/44 and it's 8 a.m., I'd hate to be a student trying to get across there."

Gooch suggested that council take the stance that one of the stipulations on each roundabout (of which there are a total of nine planned along County Road 43), was that crosswalks must be designated as "must stop" not yield to pedestrians.

Councillor Tim Sutton was frustrated with the United Counties plan, calling the absence of overhead warning lights for pedestrian crossings "ridiculous."

"I've never seen anything like this," added councillor Barb Tobin. "This is the most ridiculous thing I've seen on a public highway. I don't care how much money it's saving...it's horrible. I can't even understand the thought process behind it. I really want to see them (United Counties) videotaping themselves crossing the road."

Gooch reminded Tobin that three public information sessions had been held regarding the County Road 43 expansion and it's been proven that roundabouts "designed for function and purpose, move traffic efficiently."

"But how many do other places have in a row? We're going to have one at both entrances to the mall, one at the stop lights (County Road 43/44), one at Shopper's. How are we going to keep the traffic going?" Tobin remarked.

"The county's position is going to be, whatever we want to pay for, they'll put in," Gooch continued. "If we want overhead lights and are going to pay for it, the county is going to let us put it in. I think the only thing missing (in the plan) is signage to tell the traffic they have to stop...Boulder, Colorado has 15 (roundabouts) along one street and it works well."

He suggested council look at the higher density areas, add more crosswalks and try to educate drivers on the rules of the road. "I've lived in centres around the world and these things work," Gooch reiterated. "...The number (of roundabouts) is based on efficient traffic flow...I don't think we can say how many roundabouts we want now because we've given our blessing to the concept."

"But have you measured the distance between the roundabouts (at Shopper's and St. Michael Catholic High School)? It's less than 150 feet apart between some of them. I think that's absolutely ridiculous," Sutton added.

"We didn't bless the numbers, only the concept. This is going to calm traffic all right, it will calm it right out of Kemptville," Tobin shot back. "If I'm out of town and you've twisted me around this many times, I'm going to be going to Merrickville or Smiths Falls to shop...this is a joke to the public."

Dunlop admitted that during the consultation process, the roundabouts to be located at the entrance to the Community Square and then at St. Michael's caused the most "conflict." But she noted she will be relaying council's comments to the steering committee.

#### UPCOMING PUBLIC CONSULTATION

At Monday evening's council meeting, mayor Bill Gooch notified council and members of the public that UCLG director of public works, Les Shepherd is planning another public meeting in the new year.

With new standards for roundabouts recently released by the province, Shepherd will be here to "explain these standards...and how roundabouts will be able to crossed safely," Gooch noted.

# Preferred design for County Road 43 expansion unveiled at public open house

Posted Feb 17, 2010

BY ASHLEY KULP

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The open house, hosted by the United Counties of Leeds and Grenville (UCLG) provided the public with the first opportunity to see the preferred alternatives for the future expansion of the road, as decided on by a technical steering committee. The design for the corridor is expected to cost upwards of \$32.3 million.

"Infrastructure has to be built to meet up to the needs," said UCLG warden Bill Thake, on remarking that North Grenville is the fastest growing municipality in eastern Ontario.

Representatives from AECOM, the engineering company hired by UCLG to undergo the environmental assessment (EA) for the design of the County Road 43 corridor, presented the results decided upon by the steering committee. The presentation was similar to the one AECOM representatives made at the Feb. 8 North Grenville council meeting.

"This is a 20-year plan and it's an expensive plan," admitted AECOM's Guy Laporte. "It's not going to happen all in one phase."

For the complete story, please see the Feb. 18 edition of the EMC.

# Preferred design for County Road 43 expansion unveiled

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BY ASHLEY KULP

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"This is a 20-year plan and it's an expensive plan," admitted AECOM's Guy Laporte. "It's not going to happen all in one phase."

The current technical study being done as part of the EA deals with the expansion of County Road 43 from Highway 416 to Somerville Road. This section of the road was recommended to be widened to four lanes in the 2005 County Road 43 corridor master plan, which is still the intention and triggers the need for an EA. However, County Road 43 east of Highway 416 to South Gower Drive is not seeing the same growth, therefore it will remain two lanes and not require an EA.

