

The background image shows a road intersection under a cloudy sky. A teal semi-transparent rectangle is overlaid on the left side of the image, containing the main title and project information. The road surface is asphalt, and there are some utility poles and trees in the distance. A stop sign is visible on the right side of the road.

Public Information Centre Highway 15 and County Road 42 Intersection Improvement

Township of Rideau Lakes
Preliminary Design and
Class Environmental Assessment Study Update

Project Reference: GWP 4315-06-00

September 13th, 2022

Under the Integrated Accessibility Standards Regulation (2011), the Ministry of Transportation, Ontario (MTO) is committed to ensuring the Class Environmental Assessment (EA) process is accessible to all participants. This Public Information Centre (PIC) meeting incorporates the following accessibility features:

- Accessible venue location for persons with disabilities, including wheelchair ramps, accessible washrooms and parking
- For persons requiring assistance, project team members will:
 - verbally explain presentation board content
 - assist with the written submission of comment forms
- Service animals are welcome
- Presentation boards and consultation materials are printed in large legible font
- Reading aids (such as magnifying glasses) are available



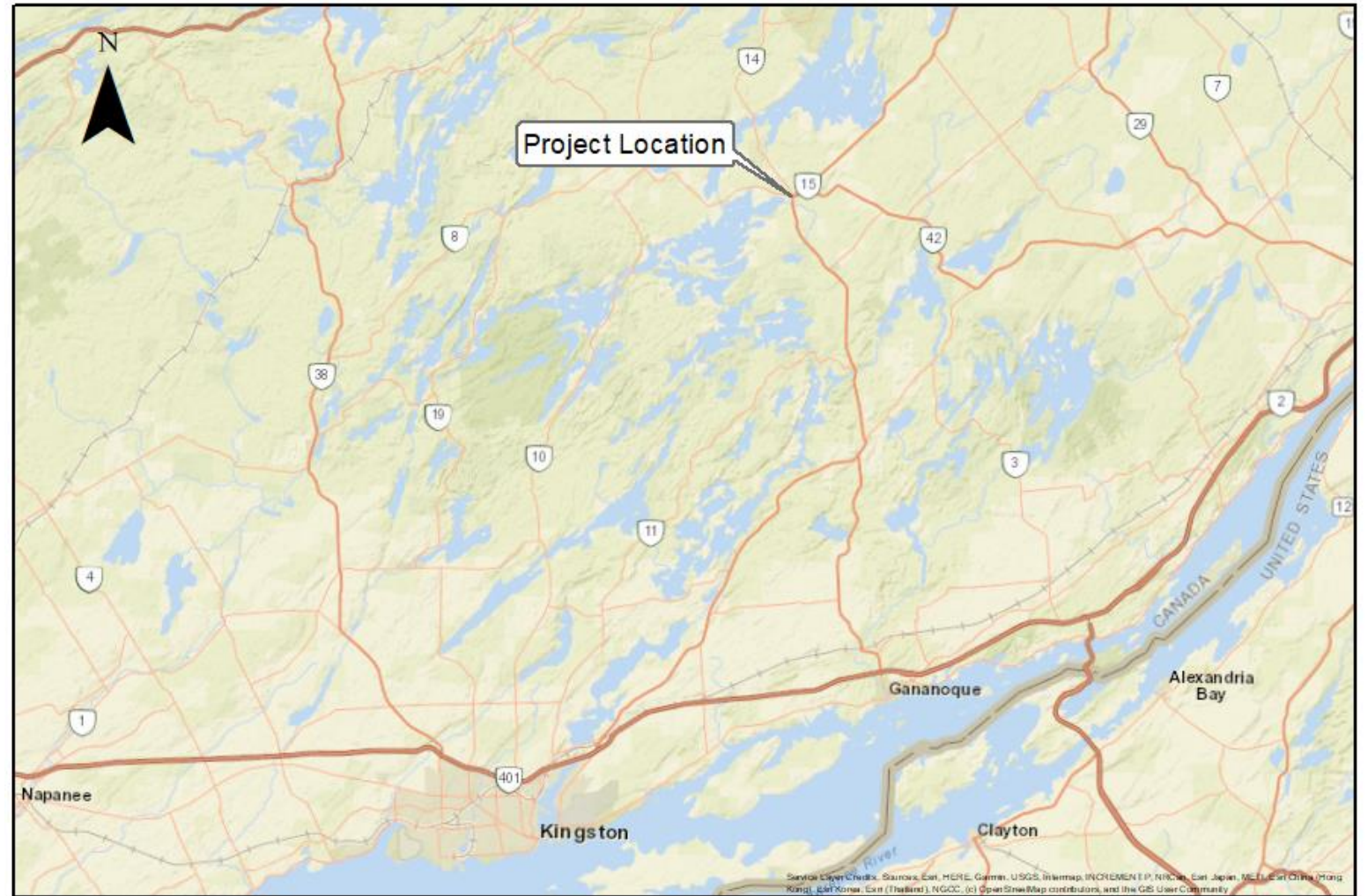
The purpose of this Public Information Centre (PIC) is to provide an overview of the Environmental Assessment Study and seek feedback from the public and agencies.

