

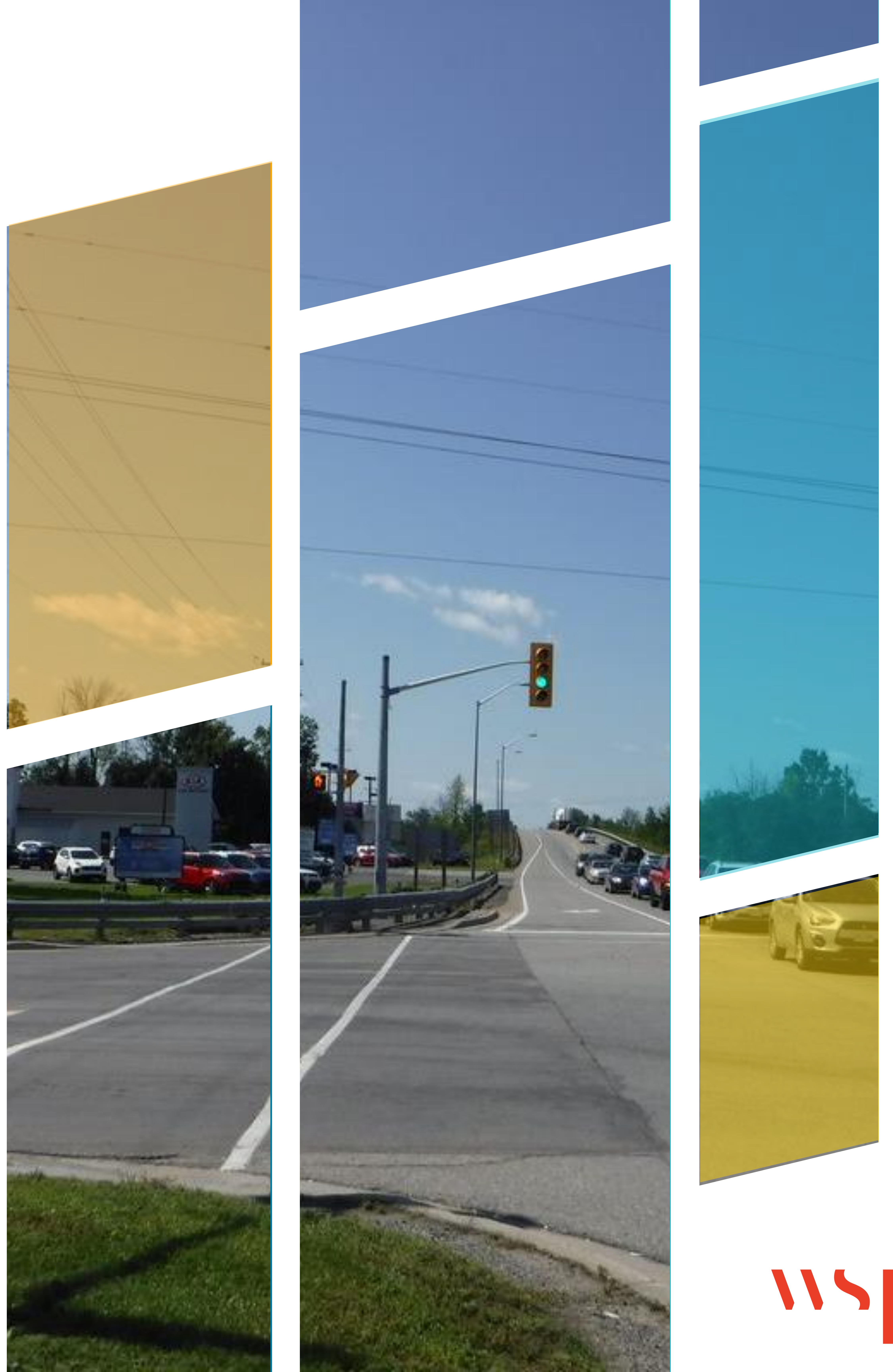
# Public Information Centre

# Highway 7 and Highway 15 Intersection Improvements

Detail Design and Environmental  
Assessment Study

GWP 4084-16-00

January 24, 2024





# Welcome to the **Public Information Centre** for the Highway 7 and Highway 15 Intersection Improvements Detail Design and Environmental Assessment Study

As part of this Public Information Centre (PIC), you will have a chance to review:

Project Background and Study Purpose

Summary of Preliminary Design and Transportation Environmental Study Report Addendum

Overview of the Environmental Assessment Process

Existing Conditions in the Study Area

Detail Design Recommended Plan

Potential Environmental Effects and Proposed Mitigation Measures

Next Steps

Representatives from the **Ministry of Transportation Ontario** (MTO) and **WSP** (MTO's Consultant) are available to discuss the project with you.

