

**Appendix F**  
*Town/Township/Council Correspondence*

**Ministry of Transportation**

Planning and Design Section  
1355 John Counter Boulevard  
Postal Bag 4000  
Kingston, Ontario K7L 5A3  
Tel.: 613 547-1799  
1-800-267-0295  
Fax: 613-540-5106

**Ministère des Transports**

Section de la planification et de la  
conception  
1355, boulevard John Counter  
CP/Service de sacs 4000  
Kingston (Ontario) K7L 5A3  
Tél.: 613 547-1799  
1-800-267-0295  
Télééc. 613 540-5106



April 25, 2019

His Worship, Mayor Normand Riopel  
Township of Champlain  
948 Pleasant Corner Road East  
Vankleek Hill, ON  
K0B 1R0

Her Worship, Mayor Paula Assaly  
Town of Hawkesbury  
600 Higginson Street  
Hawkesbury, ON  
K6A 1H1

Your Worships,

As a follow up to the April 15, 2019 meeting with representatives from the Ministry of Transportation (MTO), Town of Hawkesbury, Township of Champlain and United Counties of Prescott and Russell (UCPR) in attendance, the MTO was requested to explain the rationale behind eliminating the Westbound on-ramp (N/S-W ramp) alternatives that were presented to staff on November 30, 2017 during the second Municipal Technical Advisory Committee (MTAC) meeting and to revisit these ramp options with the agreement that the posted speed limit would be reduced to 70km/h in the vicinity of the bridges. The posted speed limit changes that were presented and agreed to at the April 15, 2019 meeting are shown in Figure 1.

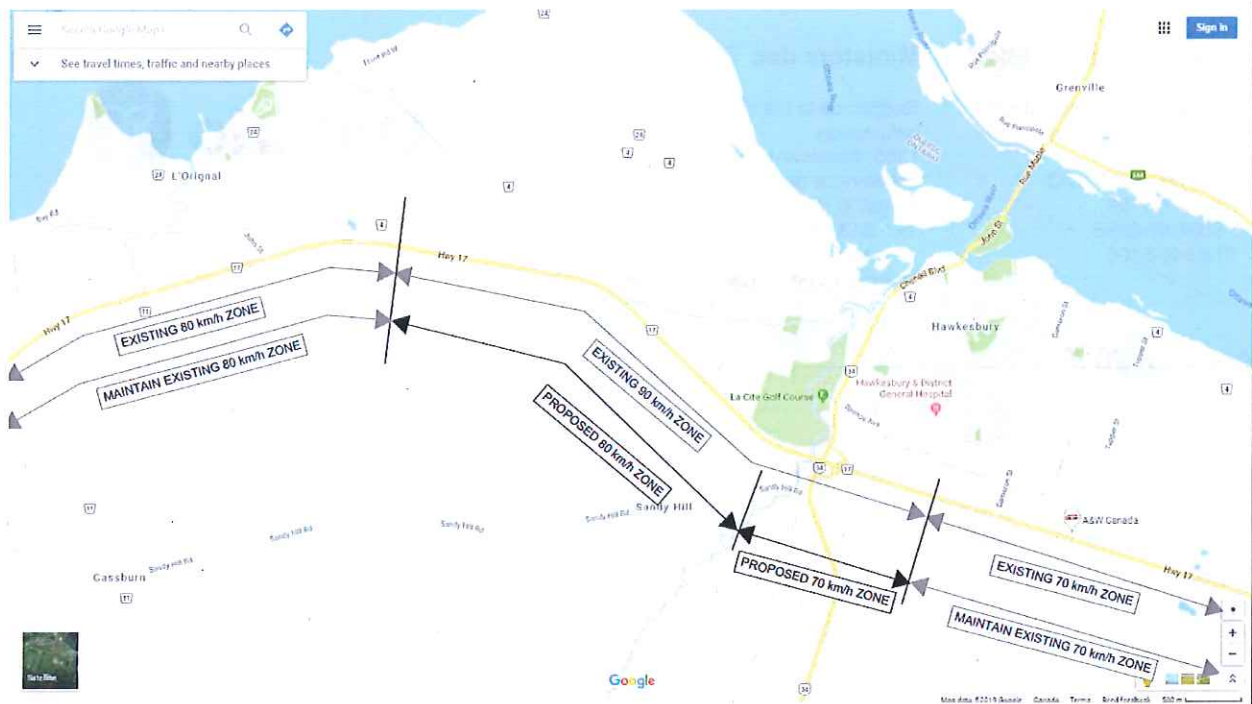


Figure 1: Current and Proposed Speed Limits on County Rd. 17

Figures 2 and 3 below are the alternatives that were presented at MTAC #2:



Figure 1: Channelized Right Turn with Acceleration Lane ("Option A")



Figure 2: Ramp Loop with Acceleration Lane ("Option B")

The feasibility of Option A, right turn channel, and Option B, ramp loop, were reviewed by MTO and Jacobs subsequent to MTAC#2. The information presented herein summarizes the findings of the analyses of the various alternatives.

A detailed geometric review of Option B was completed which determined that a 30 m ramp radius at that skew angle is not desirable. For interchange ramps, the minimum radius for an inner loop is 45m per Section F.5.2 of the Geometric Design Standards for Ontario Highways (GDSOH).

For channelized right turns at an intersection, Option A, the minimum radius can be 25 m per Section E.8.4 of the GDSOH, but the skew angle makes this very tight for trucks and may surprise drivers with such a tight curve. Also, this option still did not provide the recommended acceleration lane length to provide free flow movements.

For these reasons, both these alternatives were abandoned.

The following options will be included in a comparative analysis table for the Online PIC update on April 29, 2019. High level commentary for each is provided below:

**1. Free Flow Interchange**

This option was abandoned because of the tight radius, skew angle, increased costs (due to a wider bridge) and impacts property/the environment.

## 2. Channelized right turn

Jacobs looked at another version of a channelized right turn and an acceleration lane after the April 15, 2019 meeting. This option does not meet the minimum required acceleration lane length for free flow conditions (per GDSOH Section E.8.4) without widening the bridge. However, *sub-standard* acceleration lane lengths may be permitted, so long as they are controlled by signage (merge signs or yield signs per Ontario Traffic Manual (OTM) Book 5 and 6). This is shown in Figure 4 below. This is a feasible option, however, due to the sub-standard acceleration lane, vehicles and trucks will not have adequate space to get up to speed prior to the merge. Please note that Figure 4 will be the channelized right turn version that will be presented to the public, not Option A.

## 3. Stop Control

The current proposed design is a T-intersection with a stop condition, shown in Figure 5. Traffic operates at acceptable levels of service, trucks can navigate the movement without crossing the centre line and there are adequate sight lines with this option. This is still the preferred alternative.