This is the fifth public information centre (PIC) for the EA process and Laporte pointed out that in the last PIC held in March 2009, the majority of comments from the public were in favour of the roundabouts and plans for the roadway. "All comments received go to the steering committee and they consider your input when making decisions," he explained, adding that the steering committee is made up of UCLG, AECOM, Ontario Ministry of Transportation, Rideau Valley Conservation Authority and Municipality of North Grenville representatives.

There are three features of the corridor the steering committee focused on: the bridge options for County Road 43, corridor cross-section features, and the centre corridor intersection control. When deciding what were the best options for these three features, mitigation measures, such as the natural environment, noise, traffic and transportation, were taken into account.

Laporte admitted that what to do with the County Road 43 bridge was the committee's biggest obstacle. "It's probably the most environmentally sensitive part of this project," he stated, noting that "a sizable footprint of the bridge" is located in a provincially significant wetland and a large turtle habitat also exists there.

Many of the public comments throughout the process concerning the two-span bridge was the desire to see its height raised (it has a clearance of 11 feet), however Laporte said doing so doesn't make much sense.

"The downstream of the bridge on the north side has very shallow water so there are limitations (for

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*Ashley Kulp, Kemptville EMC*

AECOM's Guy Laporte, third from right, listens to an area resident's concerns during a public open house on the United Counties of Leeds and Grenville's (UCLG) preferred alternatives for the expansion of County Road 43, held at the North Grenville Municipal Centre Feb. 11. AECOM is the engineering firm hired by the UCLG to undergo the environmental assessment required for the widening of the road.

boaters) there," he explained. "On the south side towards Kemptville, boaters then run into the Bridge St. bridge which has a six foot clearance. It's a lot less than the 43 bridge."

What the steering committee finally decided upon was to construct an additional two-lane three-span bridge to the south for eastbound traffic and the existing bridge would accommodate westbound traffic. It will be a precast construction with "reinforced earth retaining walls to minimize the earth footprint," Laporte said.

To determine the preferred alternative for the corridor cross-section, AECOM provided the steering committee with five different options and "they picked and chose what they liked from each."

Their choices include widening the existing corridor from 26 to 30 metres to accommodate a two-metre wide centre median with landscaping, a separation between the auto lanes and bicycle lane by a mountable concrete gutter curb, as well as another separation between the bicycle lane and pedestrian path. "...There will be a three or four-metre widening of property over the whole length of the corridor," Laporte commented. "That's the trade-off for this. So property needs to be purchased and we are recommending to try and keep the road widening to the north side of 43. It's the less developed side so that's where we'll take the extra three or four metres from for the most part."

The final feature for the corridor examined by the committee was the centre corridor intersection control. While Laporte indicated that the 2005 master plan outlined the traffic signals at County Road 43/44 should remain, "back in 2005 we didn't have the information we have today regarding pedestrian safety," he said, noting that the committee has chosen a two-lane roundabout for the intersection. "...We have picked the right way to go."

A roundabout at the intersection is not only more economical, but also increases safety and decreases environmental impact. AECOM's Stephen Sargeant, a roundabout expert with the engineering firm, was confident the committee had made the right decision.

"In 2005, there wasn't much literature or research to support the installation of roundabouts...but since then the Transportation Association of Canada has formed a roundabout sub-committee to review them for appropriateness," he explained, adding that he is a member of that sub-committee which, along with the National Cooperative Highway Research Program, has helped develop standards for roundabouts, including signage and striping as well as accessibility.

When members of the public had the chance to ask some questions, many seemed to be in favour of the alternatives laid out, however, many were concerned about the roundabouts.

"In crosswalks at roundabouts, do the pedestrians still have the right-of-way?" questioned resident George Blake.

"They do have the right-of-way under the Highway Traffic Act if it's a legal crosswalk, which all of these will be," answered Sargeant.

Other residents believed that the roundabouts were fine, but that the community needed to be more educated on how to use them.

"We're doing ongoing education as best as we can...but I think with time and you've already experienced that here, people get more comfortable with them," Laporte said.

"The number one priority of these (roundabout) committees is to educate the public," added Sargeant. "Hopefully some of that shows up in the driver's education training in the future and maybe even in the road tests."