Please ask questions and share your opinions with us.

If you have accessibility requirements in order to participate in this project, please contact a Project Team member.

Please complete a comment sheet at today's PIC, or by visiting [www.hwy7-15ea.ca/contact](http://www.hwy7-15ea.ca/contact)

**We encourage you to sign in.**





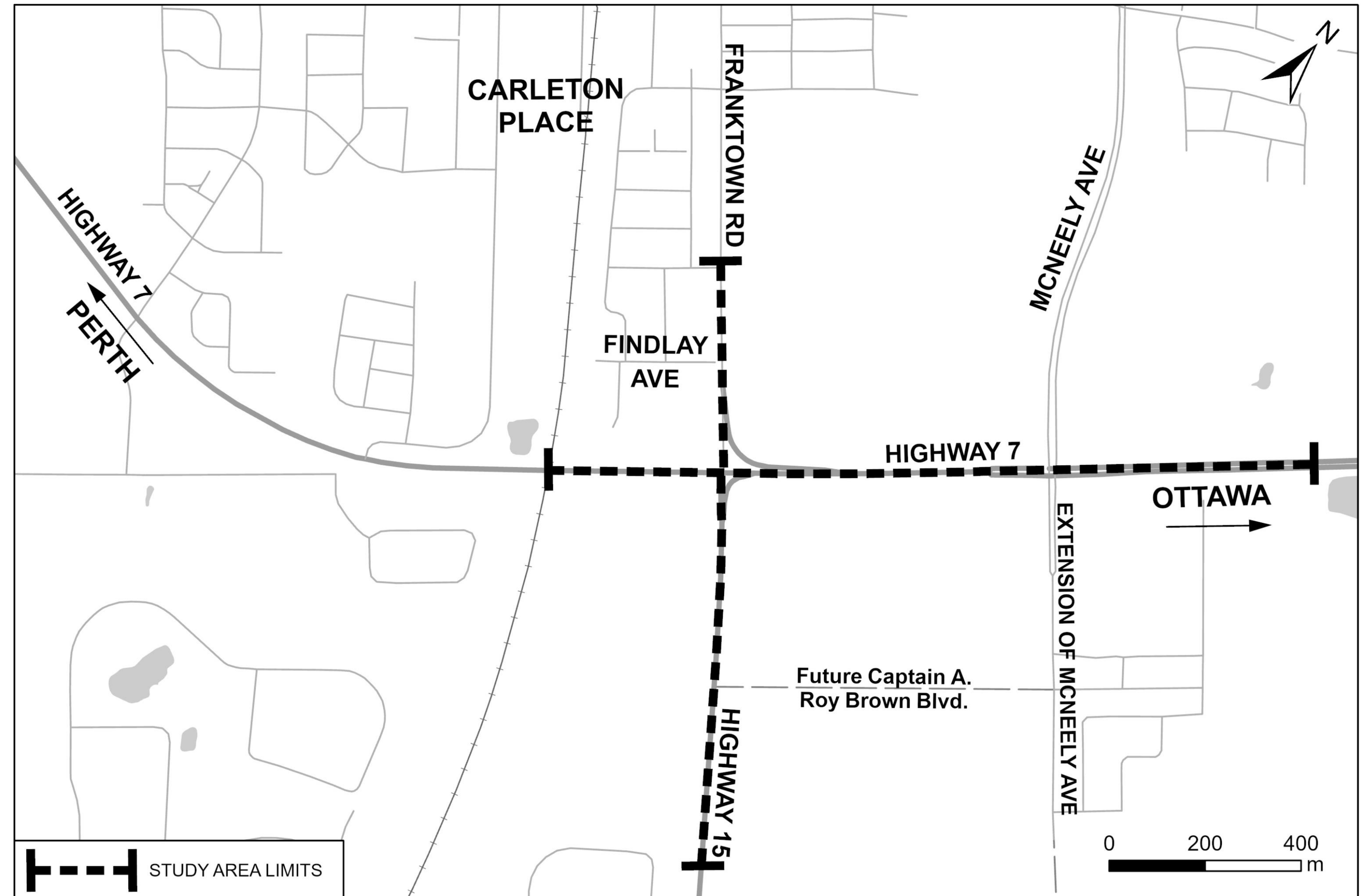
# Project Description

## Study Area Overview

The Ministry of Transportation (MTO) has retained WSP to complete the Detail Design and Environmental Assessment (EA) Study for improvements to the intersection of Highway 7 / Highway 15 and Highway 7 / McNeely Avenue in the Town of Carleton Place (GWP 4084-16-00).