The following panels provide information on:

- Project Location
- Project Background
- The study process being followed
- Public and Agency Consultation
- Existing Conditions and Environmental Constraints
- Presentation of Alternatives
- Evaluation Criteria
- Summary of Comparative Evaluation
- Presentation of the Technically Preferred Alternative
- Roundabout Information
- Next steps
- Contact details



The study area is located in Crosby, Ontario focused around the Highway 15 and County Road 42 Intersection.



The Preliminary Design and Class EA study was initiated in 2015 to identify short, medium and long-term improvements for the intersection of Highway 15 and County Road 42. The Transportation Environmental Study Report (TESR) documented this study and was made available for 30-day public review in July 2017. This project received Environmental Clearance in January 2018.

The technically preferred alternative documented in the TERS focused on short-term improvements and noted long-term improvements would be completed when warranted. However the Ministry of Transportation (MTO) has decided to proceed with the long-term improvements as part of this study update.

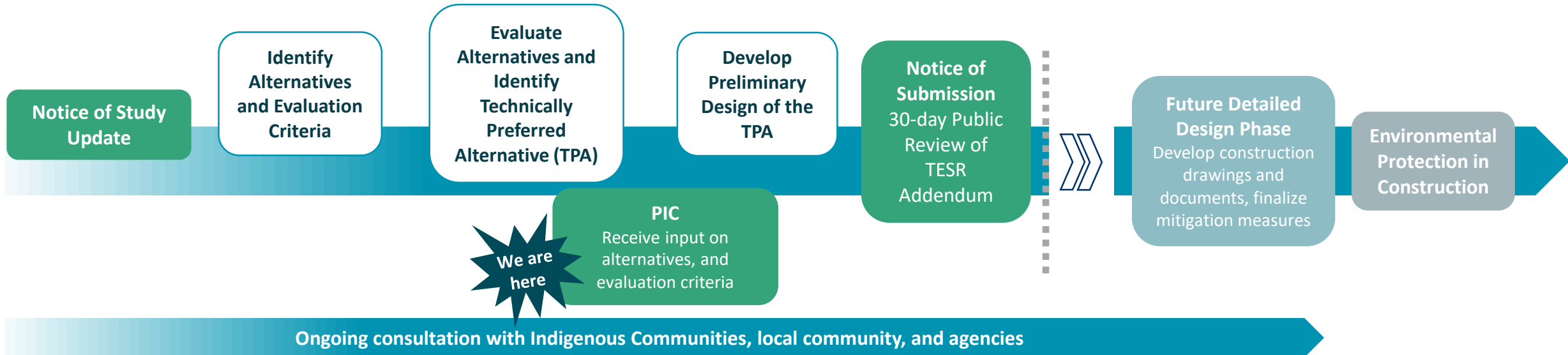
Since the long term improvements were not fully evaluated in the 2017 TERS, an addendum to this TERS is required to document the identification and evaluation of alternatives to address the long term solution for this intersection.



This study is following the approved environmental planning process for Group 'B' projects under MTO's *Class EA for Provincial Transportation Facilities (2000)*. The Class EA process requires:

- Relevant engineering and environmental factors to be considered in the planning and design process
- Impacts of the proposed changes to be assessed and environmental protection/mitigation measures identified
- Public and agency input to be integrated into the process.

A Transportation Environmental Study Report (TESR) Addendum will be prepared and filed for public review at the completion of the study. The report will document the study process and recommendations.



Public consultation is an important part of the study process. The project contact list has been updated from the previous study, and includes potentially interested/affected federal agencies, provincial ministries, Township of Rideau Lakes, United Counties of Leeds & Grenville, Indigenous Communities, local interest groups, utilities and property owners within the Study Area.

Consultation is ongoing throughout the study, with the following consultation completed to date:

- Notice of Study Update (February 2022)
- Municipal Advisory Committee (MAC) Meetings (April 2022 & August 2022)
- Permission to Enter requests for potentially impacted properties (mailed May/June 2022)