In addition to the County Road 19 and the Pine Hill Road roundabouts (which will be amended to two-lane roundabouts) and the roundabout at Kemptville Colonnade, more are being planned along 43 at: Somerville Road, in front of Kemptville Building Centre, the entrance to the Kemptville Mall, County Road 43/44 intersection, the Community Square entrance, James St. and the entrance to St. Michael Catholic High School, Grenville St. and Riverview Road.

## BACKGROUND

The EA process for the expansion of the corridor began back in 2005 with the corridor master plan completed by AECOM. This technical study, the third phase of the EA, began in early 2009. After comments from the public have been taken into consideration by the steering committee, their findings will be put together in a final report by AECOM, which will be presented to UCLG council for approval. Once approved, an implementation plan will be set in motion for the project, which is being recommended to be constructed in phases over the next 10 to 20 years.

The phasing for the \$32.3 million project would see the new bridge be constructed first at an estimated cost of \$4.7 million, then phase two would widen 43 from Highway 416 to the bridge for \$7.2 million, at a cost of \$10 million, the third phase would widen 43 from the bridge to the County Road 44 intersection, phase four would widen 43 from the 44 intersection to Pine Hill Road at a cost of \$5.4 million, and the fifth and final phase of the project would see 43 widened from Pine Hill Road to Somerville Road.

# Appendix E

## Agency Comments

## Gray, Shane

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**From:** Bedard, Paul (JUS) [Paul.Bedard@ontario.ca]  
**Sent:** Monday, February 01, 2010 1:56 PM  
**To:** Gray, Shane  
**Subject:** Project # 108480

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi Shane, hope all is well

Received your letter this date concerning above project. I wanted to let you know that I am now the Detachment Commander for Grenville OPP and Brent Hill has retired. I would ask that you change your contact information.

Thank you and have a great day

Paul

Paul Bedard  
Detachment Commander - Inspector  
Grenville County OPP  
V Net 503-3410  
Cell 1-613-340-4230  
[paul.bedard@ontario.ca](mailto:paul.bedard@ontario.ca)

**Gray, Shane**

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**From:** North Grenville Chamber of Commerce [info@northgrenvillechamber.com]  
**Sent:** Monday, February 01, 2010 4:54 PM  
**To:** Gray, Shane  
**Subject:** RE: Feb. 19 deadline for comments on #43

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi Shane  
thank you for the letter I received today.

Please note that I am the ED of the NG Chamber of Commerce (not the Kemptville Business Improvement Association. Most appreciated.

Just to let you know, our Chamber is holding a Breakfast Connection on Fri. Feb. 19 to hear from County Engineer Les Shepherd and having our Director of Public Works available as well for any Q&A, so I will remind folks at that event about the comment deadline.

You would be welcome to attend (I'd need confirmation) (Cost \$20) and perhaps you could receive comments first hand at that event.  
Just a thought.

Let me know. thanks  
Regards,  
Wendy Chapman  
Executive Director & CEO  
North Grenville Chamber of Commerce  
5 Clothier Street, East - P.O. Box 1047  
Kemptonville ON K0G 1J0  
T. 613-258-4838 F. 613-258-3801  
[info@northgrenvillechamber.com](mailto:info@northgrenvillechamber.com) (hosted by Ontario Web) [www.northgrenvillechamber.com](http://www.northgrenvillechamber.com)

Note: This message is being distributed to businesses via the Information Distribution Service available exclusively to members of the North Grenville Chamber of Commerce.

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If you do not wish to continue to receive emails contact us at [info@northgrenvillechamber.com](mailto:info@northgrenvillechamber.com)

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This message has been scanned for viruses and

## Gray, Shane

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**Subject:** FW: CR43 EA

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**From:** Ferguson Forest Centre [mailto:[ffc@storm.ca](mailto:ffc@storm.ca)]

**Sent:** Tuesday, February 16, 2010 10:16 AM

**To:** Gray, Shane

**Subject:** RE: CR43 EA

Hi Shane

The following are my comments regarding the county rd. 43 expansion:

- The irrigation system on the nursery will be under the north edge of the new roadway. This will require the underground piping to be relocated, I would recommend that the system be moved one field in so that there would not be any possible future issues with possible leaks and I believe it would be cheaper. I mentioned to Les Shepard at the open house that you may be able to just relocate the hydrants and leave the underground pipe as it is but I think this would be the wrong approach because if we got a leak in the pipe (and this does happen), it could easily wash out part of the road (the irrigation system has up to 100psi water pressure in it) in a short period of time. The pipe in the ground is 300mm plastic pipe but the diameter is measured in a opposite system to present sizing (inside diameter versus outside diameter), so any work done will have to have adaptors made when present materials cannot be used.
- When the slope at the edge of the road way is designed could it be designed to limit the amount of our field space needed to a minimum (i.e. a 3:1 slope versus a 4:1 slope). This would help us to maintain a productive field space. However since we will probably be the ones doing the most mowing etc. in this location make sure it is a safe slope for a lawn tractor.
- It looks like the municipality will be building some equalization ponds just north of county road 43 on Nursery property; the most likely location for these ponds will result in the closure of Grenville Street which enters the nursery off county road 43. If this happens is it possible to ensure that the roundabout at Grenville St. and County Rd. 43 be designed to have as little intrusion onto the nursery property as possible so that the fields in this location are kept as operational as possible. Karen Dunlop is the lead municipal staff on the equalization pond project and she could let you know what their requirements are, my understanding is that this will likely go ahead in 2012 so the Grenville St. will be closed before you start any construction on County Rd. 43.

Let me know if you need any information from us on any of the above or anything else that might impact or land base.

Thanks

Ed Patchell

C.O.O. Ferguson Forest Centre

613-258-0110

[info@seedlingnursery.com](mailto:info@seedlingnursery.com)

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## Gray, Shane

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**From:** Nolan, Katie (OMAFRA) [Katie.Nolan@ontario.ca]  
**Sent:** Thursday, February 04, 2010 8:41 AM  
**To:** Gray, Shane  
**Subject:** County Road 43 Upgrade

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Mr. Gray,

I received your letter dated January 25, 2010 regarding the class environmental assessment for the four lane upgrade of CR43 in the Kemptville corridor. I thank you for your efforts to keep our office abreast of the developments and for the opportunity to give comments.

The letter was addressed to Kerry Carnegie, who was the previous Regional Information Coordinator in our office. Mr. Carnegie has retired, and I am in the role now. I wanted to let you know so that you can update your contacts.

Thank you again,

*Katie Nolan*

Regional Information Coordinator  
Ontario Ministry of Agriculture, Food and Rural Affairs  
Box 2004, 59 Ministry Road  
Kemptville, Ontario, Canada K0G 1J0  
Telephone: 613-258-8371  
Fax: 613-258-8392  
Website: [www.ontario.ca/omafra](http://www.ontario.ca/omafra)

**Blaney  
McMurtry**  
BARRISTERS & SOLICITORS LLP



EXPECT THE BEST

February 2, 2010

**DELIVERED BY FAX**

AECOM  
654 Norris Court  
Kingston, ON K7P 2R9

Attention: Shane Gray

2 Queen Street East  
Suite 1500  
Toronto, Canada M5C  
3G5  
416.593.1221 TEL  
416.593.5437 FAX

Dear Sirs:

**Re: Your Project No. 108480  
Class Environmental Assessment for the Four Lane Upgrade of County  
Road 43, Kemptville Corridor, United Counties of Leeds and Grenville**

Robert J. Potts  
416.593.3952  
bpotts@blaney.com

Your January 25<sup>th</sup> letter regarding the above captioned matter has been referred to the Algonquin of Ontario Consultation Office in Pembroke for further handling. Any additional communication should be directly to that consultation office as follows:

31 Riverside Drive, Suite 101  
Pembroke, ON K8A 8R6  
Attention: Jim Hunton (jhunton@jp2g.com) or  
Janet Restoule (algonquins@nrtco.net)

Telephone: (613) 735-3759  
Fax: (613) 735-6307

Yours very truly,

**Blaney McMurtry LLP**

Robert J. Potts

RJP/ck

c.c. Jim Hunton  
Janet Restoule

## Gray, Shane

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**Subject:** FW: Project No. 108480 - Upgrade of County Road 43, Kemptville Corridor  
**Attachments:** GIS - CR43 XHP.pdf; Third Party Requirements.pdf