The scope of work includes the following components:

- ❖ Addition of continuous through travel lanes along Highway 7, Highway 15 and Franktown Road within the study area;
- ❖ Modifications to the intersections of Highway 7 / Highway 15 and Highway 7 / McNeely Avenue, including the addition of dual left-turn lanes, the replacement of existing channelized right-turn lanes with controlled right-turn lanes and improvements to pedestrian crossings to meet the Accessibility for Ontarians with Disabilities Act (AODA) requirements;
- ❖ New Town sidewalks along the north and south sides of Highway 7; and



- ❖ A raised median will be installed on Highway 15 / Franktown Road from south of the future Captain A. Roy Brown Boulevard to Findlay Avenue.
  - ❖ In the interim, the two-way left-turn lane will be reinstated from Highway 7 / Highway 15 to Highway 7 / McNeely Avenue intersections.
  - ❖ In the long-term, a raised median will be installed along Highway 7 corridor from McNeely Avenue to Highway 15 to improve safety along the Highway 7 corridor. At that time, access will be restricted to right-in, right-out along Highway 7.



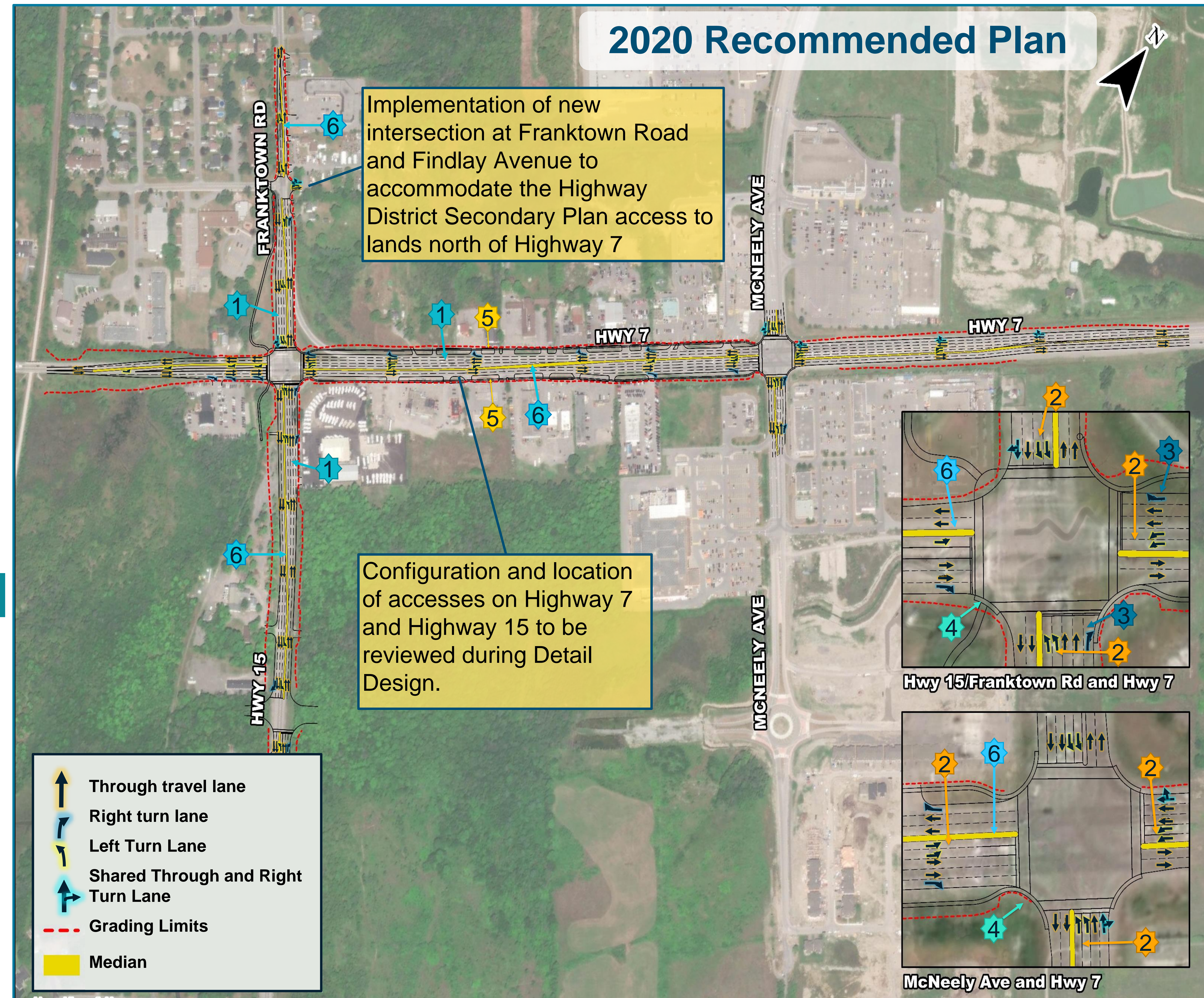
# Project Background

## Preliminary Design Study

In 2020, the Ministry of Transportation (MTO) completed a Preliminary Design and Class Environmental Assessment (EA) Study for improvements to the intersection of Highway 7 / Highway 15 and Highway 7 / McNeely Avenue in the Town of Carleton Place. The Preliminary Design and EA Study was documented in a Transportation Environmental Study Report (TESR), which received environmental clearance in August 2020.

## Summary of 2020 Recommended Plan

- 1** Addition of continuous through travel lanes on Highway 15 and Franktown Road northbound/southbound, Highway 7 westbound and extension of Highway 7 eastbound through lane.
- 2** Dual left-turn lanes at the Highway 7 at Highway 15 and Highway 7 at McNeely Avenue.