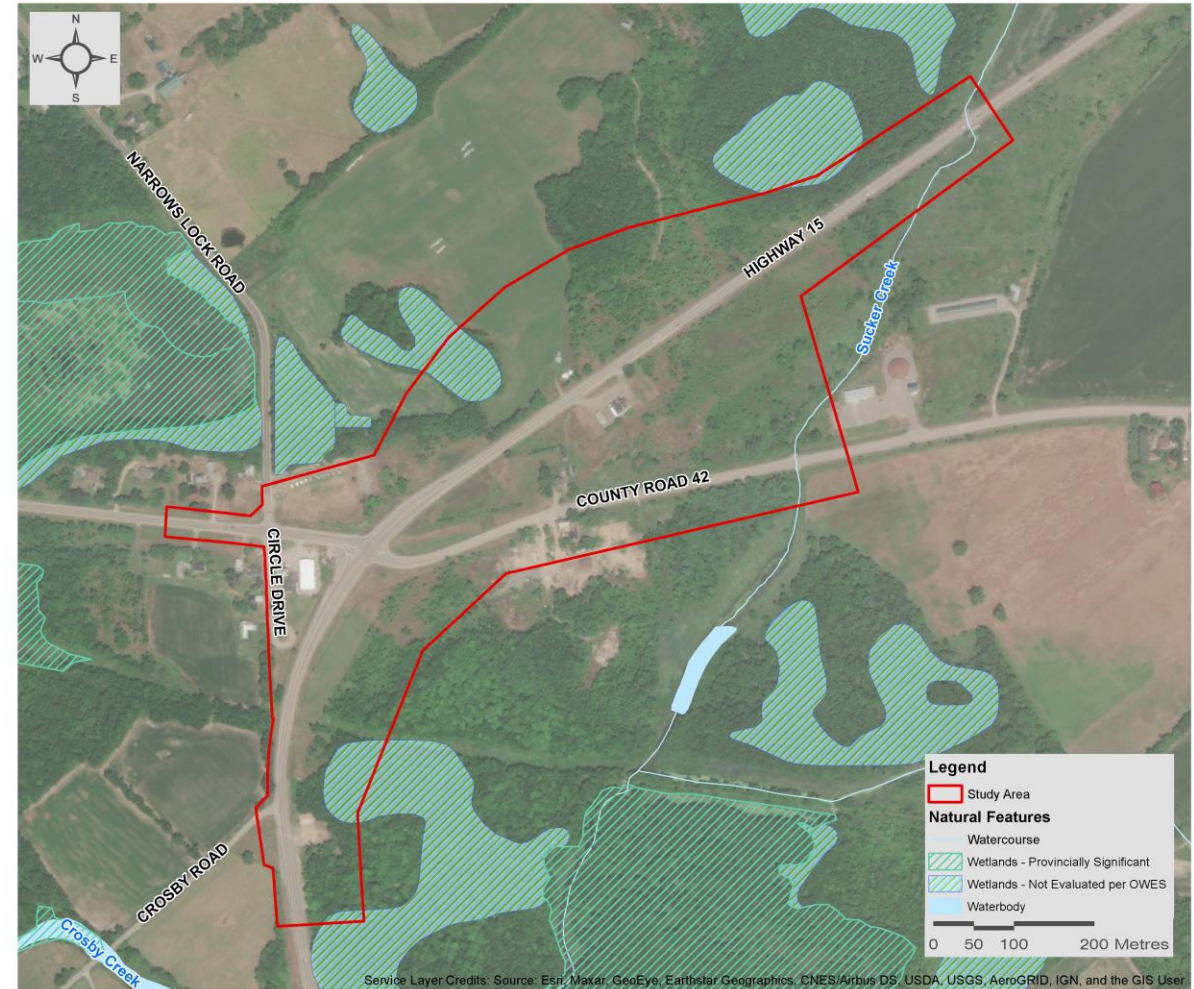
Following completion of the Preliminary Design Update phase, a TESR Addendum will be available for a 30-day public review period. Notice will be provided in local papers and to those on the Project Contact List.

The Study Area is located at the intersection of Highway 15 and County Road 42.

The Study Area is primarily farmland, with residential and commercial development at the intersection. Beyond the developed areas, there are several wetlands associated with extensive woodlands. Sucker Creek crosses the Study Area at the east end.

This area also provides regulated habitat for Gray Ratsnake, an Endangered species which is protected under the Endangered Species Act.

A former gas station is located in the southwest quadrant of the intersection; residual contaminated soils may be encountered during construction.



As part of the Preliminary Design Update, the Project Team has identified the following three viable alternatives based on the 2017 TESR. More information is provided on the next boards.

Alternative 1 – Realignment

Alternative 1 includes a significant alignment shift of Highway 15 to the west with improvements to County Road 42. In addition, the intersection would be shifted from its existing location, the existing superelevation (curve through the intersection) is removed and the angle at which County Road 42 crosses Highway 15 would be improved.

Alternative 2 – Offset T-intersections

This alternative was identified as Alternative 3-2 in the 2017 TESR and brought forward with refinements to the original design. Previously, this alternative was shown as impacting the culvert crossing of Sucker Creek on County Road 42, east of the intersection. The alternative has been refined to avoid impacts to the culvert and associated fish and fish habitat.