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**From:** John Hung [mailto:John.Hung@enbridge.com]  
**Sent:** Monday, February 22, 2010 11:38 AM  
**To:** Gray, Shane  
**Subject:** RE: Project No. 108480 - Upgrade of County Road 43, Kemptville Corridor

Shane,

The appendices and report you are referring to below are just reports and studies and not actual construction drawings with dimensions and profiles. Until construction drawings are circulated we can't comment on potential conflicts except to say that based on the reports, the widening of the roadway will pose possible conflicts with gas mains in the area and will have to be located. The project you are proposing will impact our 4" Extra High Pressure Steel gas main as well as numerous 4", 1.25" Plastic IP gas mains in the area. There are also numerous services that will be affected. Attached is a GIS plot of our facilities in the area as well as a document outlining work around our gas facilities.

Thanks  
John Hung I.S.P. ITCP  
Enbridge Gas Distribution Inc  
Distribution Planning  
400 Coventry Rd., Ottawa, On. K1K2C7  
office: (613) 748-6711  
fax: (613) 748-6869  
cell/pager (613) 371-8922

## Gray, Shane

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**From:** John Hung [John.Hung@enbridge.com]  
**Sent:** Monday, February 22, 2010 9:04 AM  
**To:** Gray, Shane  
**Subject:** Project No. 108480 - Upgrade of County Road 43, Kemptville Corridor

Hi Shane,

Just received your letter dated January 25th, 2010 to Laurie Labreche regarding the above project. I noticed that you requested comments by February 19, 2010 - obviously you are assuming that Enbridge has no comments in this regard. That would have been great if it were true. The parameters you provided leads me to believe we will have conflicts with our existing gas mains along County Road 43, however, until we can't comment until we see the project in more detail.

If we need to meet to discuss, feel free to contact me.

Thanks

John Hung I.S.P. ITCP  
Enbridge Gas Distribution Inc  
Distribution Planning  
400 Coventry Rd., Ottawa, On. K1K2C7  
office: (613) 748-6711  
fax: (613) 748-6869  
cell/pager (613) 371-8922

## Gray, Shane

---

**From:** d\_cameron.moorhead1@bell.ca  
**Sent:** Tuesday, February 16, 2010 4:18 PM  
**To:** Gray, Shane  
**Subject:** Kemptville - Cty Rd 43 Corridor Project  
**Attachments:** Scan001.PDF

Hi Shane, further to our conversation today, attached is a schematic showing the existing and proposed Bell plant on County Rd 43 from Sommerville Rd to Highway 416.

The existing Bell plant in this area is generally on the south side of County Rd 43 with various crossings of County Rd 43, and is mainly aerial on either Bell poles or joint use poles with HydroOne. The existing cables are mainly copper cables with some fibre cables also.

Because the Colonnade Development is proceeding this year, Bell has to place additional copper and fibre cables from County Rd 44 to the Development. Most of this will be on existing pole line except where noted on the plan as proposed buried.

Also, please note that there is existing Bell pole line on the south side of the bridge over the Kemptville Creek, which will have to be relocated if additional bridge spans are to be constructed on the south side of the existing span.

Once our plans are firmed up, we will be applying for a Municipal Consent to the Counties to place the additional cables to serve the Colonnade Development.

Please do not hesitate to contact me if you require further information.

Thanks,  
Cam

D. Cameron Moorhead  
Bell Aliant  
39 Apple Street, P.O. Box 40  
Brockville, Ont. K6V 5T7  
613-345-2377ph, 613-345-2581 fax