- 3** Elimination of existing channelized right-turn lanes at Highway 7/ 15 intersection and replacement with controlled right-turn lanes.
- 4** Improvements to pedestrian crossings to meet Accessibility for Ontarians with Disabilities Act (AODA) requirements.
- 5** New Town sidewalks along the north and south sides of Highway 7.



Implementation of new intersection at Franktown Road and Findlay Avenue to accommodate the Highway District Secondary Plan access to lands north of Highway 7

Configuration and location of accesses on Highway 7 and Highway 15 to be reviewed during Detail Design.

- ↑ Through travel lane
- ↘ Right turn lane
- ↙ Left Turn Lane
- ↗ Shared Through and Right Turn Lane
- - - Grading Limits
- Median

- 6** Installation of a raised median in the long-term along the entire Highway 7 corridor from McNeely Avenue to just west of Highway 15 to improve safety and traffic flow. Access will be restricted to right-in, right-out on Highway 7 at that time. A raised median will be installed on Highway 15 / Franktown Road from south of the future Captain A. Roy Brown Boulevard to Findlay Avenue.





# Project Background

## Transportation Environmental Study Report Addendum

In September 2022, the Town of Carleton Place adopted a Transportation Master Plan (TMP) that indicated the potential for a new road between McNeely Avenue and Franktown Road north of Highway 7. In addition, updates to development density north of Highway 7 have occurred since the completion of the 2020 TESR. MTO completed an Addendum to the 2020 TESR to review with the public the traffic impacts from the changes to development and the new roadway and identify any required changes to the highway design as a result.

Results of an updated traffic analysis concluded that traffic generated from a proposed municipal road or private entrance north of Highway 7 can be accommodated by the surrounding provincial highway network, provided there is no access of future development to the north.