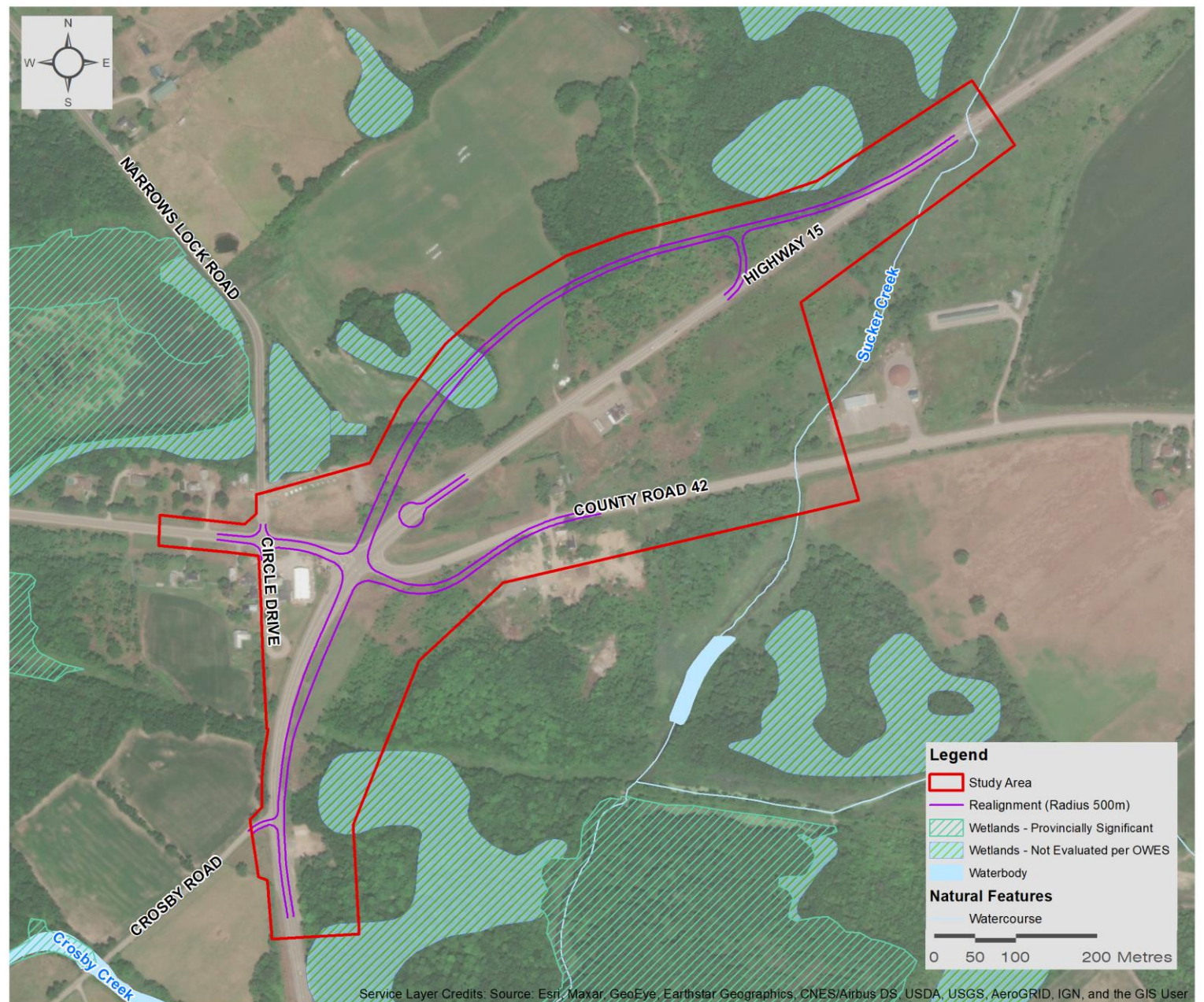
Alternative 3 - Roundabout

This alternative was developed with the potential to minimize environmental impacts, including property requirements, improve sight lines and remove the curve through the intersection.

Alternative 1 - Realignment (Radius 500m)

This alternative provides a tangent section at the intersection location with a significant realignment required for Highway 15:

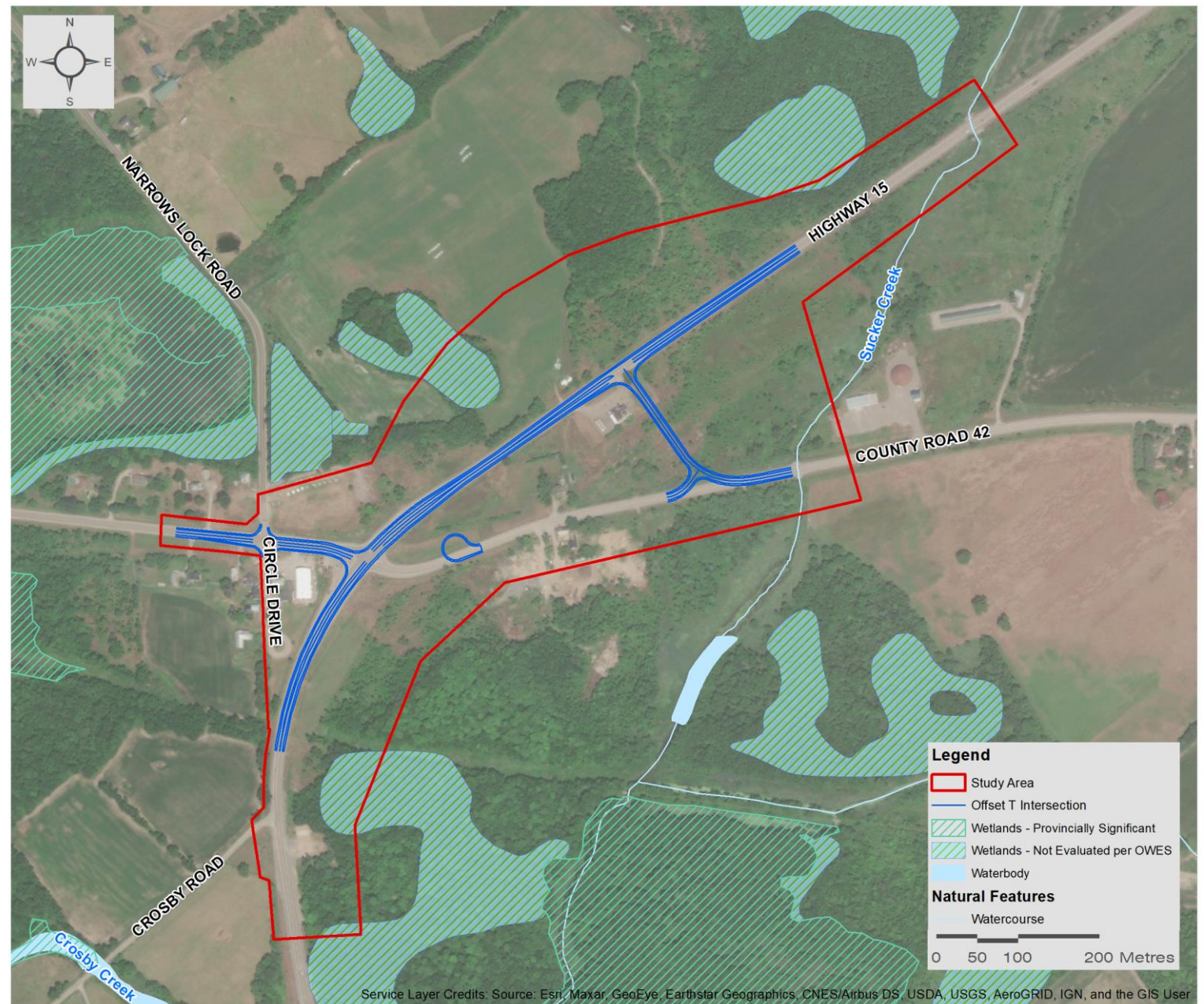
- Major Improvements to sight lines
- Able to easily accommodate multi-modal users
- Traffic can be maintained on Highway 15 and County Road 42 for the majority of construction
- Utility relocations expected for utility poles and telecommunications
- Has the greatest property and environmental impacts



