The Purpose of this PIC is:

- To introduce the project and explain the Municipal Class Environmental Assessment (MCEA) process;
- To summarize the study area and existing conditions;
- To provide improvement alternatives for the CR3 and CR5 intersection;
- To present the preferred alternative;
- To provide an opportunity for the public / stakeholders to discuss and provide comments on the alternative solutions.

We encourage you to provide comments through the United Counties of Prescott and Russell’s website using the link below or by contacting the project members listed on the website by July 9, 2020.

www.en.prescott-russell.on.ca
The United Counties of Prescott and Russell have initiated a Municipal Class Environmental Assessment (MCEA) and detail design study for intersection improvements at the County Road 3 (Notre Dame St. & Route 500 W) and County Road 5 (Limoges Rd. & St. Albert Rd.) intersection in accordance with the MCEA process.

This study focuses on examining the intersection, future traffic requirements, drainage, and intersection alternatives and will recommend a preferred alternative to meet the needs of the intersection. Potential property acquisition will also be determined.
Existing Conditions:

- All rural 2-lane cross sections (north / south and east / west)
- 70 km/hr posted speed on County Road 3
- 80 km/hr posted speed on County Road 5
- Existing 4-way stop
- No dedicated turn lanes
Increased Traffic Volume

- The intersection of CR3 (Notre-Dame Street) and CR5 (Limoges Road) is a major intersection in the middle of Embrun, Limoges, Casselman, and St-Albert, all of which are growing villages.

- The intersection is well used for travel between these villages and for access to Highway 417.

- Traffic volume has increased in the past years and is expected to continue increasing in the coming years.

- The improvement of the intersection is necessary to support present and future increases in traffic volumes.
Problem Statement

It is expected that population and employment within the Embrun, Limoges, Casselman and St-Albert area will continue to grow in the coming years. With the increased users, the level of service of the existing road network is anticipated to decline, resulting in structural and capacity deficiencies, and potentially unsafe conditions.

Opportunity Statement

The intersection of CR3 and CR5 is being reviewed for potential vehicular traffic improvements to address current and future traffic demands. In addition, opportunities to improve safety, structural and capacity deficiencies for existing and future residents are also being reviewed.
MUNICIPAL CLASS EA PROCESS

PHASE 1
PROBLEM OR OPPORTUNITY

- IDENTIFY PROBLEM OR OPPORTUNITY
- DISCRETIONARY PUBLIC CONSULTATION TO REVIEW PROBLEM OR OPPORTUNITY

PHASE 2
ALTERNATIVE SOLUTIONS

- SELECT SCHEDULE (APPENDIX 1)
- INVENTORY NATURAL, SOCIAL, ECONOMIC ENVIRONMENT
- IDENTIFY IMPACT OF ALTERNATIVE SOLUTIONS ON THE ENVIRONMENT AND MITIGATING MEASURES
- EVALUATE ALTERNATIVE SOLUTIONS; IDENTIFY RECOMMENDING SOLUTIONS

PHASE 3
ALTERNATIVE DESIGN CONCEPTS FOR PREFERRED SOLUTION

- IDENTIFY ALTERNATIVE DESIGN CONCEPTS FOR PREFERRED SOLUTION
- DETAIL INVENTORY OF NATURAL, SOCIAL AND ECONOMIC ENVIRONMENT
- IDENTIFY IMPACT OF ALTERNATIVE DESIGNS ON ENVIRONMENT AND MITIGATING MEASURES
- EVALUATE ALTERNATIVE DESIGNS; IDENTIFY RECOMMENDED DESIGN

PHASE 4
ENVIRONMENTAL STUDY REPORT

- COMPLETE ENVIRONMENTAL STUDY REPORT (ESR)
- NOTICE OF COMPLETION TO REVIEW AGENCIES AND PUBLIC
- COPY OF NOTICE OF COMPLETION TO MUN-EA/PUBLIC

PHASE 5
IMPLEMENTATION

- COMPLETE CONTRACT DRAWINGS AND TENDER DOCUMENTS
- PROCEED TO CONSTRUCTION AND OPERATION
- MONITOR FOR ENVIRONMENTAL PROVISIONS AND COMMITMENTS

MUNICIPAL ENGINEERS ASSOCIATION

WE ARE HERE
**Traffic Analysis**
A traffic analysis has been completed to identify existing network performance and capacity constraints in consideration of the alternative solutions. The traffic analysis is utilizing both existing traffic counts and projected traffic volumes.