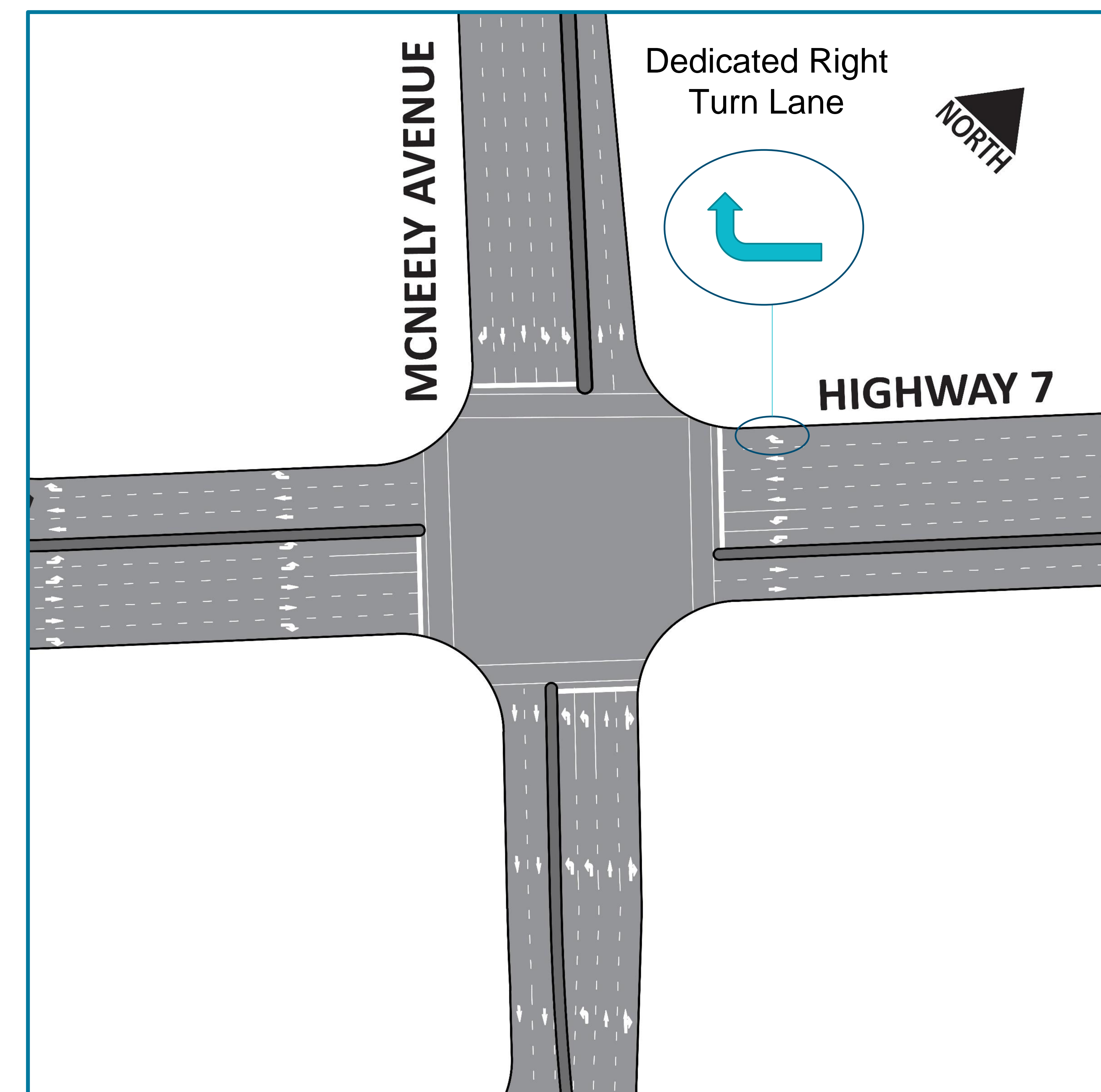
The original TESR recommended periodic monitoring of traffic operations at the westbound approach of Highway 7 at McNeely Avenue, and if required, implementation of the dedicated right turn lane to reduce delay and queuing for the westbound approach in the near term.

## Proposed Changes to 2020 Recommended Plan

- ❖ Due to an increase in traffic from the development north of Highway 7 documented in the traffic analysis, MTO recommended **implementing the dedicated right-turn lane on Highway 7 in the immediate term** to reduce delay and queuing at the Highway 7 westbound approach at McNeely Avenue.
- ❖ **No other changes to the 2020 Recommended Plan were recommended** as a result of the updated traffic analysis.
- ❖ **There were no changes to the potential environmental effects, property requirements, proposed mitigation measures or commitments to future work** as identified in the 2020 TESR as a result of the change to the Recommended Plan.

The results of the study, including an updated traffic analysis, were documented in a TESR Addendum, which received environmental clearance in 2023.