## Frequently Asked Questions



## CLASS ENVIRONMENTAL ASSESSMENT FOR THE FOUR LANE UPGRADE OF COUNTY ROAD 43, KEMPTVILLE CORRIDOR

### FREQUENTLY ASKED QUESTIONS

Public Information Centre No. 5 was held on Thursday, February 11th, 2010 at the Municipality of North Grenville Municipal Offices. The PIC (including presentation) was held to inform the public and agencies of the Technical Steering Committee's preferred alternatives for the Corridor. The community was encouraged to comment on the project for further review by the Technical Steering Committee. Comments were received before, during and after the PIC and this document summarises the comments and the Technical Steering Committee's response after discussing each comment. The number of similar comments is also shown in brackets. The report on PIC No.5 is available at [www.uclg.ca/en/publicnotes/index.asp](http://www.uclg.ca/en/publicnotes/index.asp) or <http://www.northgrenville.ca/news.cfm>

**1. A lot of people don't understand the rules of roundabouts. There needs to be a local education campaign on the rules. (14)**

*Added to the mitigation measures is: for the United Counties to complete an education campaign once the first fully functional two-lane roundabout is operational.*

**2. Likes roundabouts (12)**

*A roundabout corridor was chosen in the Corridor Master Plan study partly due to a large amount of public support. Studies have concluded that roundabouts slow vehicular traffic while increasing traffic flow through an intersection. The slower speeds mean that safety is increased for both vehicles and pedestrians.*

**3. Requesting information and or requesting to be added to the mailing list. (7)**

*All requests have been completed.*

**4. Concern about pedestrian safety (St. Mike's students) (5)**

*In the five years since the Corridor Master Plan was completed, a large amount of information has been produced about pedestrian safety at two-lane roundabouts. The research information supports pedestrian safety when a number of accessibility and pedestrian guidance controls are placed. Some of these controls include properly marked crosswalks, tactile surfaces, coloured surfaces, staggered crossings, etc. As a mitigation measure, these controls and supplemental warning signs will be incorporated into the design of the roundabouts. It should be noted that pedestrians have the right of way when crossing at a legal crosswalk and all of the crosswalks at the roundabouts will be designed as legal crosswalks.*

**5. Disagree with converting the CR43 and CR44 intersection into a roundabout. (5)**

*A roundabout corridor was chosen in the Corridor Master Plan study partly due to a large amount of public support. Studies have concluded that roundabouts slow vehicular traffic while increasing traffic flow through an intersection. The slower speeds mean that safety is increased for both vehicles and pedestrians. Completion of this roundabout is consistent with the overriding goals of the Corridor Master Plan. Please also see response to Comment 15.*

**6. Dislikes roundabouts (5)**

*A roundabout corridor was chosen in the Corridor Master Plan study partly due to a large amount of public support. Studies have concluded that roundabouts slow vehicular traffic while increasing traffic flows through an intersection. The slower speeds mean that safety is increased for both vehicles and pedestrians. The current design of the corridor maintains this philosophy.*

**7. Believe that sidewalks and pedestrian facilities are vital. (4)**

*The current design includes a 2m wide bicycle path and 1.5m sidewalk along both sides of the corridor which allow strong east-west pedestrian movements. Crossings at every leg of each roundabout intersection allow strong north-south pedestrian movements. The preferred bridge design allows for a future recreational trail to be completed under the new bridge along the creek.*

**8. The roundabout outside the Wal-Mart is not big enough for two lanes and requires widening. (4)**

*Roundabouts are designed to slow traffic while increasing traffic flow. Roundabouts are also designed to accommodate larger transportation vehicles. In this instance the larger vehicles are expected to use both lanes.*

**9. Likes the proposed design of the corridor and/or presentation (4)**

*Thank you for your comment.*

**10. Concerns of affect of roundabouts on local businesses (3)**

*One study has been completed on the affect of roundabouts on businesses. It concludes that business for “destination businesses” will not decline while business for “drive through businesses” may decline slightly if they are located mid block but will not if they are on the corner of a roundabout. This study is available from the United Counties and AECOM.*

**11. Requests a noise/sound barrier along the south side of CR 43 between Barnes St. and James St. Will also act as a safety barrier (3)**

*This comment has been forwarded to the United Counties as existing noise issues are outside the objectives of this study. A noise study has been completed as part of this study to detail any potential issues that may arise from expanding the corridor from a two lane road to four-lane road. This study concluded that this expansion will not result in any major changes to the existing noise conditions. The noise report does observe that this area (Barnes St – James St) currently has a noise level of 62dBA.*