**Natural Environment**
Has been completed to provide an inventory of natural heritage features within the study limits including species at risk (SAR), terrestrial vegetation, and other features such as watercourses and wildlife use of the corridor.

**Archaeology Study**
A Stage 1 Archaeological Assessment is being completed to determine the potential for archaeological resources within the study limits.

**Roadside Safety Review**
A roadside safety review will be completed, and recommendations based on the review will be incorporated into the final design.
Traffic Summary

- Traffic counts were conducted by the County for the intersection on September 5th of 2019.
- These counts determined the following:
  - ~ 2000 vehicles approach the intersection heading south on CR5.
  - ~ 1700 vehicles approach the intersection from all other directions.
- The majority of traffic heading north and south on CR5 continues straight through the intersection.
- The traffic heading east on CR3 from Embrun either continue straight or turn left.
- The majority of traffic heading west on CR3 from Casselman continue straight through the intersection, except during the early AM hours when the majority turn right.
PRELIMINARY ASSESSMENT CRITERIA FOR ALTERNATIVE SOLUTIONS

**Natural Environment**
- Surface Water / Drainage
- Species at Risk
- Landscape

**Cultural Environment**
- Indigenous Group Interests
- Cultural Landscape
- Archaeological Resources

**Socio-Economic Environment**
- Property Impacts
- Compatibility with Land Use

**Transportation Environment**
- Design Consistency
- Vehicular Delays / Conflict Points
- Roadway Safety
- Driver Familiarity
- Noise

**Costs**
- Capital (Construction)
- Utility Relocation
- Operation and Maintenance
ALTERNATIVE No. 2 - SIGNALIZED INTERSECTION WITH TURNING LANES

SCALE = 1:250
### Selection of Preferred Alternative

<table>
<thead>
<tr>
<th>Category</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3A</th>
<th>Alternative 3B</th>
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<tbody>
<tr>
<td><strong>Transportation</strong></td>
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<td>Design Consistency on County Roadways</td>
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<td>Vehicular Delays</td>
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<td>Number of Conflict Points</td>
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<td>Roadway Safety</td>
<td>Potential Severity of Collisions</td>
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<td>Driver Familiarity</td>
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<td>Noise</td>
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<td>Land Use</td>
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<td>Landscape</td>
<td>Surface Water</td>
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<td>Species at Risk</td>
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<td><strong>Cultural Environment</strong></td>
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<td>Archaeological Resources</td>
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<tr>
<td><strong>Cost &amp; Construction Timing</strong></td>
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<td>Utility Relocations</td>
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<td>Construction Length</td>
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<td>Operational Costs</td>
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<tr>
<td>Preliminary Construction Costs</td>
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**Does not address objective of this study.**

- **Least Preferred**
- **Preferred Alternative**
- **Most Preferred**
# EFFECTS AND MITIGATIONS