## Revised Recommended Plan





# Environmental Assessment Process

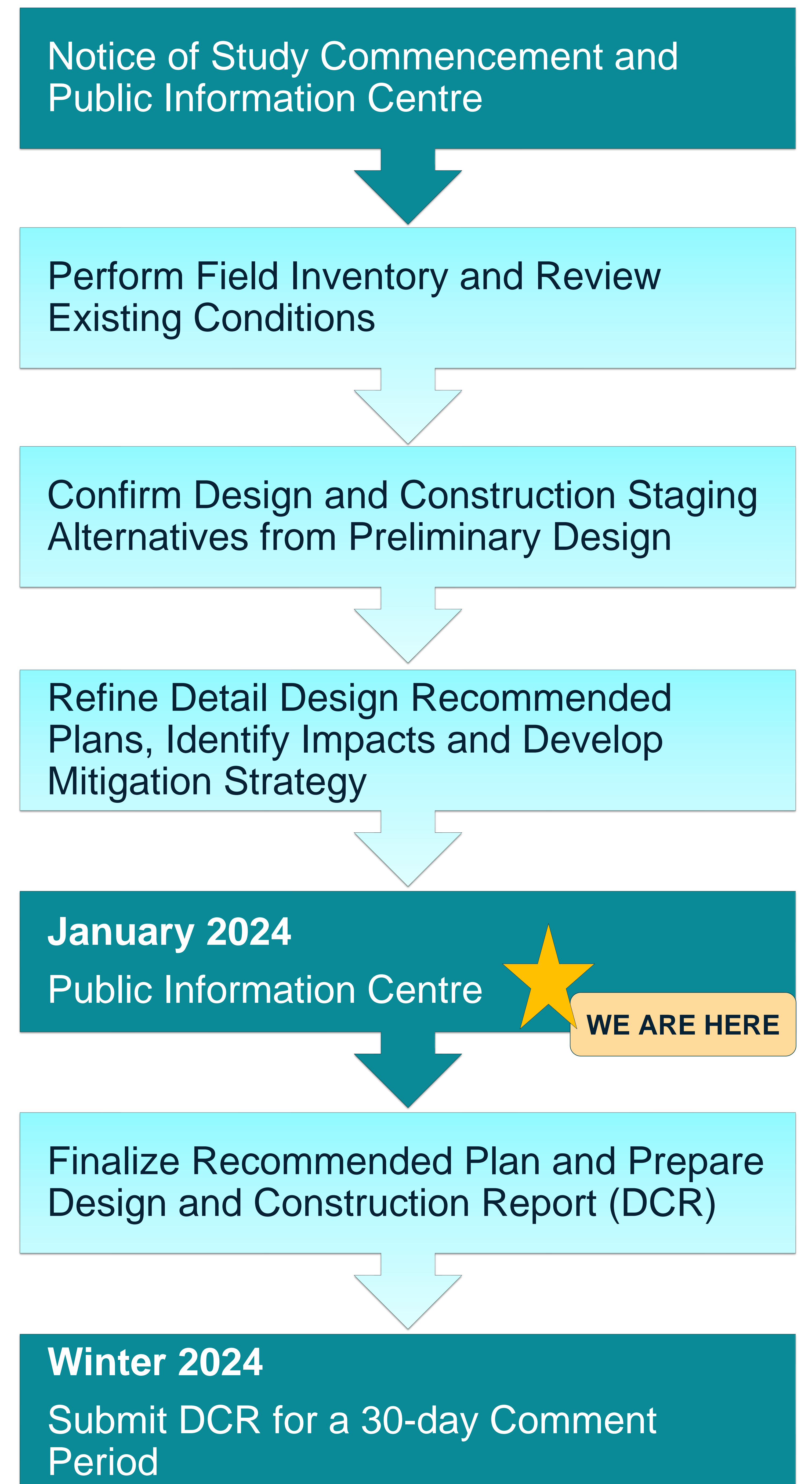
This project is being carried out in accordance with the approved planning process for Group 'B' projects under the MTO *Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000)*. This Detail Design study follows the completion of the Preliminary Design in 2020 and TESR Addendum in 2023.

At the completion of the study, a **Design and Construction Report (DCR)** will be prepared and will include:

- ❖ **A record of consultation** with Indigenous communities, local business owners, external stakeholders, and the public;
- ❖ **Updates to the existing environmental conditions** documented in Preliminary Design, as required, and a summary of any additional investigations undertaken;
- ❖ **Proposed design modifications** to the Preliminary Recommended Plan documented in the TESR and TESR Addendum;
- ❖ A description of the **detail design Recommended Plan**, including highway design, and landscaping implementation;
- ❖ A description of **environmental protection/mitigation measures** to be implemented during construction;
- ❖ A **Summary of Environmental Concerns and Commitments** Table;
- ❖ Identification of all **project approvals, licenses and permits** which have or must be obtained for the project; and
- ❖ **Further commitments** to be addressed during construction.