**12. Join the high school and the Shopper’s Drug Mart entrances into one entrance. (2)**

*Currently this is beyond the scope of this project and it is expected that this will be an expensive option. It should be noted that there are no issues with having two roundabouts this close to each other.*

**13. The roundabouts in Kemptville are too small. (2)**

*Roundabouts are sized to slow vehicular traffic while increasing traffic flows through an intersection. The slower speeds mean that safety is increased for both vehicles and pedestrians.*

**14. Decorating the roundabouts will look great. (2)**

*Landscaping the roundabouts and boulevards as well as having some architectural or decorative lighting in the median will create a more aesthetically pleasing corridor.*

- 15. Question spending money to convert the existing traffic signals into roundabouts (2)**  
*It should be noted that the existing traffic signals cannot be maintained in their current formation and location when CR43 is widened to four lanes. Additional turning lanes will be required for all approaches. The signals themselves also cannot be reused and will have to be replaced. The costs estimated to construct the roundabout will cancel with the costs estimated to widen the intersection for additional lanes. The traffic signals themselves are considered to be an additional cost and will have operational costs on an annual basis.*
- 16. The existing Canadian Tire roundabout is too small and/or unsafe. (2)**  
*Roundabouts are sized to slow vehicular traffic while increasing traffic flows through an intersection. The slower speeds mean that safety is increased for both vehicles and pedestrians. This roundabout will be upgraded to a two lane roundabout once the corridor is widened.*
- 17. Proposed roundabouts need to be designed consistently (2)**  
*One of the objectives of this study is to ensure all future roundabouts are designed consistently with standard set design criteria and guidelines.*
- 18. Agree with converting the CR43 and CR44 intersection into a roundabout. (2)**  
*A roundabout corridor was chosen in the Corridor Master Plan study partly due to large public support. Completion of this roundabout is consistent with the Corridor Master Plan. Please also see responses to Comments 5 & 15.*
- 19. The CR43/CR44 roundabout should be phase 1 in front of the bridge (1)**  
*The phasing of the corridor detailed in this study is only for planning purposes. Actual phasing will be determined by growth and development.*
- 20. Railings could be included on the median around the pedestrian crossing points to increase safety (1)**  
*While a railing may encourage pedestrians to cross at appropriate locations it may also be classed as a traffic hazard. All current safety standards and guidelines will be adhered to at the time of detailed design. Please also see response to Comment 4.*
- 21. Include a larger median at the CR43/CR44 intersection as this will be the busiest pedestrian intersection. This will allow a larger amount of standing room. (1)**  
*This will be looked at during the detailed design. All medians will be wide enough to accommodate pedestrians in the refuge area which may include widening the refuge area rather than widening the median. It should be noted that pedestrians have the right of way when crossing at a legal crosswalk and all of the crosswalks at the roundabouts will be designed as legal crosswalks.*
- 22. Maintain 2m bike path and 1.5m sidewalk across bridge. (1)**  
*The current design shows a 3m shared pathway crossing the bridge. Typically a width of 3m for a shared pathway is standard. Confident cyclists will have the option to join the road before crossing the Bridge. Once the bridge is operational the United Counties will monitor the use of the shared pathway. If it is found to be a safety concern, signs may be placed advising recreational cyclists they must walk their bicycles. Widening the bridge is an expensive option.*

**23. Possible pedestrian tunnels and or overpasses (1)**

*Tunnels and overpasses were considered but were not recommended as pedestrians will often take the shortest route and it is predicted they will not be used. There are concerns with public safety when pedestrian tunnels are installed. Tunnels and overpasses are also very expensive.*

**24. Proper lighting in the corridor so drivers can see pedestrians (1)**

*It is proposed that lighting be placed along the entire corridor within the median and additional smaller lighting along the sidewalk.*

**25. Concerns about construction time & contractors (1)**

*Appropriate construction times for contractors will be determined during the detailed design and tendering process. All contractors will have to abide by Ontario Provincial Standard Specification as well as the Municipalities and United Counties By-Laws. The United Counties will consider possible incentives to contractors to complete construction works faster as well as night work to ensure disruptions and affects to businesses and the community are minimised.*