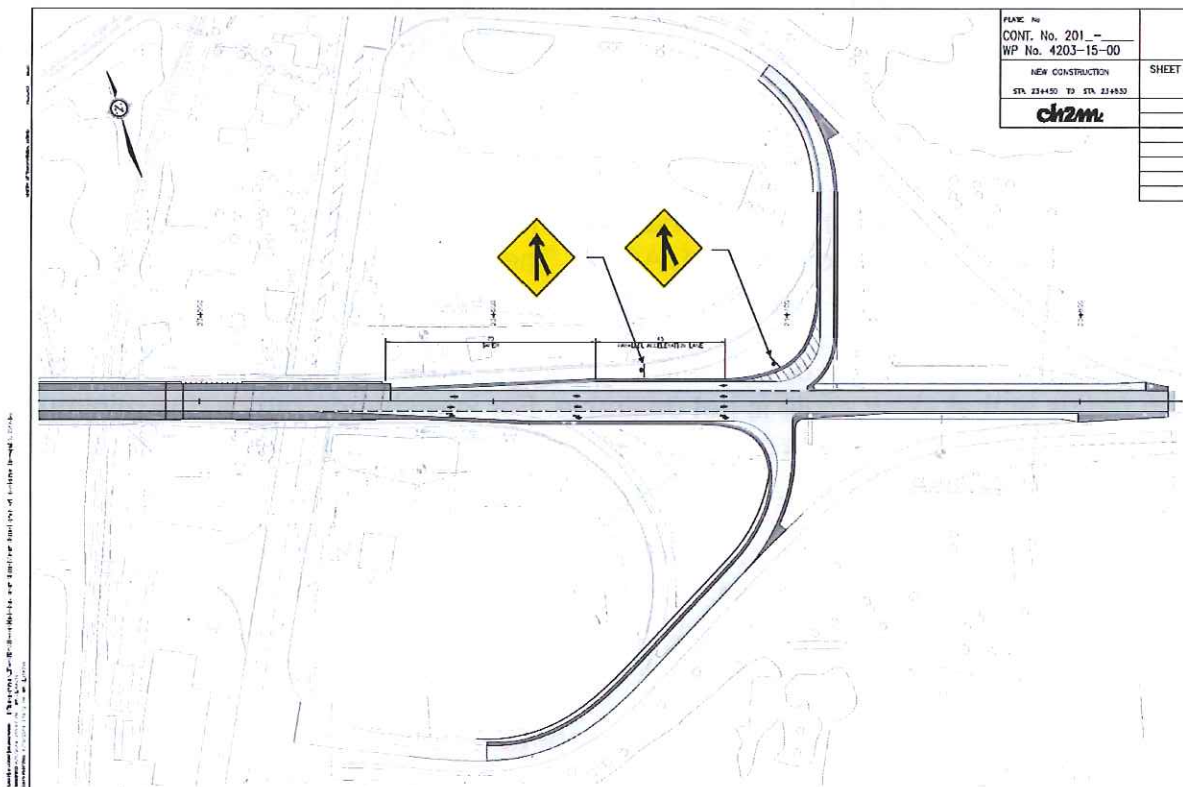


Figure 4: Channelized Right Turn with Sub-Standard Acceleration Lane and Merge Signs



Figure 5: T-intersection with Stop Condition (Preferred Alternative)

I trust that this information is useful to you and your staff and has addressed your requested follow up. Please note that a separate letter will be sent to address your concerns with the traffic signals at the Northbound ramp terminal at Highway 34. If you have any further questions, please feel free to contact me at any time.

Sincerely,

*Gizelle Cotton*

Gizelle Cotton, P. Eng.

Project Engineer

Ministry of Transportation

Planning and Design Section – Eastern Region

1355 John Counter Boulevard, Postal Bag 4000

Kingston, Ontario, K7L 5A3

Tel: 613.547.1799 | Toll Free: 1.800.267.0295 | Fax: 613.540.5106 | Cell: 613.217.7365

[Gizelle.Cotton@ontario.ca](mailto:Gizelle.Cotton@ontario.ca)

Cc: Guillaume Boudrias, Town of Hawkesbury  
 Daniel Gatién, Town of Hawkesbury  
 Marc Clermont, United Counties of Prescott & Russell  
 James McMahon, Township of Champlain  
 Frank Vanderlaan, MTO  
 Doug Raby, Jacobs  
 Matthew McFadden, Jacobs

**Ministry of Transportation** · **Ministère des Transports**

Planning and Design Section  
1355 John Counter Boulevard  
Postal Bag 4000  
Kingston, Ontario K7L 5A3  
Tel.: 613 547-1799  
1-800-267-0295  
Fax: 613-540-5106

Section de la planification et de la  
conception  
1355, boulevard John Counter  
CP/Service de sacs 4000  
Kingston (Ontario) K7L 5A3  
Tél.: 613 547-1799  
1-800-267-0295  
Télééc. 613 540-5106



May 13, 2019

Her Worship, Mayor Paula Assaly  
Town of Hawkesbury  
600 Higginson Street  
Hawkesbury, ON, K6A 1H1

Your Worship,

This letter is to acknowledge your email received on April 27, 2019 in response to the letter that was sent by MTO on April 25, 2019 and to address the comments and concerns raised.

Below is a brief explanation of our Class Environmental Assessment for Transportation Facilities (Class EA) followed by project specific details.