Alternative 2 - Offset T-Intersection

This alternative realigns County Road 42 to provide two separate T-intersections with Highway 15:

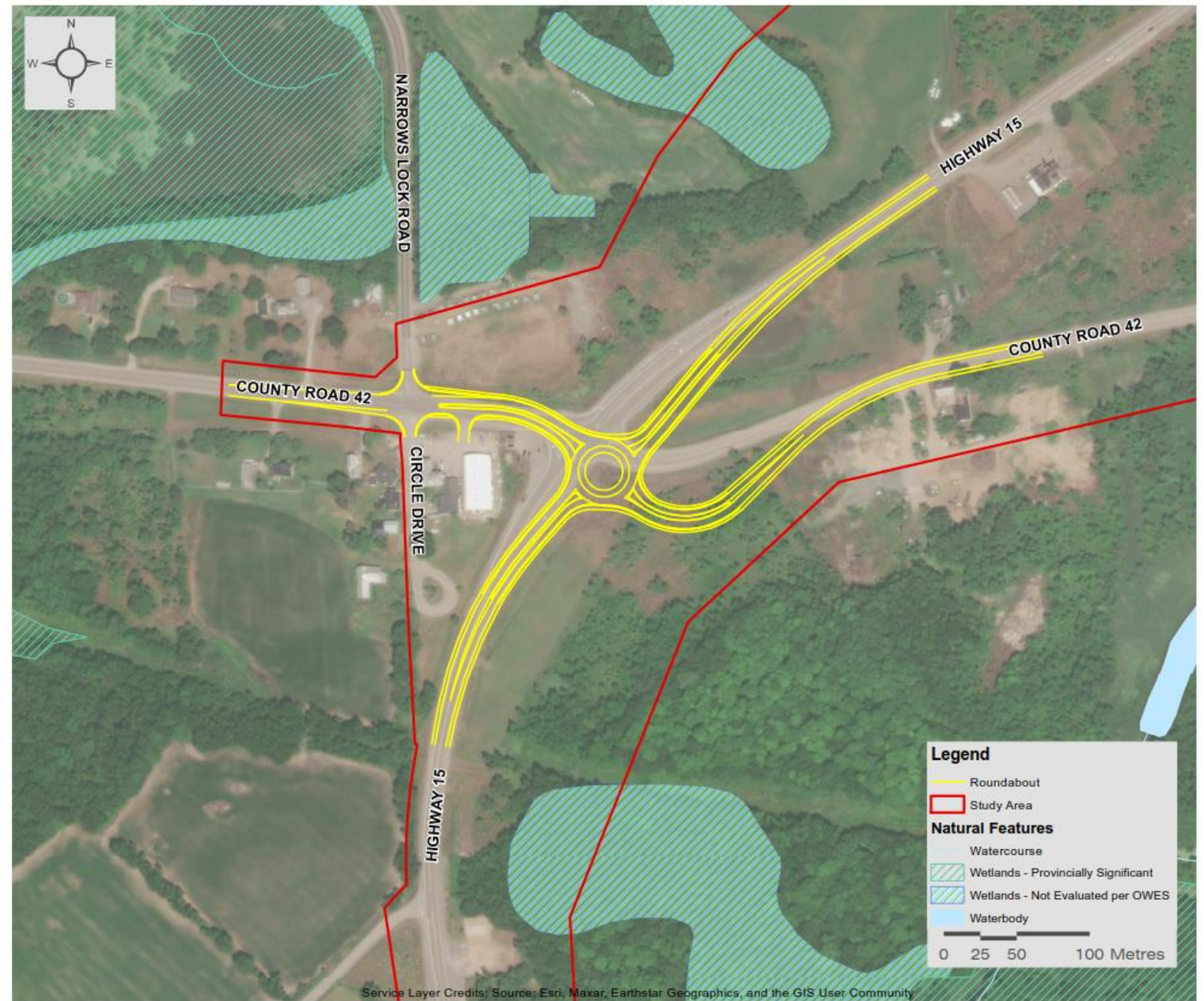
- No improvements to sight lines at existing intersection
- Able to easily accommodate multi-modal users
- Traffic can be maintained on Highway 15 and County Road 42 for the majority of construction
- Utility relocations expected for utility poles and telecommunications
- Increases travel distance and additional intersection for East-West Traffic movements