<table>
<thead>
<tr>
<th>EFFECTS</th>
<th>MITIGATIONS</th>
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<tbody>
<tr>
<td>CONSTRUCTION ACCESS TO ADJACENT BUSINESSES</td>
<td>ACCESS WILL BE MAINTAINED DURING CONSTRUCTION.</td>
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<tr>
<td>DRIVEWAYS ADJACENT TO THE STUDY INTERSECTION</td>
<td>DRIVEWAYS WILL BE RECONSTRUCTED AND ACCESS WILL BE MAINTAINED.</td>
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<tr>
<td>EROSION / SEDIMENTATION DURING CONSTRUCTION</td>
<td>STANDARD EROSION AND SEDIMENT CONTROL MEASURES WILL BE INCORPORATED INTO THE CONSTRUCTION CONTRACT.</td>
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<tr>
<td>GENERATION OF WASTE ASPHALT, GRANULARS, CONCRETE AND EARTH MATERIAL</td>
<td>EXCESS GENERATION WILL BE MINIMIZED THROUGH PROMOTING CONTRACTOR SALVAGE, RECYCLING, AND RE-USE IN THE CONSTRUCTION CONTRACT.</td>
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<tr>
<td>CONSTRUCTION DISRUPTION TO VARIOUS FESTIVALS / EVENTS</td>
<td>CONSTRUCTION ACTIVITIES WILL BE SCHEDULED TO LIMIT / AVOID DISRUPTION TO MAJOR FESTIVALS / EVENTS (WHEN POSSIBLE).</td>
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<tr>
<td>NOISE FROM CONSTRUCTION EQUIPMENT AND VEHICLES DURING CONSTRUCTION</td>
<td>EQUIPMENT WILL BE MAINTAINED IN GOOD OPERATING CONDITION TO PREVENT NOISE. IDLING OF EQUIPMENT WILL BE RESTRICTED TO THE MINIMUM NECESSARY TO PERFORM THE WORK. THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH MUNICIPAL NOISE BYLAWS, IMPLEMENT GENERAL NOISE CONTROL MEASURES, INVESTIGATE NOISE COMPLAINTS, AND COMPLY WITH MECP SOUND LEVEL CRITERIA FOR CONSTRUCTION EQUIPMENT.</td>
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<tr>
<td>SPECIES AT RISK</td>
<td>MITIGATION MEASURES IDENTIFIED IN THE NATURAL HERITAGE STUDY REPORT WILL BE INCORPORATED INTO THE CONSTRUCTION CONTRACT.</td>
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<tr>
<td>SOURCE WATER PROTECTION</td>
<td>THE STUDY AREA IS NOT LOCATED WITHIN A SOURCE WATER PROTECTION AREA.</td>
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<tr>
<td>PROPERTY ACQUISITION</td>
<td>COMPENSATION WILL BE PROVIDED FOR PROPERTY ACQUISITION.</td>
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Alternative 3A: Single-lane Roundabout

This alternative includes the following:

- The construction of a single-lane roundabout shifted to the southeast.
- The single-lane roundabout will improve traffic flow and traffic volume.
- Increased safety and decrease in severity of collisions.
- The single-lane roundabout has the lowest impact to commercial properties.
- It has the lowest operational costs.
- The roundabout is designed so that an additional lane can be added with ease if traffic volumes continue to warrant this in the future.
- Land acquisition will be required.
- Since land acquisition is required, enough land will be acquired now to protect the corridor in order to add an additional lane to the roundabout in the future, if required.
ADVANTAGES OF ROUNDABOUTS

Advantage of the roundabout as a preferred alternative for the intersection includes:

- Safety is increased and possibility for collisions is lessened in roundabouts when compared to signalized intersections as all vehicles travel in the same direction.
  - 37% reduction in overall collisions
  - 75% reduction in injury collisions
  - 90% reduction in fatality collisions
  - 40% reduction in pedestrian collisions
- Improved traffic flow as roundabouts provide a 30-50% increase in traffic capacity on average.
- Reduction in pollution as vehicle idling is significantly reduced.
- Decrease in fuel consumption by as much as 30% at the intersection.
- Roundabouts have the affect of calming traffic and reducing speeds in the area of the intersection.
Upon completion of the Public Information Centre, the following steps will be taken:

- Receive comments from the Public Information Centre;
- Review these comments and the preferred alternative in consideration with all the feedback / information received;
- Confirm the preferred solution;
- Prepare Project File Report;
- Issue Notice of Study Completion and post Project File Report for 30-day review.

How to remain involved in the study:

- Provide a completed comment sheet.
- Request that your name / contact information be added to the mailing list.
- Contact the County’s representative or the consultant at any time.
Notice of Study Completion / Posting of the Project File Report

- To be published in local newspaper and on the United Counties of Prescott and Russell website at the completion of the study.
- Posting will identify the 30-day review period of the Project File Report and locations where documentation will be made available at the end of the MCEA process for public and stakeholder review / comment.

Appeals Process

- A person may request that the Minister of the Environment, Conservation and Parks make an order for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order)
- Requests must be received by the Minister within the 30-day review period following the issuance of the Notice of Study Completion.
- Visit [www.Ontario.ca](http://www.Ontario.ca) for the full procedure related to Part II Order requests.
Thank you for your participation in this public meeting.
Please provide comments by July 9, 2020.

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Comments and information regarding the proposed project are being collected to assist the United Counties of Prescott and Russell in meeting the requirements of the Municipal Class Environmental Assessment. The collection of comments and information will be conducted in accordance with the Freedom of Information and Protection of Privacy Act. Comments will be maintained on file for use during the study and may be included in the study documentation. With the exception of personal information, all comments will become part of the public record.