The goal of any project carried out under the MTO Class EA process is to satisfy the purpose of the undertaking, while striking a balance between transportation engineering and environmental protection principles. The number of alternatives generated varies with the nature of the study objectives, the type and complexity of the project and the nature of the study area. Once a set of alternatives is generated, the purpose of the assessment is to:

- identify significant beneficial and detrimental aspects of each alternative relative to both transportation engineering and environmental protection principles;
- ensure that sufficient transportation engineering and environmental protection information is available to support the subsequent evaluation phase;
- obtain transportation engineering and environmental protection input through consultation with stakeholders for the subsequent evaluation phase;
- make any necessary modifications to the alternatives based on the above; and
- ensure that any alternative carried forward will be acceptable to the proponent (in this case, the MTO) if the evaluation phase determines it to be the preferred alternative.

Important to note is that if new information becomes available during the generation and assessment of design alternatives, it may prompt a re-evaluation of the preferred alternative.

When options A & B were presented at MTAC #2 on November 30, 2017, MTO was obtaining input on the alternatives generated at that time and had not yet completed the assessment of the alternatives. Once the alternatives were evaluated, options A & B were not carried forward for the reasons indicated in my previous letter.

It should be highlighted that the T-intersection was presented as part of the online Public Information Center (PIC) which launched on March 27, 2018 and remains on the website to date. This online PIC was advertised in two local newspapers and letters were sent to local elected representatives, relevant federal, provincial and municipal departments, local emergency services, school boards and utility companies. The master contact list also included residents, businesses and interest groups that may be directly impacted by the proposed bridge replacements and detour route.

In addition, our consultation included a third MTAC meeting that was held in Hawkesbury on September 20, 2018. A 30-slide presentation was prepared for this meeting, which covered several topics including public comments received during the online PIC, detail design progress update, traffic analysis, traffic management plan & staging, highway engineering, utilities and council presentations/approvals. MTO received public comments regarding the T-intersection and the responses delivered were included in slide 3. The Highway plan, on slide 15 of this presentation, also reflected the T-intersection.

The MTO, after the online PIC in 2018 and MTAC #3, did not receive any objections to the T-intersection from the Town, Township or County and therefore assumed that all parties understood and were satisfied with the technically preferred alternative that was presented. It was only during the council presentations that we were made aware of the ramp configuration concerns which led to the April 15<sup>th</sup> meeting and a re-examination of the alternatives. We do understand now from our meeting on April 15, 2019 that staff understood the T-intersection to be a temporary condition rather than the preferred alternative.

In keeping this process transparent, MTO has included the re-evaluation of ramp alternatives in the online PIC update that launched on April 29, 2019 and continues to seek input from all stakeholders and members of the public.



I trust that the above has addressed your comments and concerns, please feel free to contact me should you have any additional questions.

Sincerely,



Gizelle Cotton, P. Eng.

Project Engineer

Ministry of Transportation

Planning and Design Section – Eastern Region

1355 John Counter Boulevard, Postal Bag 4000

Kingston, Ontario, K7L 5A3

Tel: 613.547.1799 | Toll Free: 1.800.267.0295 | Fax: 613.540.5106 | Cell: 613.217.7365

[Gizelle.Cotton@ontario.ca](mailto:Gizelle.Cotton@ontario.ca)

Cc: Marc Clermont P. Eng., United Counties of Prescott & Russell  
Frank Vanderlaan P.Eng., MTO

May 27, 2019

Ms. Gizelle Cotton, P. Eng.  
Project Engineer  
Ministry of Transportation  
Eastern Region  
1355 John Counter Boulevard  
Postal Bag 4000  
Kingston ON K7L 5A3

**RE: County Road 17 Hawkesbury Bridge Replacements  
Detail Design and Environmental Assessment  
GWP 4203-15-00**

---

Dear Ms. Cotton,

The United Counties of Prescott and Russell with the Town of Hawkesbury and Champlain Township strongly oppose to the preferred solution of the County Road 17 / Highway 34 - Hawkesbury Bridge Replacements and have the following comments regarding your on-line public information centre and the information that was made available to us.