Alternative 3 - Roundabout

This alternative requires a minor realignment of Highway 15 and County Road 42:

- Moderate improvements to sight lines
- Provides efficient flow of traffic
- Able to accommodate multi-modal users
- Detours / restricted movements are likely required to facilitate management of traffic during construction
- Utility relocations expected for utility poles and telecommunications
- Has the least property and environmental impacts



The following evaluation factors and criteria were utilized to determine the Technically Preferred Alternative (TPA) using a comparative evaluation approach:

Transportation: Traffic operations, capacity and safety, Highway and Side Road Geometric Improvements, Pedestrian & Cycling Environment, Impacts on Existing Infrastructure, Potential Utility Conflicts, Access Management Requirements, Excess Earth Management, and Constructability, Traffic Management, Construction Duration

Natural Environment: Impacts to Natural Heritage Features, Impacts to Wetlands, Impacts to Species at Risk and Species at Risk Habitat, Impacts to Fish and Fish Habitat

Socio-Economic Environment: Impacts to Land Use, Permanent Property requirements, Potential to encounter Contaminated Soils, Impacts on nearby Noise Receptors, Traffic Impacts during construction (eg. detours, access to properties/businesses)

Cultural Resources: Impacts on Archaeological Resources, Impacts on Built Heritage and Cultural Landscapes

Cost: Capital Cost

EVALUATION CRITERIA	Alternative 1 Realignment (Radius 500m)	Alternative 2 Offset T-Intersection	Alternative 3 Roundabout	Preferred
Transportation	<ul style="list-style-type: none"> Major improvements to sight lines Able to easily accommodate multi-modal users Meets Access Management Guidelines with respect to intersection spacing. Traffic can be maintained on Highway 15 and County Road 42 for the majority of construction 	<ul style="list-style-type: none"> Will not have improvements to sight lines Able to easily accommodate multi-modal users Does not meet Access Management Guidelines with respect to intersection spacing Traffic can be maintained on Highway 15 and County Road 42 for the majority of construction 	<ul style="list-style-type: none"> Moderate improvements to sight lines Able to accommodate multi-modal users Meets Access Management Guidelines with respect to intersection spacing Detours are likely required to facilitate movement of traffic during construction 	
Natural Features	<ul style="list-style-type: none"> High potential to support Significant Wildlife Habitat (SWH) Possible impacts to two unevaluated wetlands Potential for new direct impacts to fish and fish habitat is low, and potential impacts would likely be limited to temporary indirect impacts 	<ul style="list-style-type: none"> Low potential to support Significant Wildlife Habitat (SWH) Does not have any impacts on wetlands Potential for new direct impacts to fish and fish habitat is low, and potential impacts would likely be limited to temporary indirect impacts 	<ul style="list-style-type: none"> Very low potential to support Significant Wildlife Habitat (SWH) Does not have any impacts on wetlands Not within any area of known fish habitat or within 30 m of any known fish habitat. 	
Socio-Economic Environment	<ul style="list-style-type: none"> Bisects the southern portion of a property, which appears (based on aerial interpretation) to have agricultural uses Approximately 2.8 hectares of property will be required 	<ul style="list-style-type: none"> Bisects land near the former car dealership and access to this property will need to be considered Approximately 1.0 hectares of property will be required 	<ul style="list-style-type: none"> No properties are bisected Approximately 0.7 hectares of property will be required 	
Cultural Resources	<ul style="list-style-type: none"> Has high potential for archaeological resources No impacts are anticipated to the Crosby Brick School north of County Road 42 	<ul style="list-style-type: none"> Has potential for archaeological resources Not anticipated to impact cultural resources 	<ul style="list-style-type: none"> Has low potential for archaeological resources Not anticipated to impact cultural resources 	
Cost	<ul style="list-style-type: none"> Significant infrastructure costs Significant property cost 	<ul style="list-style-type: none"> Minor infrastructure costs Moderate property costs 	<ul style="list-style-type: none"> Moderate infrastructure costs Minor property costs 	

LEGEND: **Most Preferred** (fewer impacts)    **Least Preferred** (greater impacts)

[Click here to access the full evaluation table](#)