**26. Concerns about the parking lot spaces at the Creekside Centre (1)**

*The corridor is being aligned such that the majority of the expansion will occur to the north, while the new two lane bridge is to be constructed on the south side of the existing bridge. This design will not impact the current parking lot of the Creekside Centre. Adequate land was already reserved during the development of Creekside Centre.*

**27. The roundabouts are sized correctly - to slow vehicles (1)**

*This is correct. Roundabouts are sized to slow vehicular traffic while increasing traffic flows through an intersection. The slower speeds mean that safety is increased for both vehicles and pedestrians.*

**28. Likes the bridge option (1)**

*Thank you for your comment.*

**29. Dislikes the advertising signs in the corridor – not aesthetically pleasing (1)**

*This comment will be forwarded to the United Counties and Municipality for their consideration.*

**30. Concerns that there is nowhere for trucks to pull over in the town (1)**

*The Corridor Master Plan recommended an urban corridor which includes pedestrian facilities, curbs, storm sewers etc. Allowing vehicles to pull off to the side of a road is a safety concern. As such this urban corridor does not provide places for any vehicles including trucks to pull over. It should be noted that there are areas/parking lots where trucks can be accommodated including the mall, food basics, community centre and a number of other businesses.*

**31. Request to be removed from the mailing list (1)**

*This has been completed.*

**32. A number of detailed design questions (1)**

*All detailed design comments will be forwarded to the road designer during the detailed design phase.*

**33. Would rather see left turn lanes (1)**

*A roundabout corridor was chosen in the Corridor Master Plan study partly due to a large amount of public support. The current design maintains this philosophy. Left turns will require the corridor to be widened even further and they are considered more dangerous than right turns or U-turns at roundabouts.*

**34. Access and safety concerns regarding corner properties at roundabouts (1)**

*Roundabouts are generally safer as vehicle speeds are slower. The raised centre median also eliminates unsafe left turns close to the intersection.*

**35. Finds roundabouts dangerous (1)**

*Roundabouts are generally safer as vehicle speeds are slower. The raised centre median also eliminates unsafe left turns. The accident history at CR43/CR19 has improved since its conversion to a roundabout. Please see responses to comments 1, 2, 5, & 6.*

**36. Concerns about the number of proposed roundabouts (1)**

*Provision of access at major intersections and major access points is critical for a successful corridor. The number of roundabouts is required to allow an appropriate number of left turn and U-turn movements.*

**37. At the Tim Hortons roundabout, the crosswalk is difficult to see when the drivers are in the circle. (1)**

*Your comments have been passed on to the United Counties for appropriate action. Generally if the vehicles negotiate the roundabout at the correct speed visibility is acceptable.*

**38. In the interim the green arrows at the CR44 and CR43 intersection should be enhanced as they are currently difficult to see. (1)**

*This has been passed on to the United Counties for further action.*

**39. There should be Park and Ride options in the Corridor near Hwy 416 for future public transportation and car pooling. (1)**

*This has been passed on to the United Counties for further action.*

**40. Proposed roundabout at Somerville Rd. should be moved to the intersection of the Oxford village subdivision and CR43. This cost can then be shared. (1)**

*The Roundabout at Somerville Road is proposed as the Somerville Rd intersection is considered to be a major intersection in the corridor. This roundabout will also increase safety at this intersection. Currently it is proposed that the Oxford Village development will connect into a new intersection that aligns with the Home Hardware access the actual location for this roundabout will be determined once the subdivision moves forward.*

**41. Pedestrian safety should be addressed in the interim for the high school, and to the mall along south side of CR43 (1)**

*This has been passed on to the United Counties for further action.*

## Council Resolution



United Counties of Leeds and Grenville

Resolution No. CC 3

Date: April 22, 2010

Moved by Mr. Dishaw

Seconded by Mr. Struthers

**THAT** the United Counties of Leeds and Grenville endorse the Recommended Solution as reflected in the Environmental Study Report for the Four Lane Upgrade of County Road 43, Kemptville Corridor.

Carried  Defeated  Tabled

W.L. Thake  
W.L. Thake, Warden

Arden Belter Deputy Clerk  
of the United Counties of Leeds  
and Grenville do hereby certify  
this to be a true and exact copy.