There is a lack of detail with regard to the bridge remediation alternatives that were reviewed (rehabilitation or replacement) and there appear to be differing statements within the material available. For example, in one location the documentation indicates that both bridges require replacement while in another location the documentation states that the structures are in fair condition overall with localized areas of poor condition. It is our understanding that the Ministry has completed a structural evaluation to justify replacement of the bridges. Please provide the analysis to justify that bridge replacements are the preferred solution so that the Counties can review and provide comments.

Similarly, the complete evaluation of alternatives for the interchange has not been provided. There is mention of additional costs, environmental impacts and additional

property required for maintaining the existing interchange but no explanation about these elements. Please provide the complete analysis for the evaluation of alternatives for the interchange.

There is no information regarding a traffic and safety analysis and how the alternatives were evaluated in terms of traffic operations or safety.

It is unclear what, if any, changes are planned for Highway 34 in the study area.

There is lack of detail about how Option B is preferred over Option A.

The Study Process slide in the updated online PIC indicates that step 4 "Evaluate alternatives and select a preferred design" has been completed and that it appears that the TESR will be advertised in the near future. It is therefore assumed that the majority of reports and evaluations have been completed. We trust that MTO can forward the above-noted details and reports for review and comments prior to issuing the TESR.

Looking forward to receiving the requested information so we can complete our peer review.



Marc Clermont, P. Eng.  
Director of Public Works

/jl

c.c. Mr. Stéphane P. Parisien, CAO  
Mrs. Paula Assaly, Mayor, Town of Hawkesbury  
Mr. Normand Riopel, Mayor, Champlain Township  
Mr. Jérémie Bouchard, P. Eng.

**Ministry of Transportation**

Planning and Design Section  
1355 John Counter Boulevard  
Postal Bag 4000  
Kingston, Ontario K7L 5A3  
Tel.: 613-545-4701  
Fax: 613-540-5106

**Ministère des Transports**

Section de la planification et de la conception  
1355, boulevard John Counter  
CP/Service de sacs 4000  
Kingston (Ontario) K7L 5A3  
Tél.: 613-545-4701  
Télééc.: 613-540-5106



February 5, 2020

United Counties of Prescott and Russell  
59 Court Street, P.O Box 304,  
L'Original (Ontario) K0B 1K0

Attn: Jérémy Bouchard, P.Eng

**Re: Highway 34 and County Road 17 Bridge Replacements**

---

Dear Mr. Bouchard,

The Ministry of Transportation (MTO) has reviewed the independent third-party report produced by GHD submitted on November 21, 2019. Upon review of the report and conclusions, the MTO will proceed with the current preferred alternative of a stop condition on the N/S-W (Highway 34 South to County Road 17 West) ramp.

The MTO understands that the United Counties of Prescott and Russell have concerns with this preferred alternative and would prefer a channelized ramp terminal.

Currently, County Road 17 in this location has a design speed of 90km/hr and is posted at 90km/hr. The proposed MTO design will keep the same design speed, with a reduced posted speed of 70km/hr. Due to the geometry of the future narrower bridges and proximity to the interchange, a channelized right-turn at a design speed of 90km/hr can not be accommodated within design standards. Therefore, a stop condition at the N/S-W ramp terminal on County Road 17 has been chosen as the preferred alternative.

The report produced by GHD suggests that a design speed of 60km/hr on County Road 17 would accommodate a channelized right-turn at this ramp terminal. Without implementation of significant urbanization infrastructure, geometry changes, and traffic calming devices, the MTO feels a design speed of 60km/hr is not feasible along County Road 17 in this location.

The MTO will not design and construct this intersection to a design speed chosen to satisfy a favoured alternative, as this could lead to operational issues in the future, with few options left to mitigate them.

Open communication and transparency will be maintained as the MTO will proceed to move forward in design with the stop condition at the N/S-W ramp.

The ministry is currently in the process of completing the design and the Transportation Environmental Study Report will be made available for a 30-day public review in early February 2020.

Sincerely,

A handwritten signature in black ink, appearing to read 'Brian Utigard', written in a cursive style.

Brian Utigard, M.Eng, P.Eng.  
MTO Design and Construction Senior Project Engineer  
613-449-0753

cc: Frank Vanderlaan, Area Manager, Ontario Ministry of Transportation  
Marc Clermont, Director of Public Works, United Counties of Prescott and  
Russell