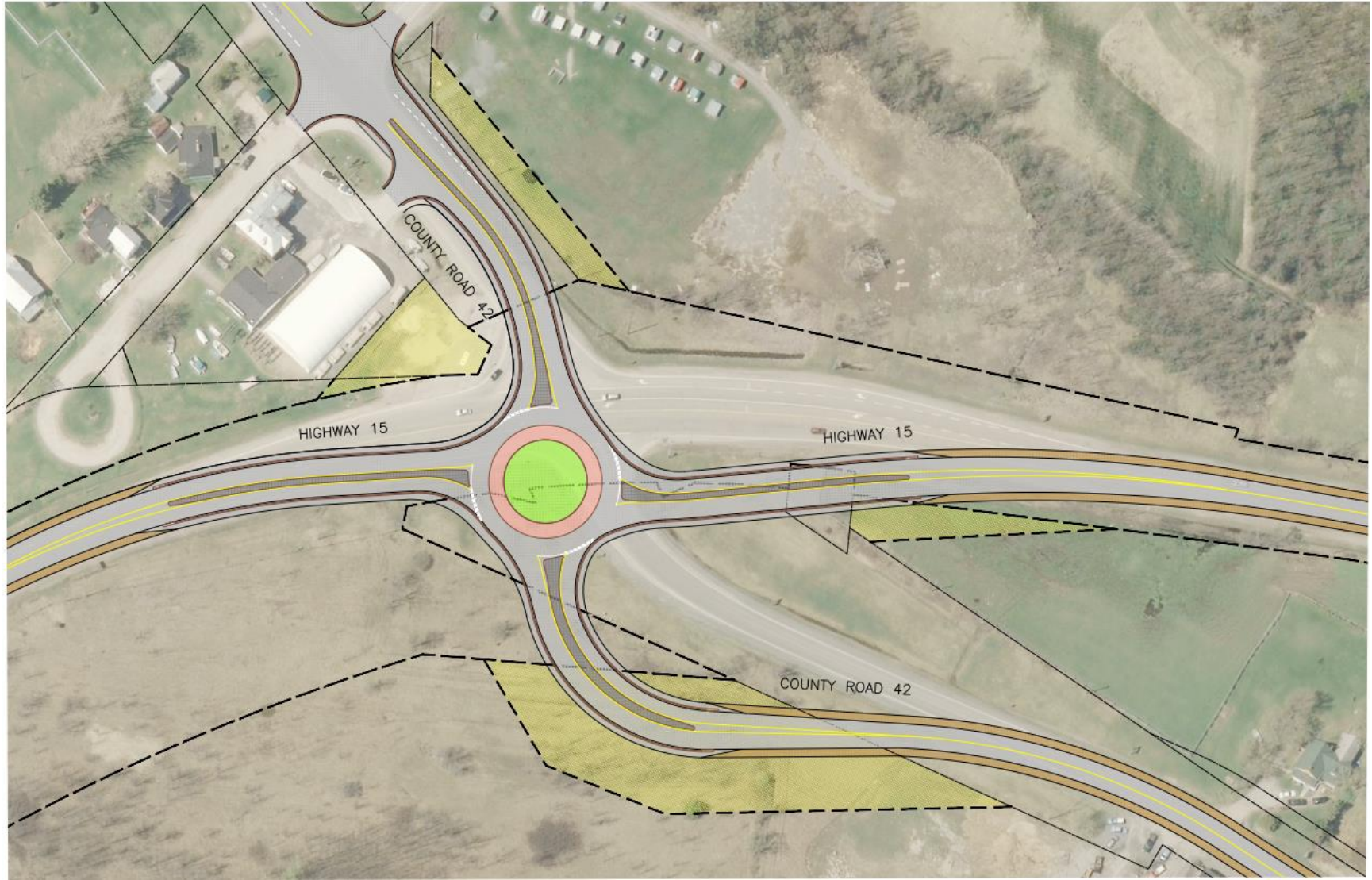
Alternative 3 – Roundabout

The roundabout alternative is preferred due to:









- Limited environmental impacts
- Smaller construction footprint; this alternative has the lowest impacts to wetlands, species at risk and fish habitat
- Least impacts to adjacent lands and requires the least amount of property
- Due to the property costs compared to the other alternatives, the roundabout is anticipated to have the lowest overall cost
- Accommodates large tractor trailers and large pieces of farm equipment

During Construction:

- Highway 15 traffic will be maintained during construction
- Access to properties/businesses will be maintained
- Construction will be staged to avoid or minimize detours



LEGEND

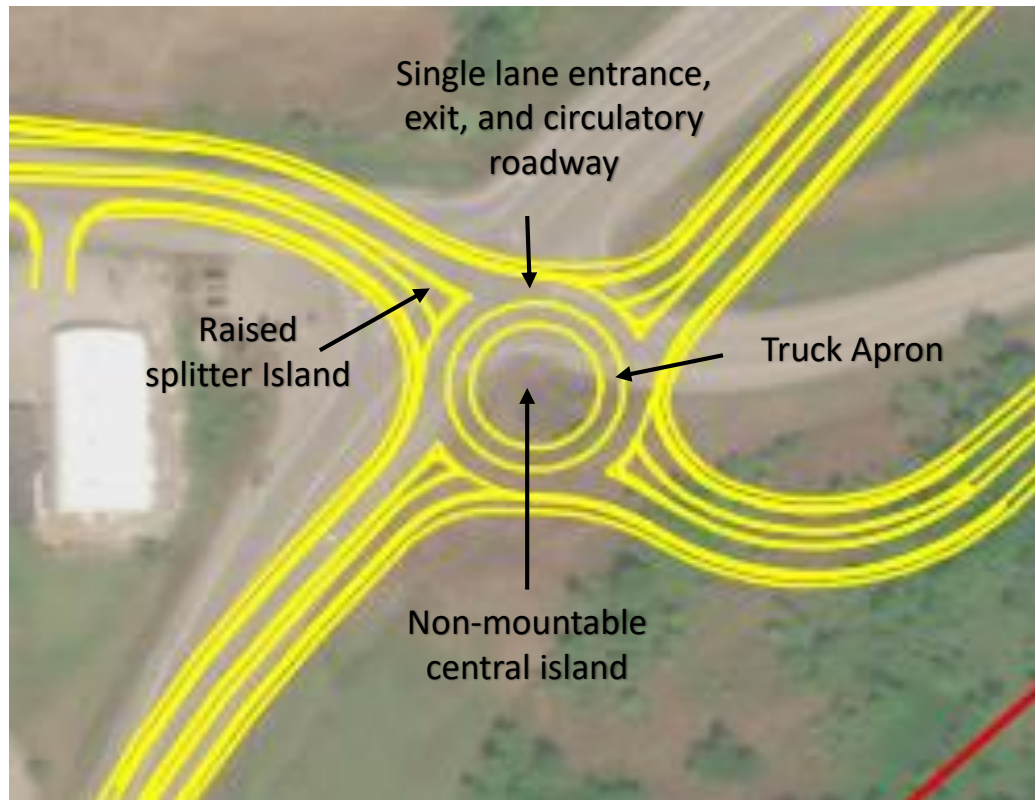
-  Asphalt
-  Concrete Truck Apron
-  Concrete Islands
-  Granular Shoulder
-  Central Island
-  Anticipated Property Required
-  Existing Property Lines
-  Existing MTO ROW



Highway 15 and County Road 42 Intersection Improvements, Township of Rideau Lakes Preliminary Design and Class Environmental Assessment Study Update (GWP 4315-06-00)

What is a Roundabout?

A modern roundabout is an unsignalized circular intersection engineered to maximize safety and minimize traffic delay. All traffic in the roundabout travels counter clockwise.



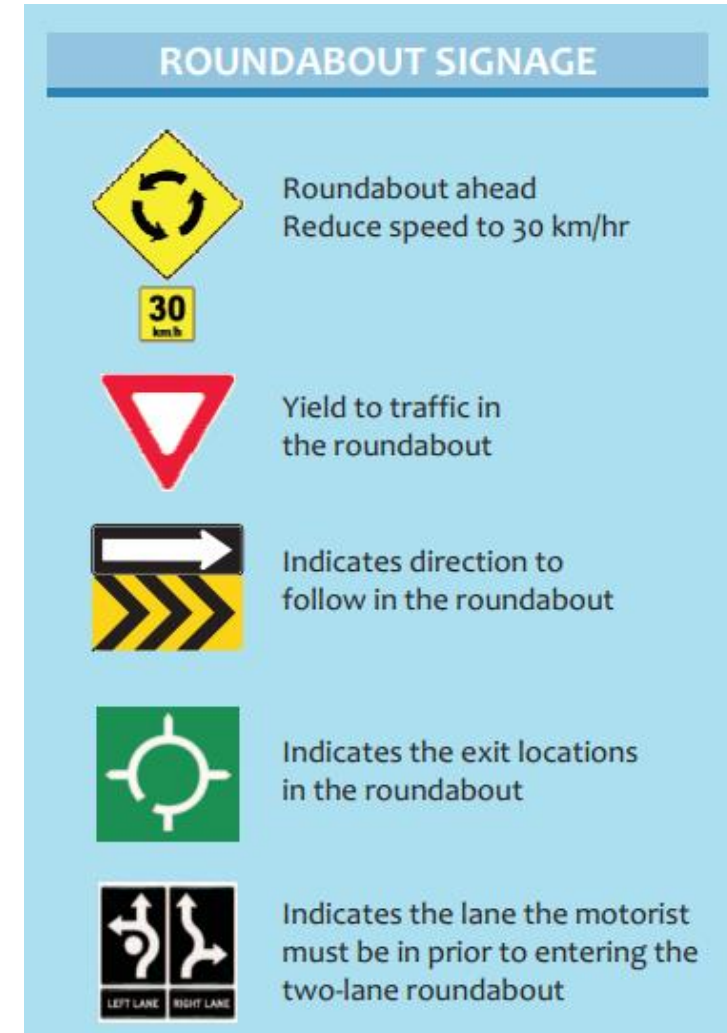
What are the benefits of a Roundabout?

- Decreases the number and severity of collisions
- Reduces vehicle speeds at the intersection
- Efficient traffic flow — fewer stops and delays
- Good for the environment — reduces idling time, vehicle emissions and fuel consumption
- Lowers noise levels at the intersection
- Minimal maintenance

[Click here to see an instructional video explaining how to use a roundabout](#)



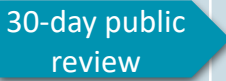
What are some characteristics of a Roundabout?

- Low speed on approach
- Approaching vehicles yield to traffic within roundabout
- Vehicles drive counter clockwise within roundabout
- Low speed on exit
- Continuous movement of traffic



Next Steps and Project Team Contact Information

We want to hear from you! Please submit any questions or comments you may have via the ‘Contact Us’ page at www.hwy15crosby.com or to one of the Project Team members listed below by **September 27, 2022**. If you have any accessibility requirements in order to participate in this project, please contact one of the Project team members

Next Steps	Summer/Fall 2022	Winter 2022/2023	2023 and beyond
Project Update Notification			
Public Information Centre			
TESR Addendum Review Period			
Detail Design and Construction			Detail Design will proceed in early 2023. Early works (utility relocations, property acquisitions, environmental clearances) will proceed in 2023.

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Information for this project is being collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Pour des renseignements en français veuillez communiquer avec Sydney Tasfi au 1-877-934-5566, poste 1005.