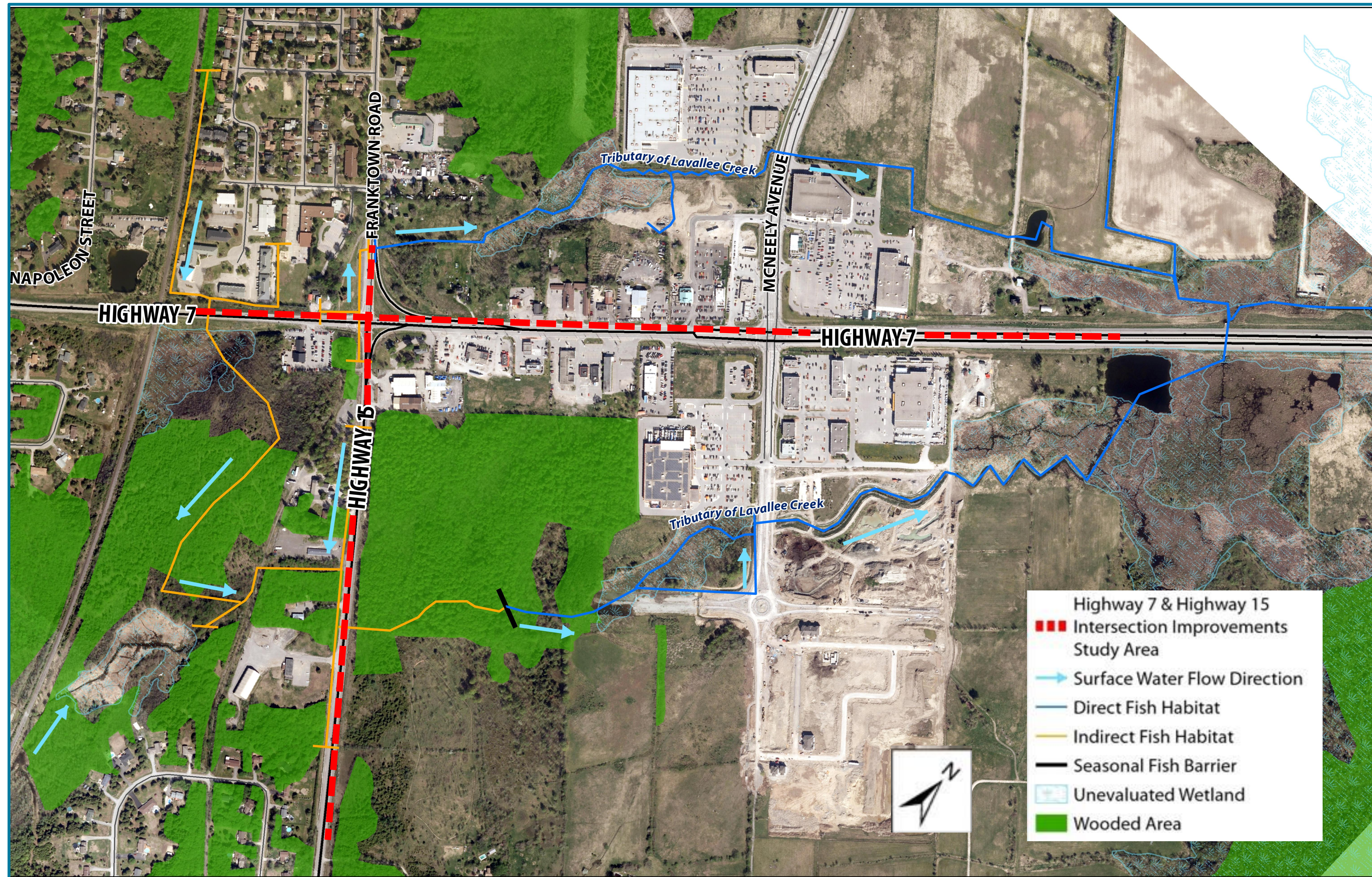
The DCR will be available on the project website at [www.hwy7-15ea.ca](http://www.hwy7-15ea.ca) for a 30-day comment period. Newspaper notices will be published and notices will be circulated to the study contact list to explain the review process at that time

Following the public review period, the project can proceed to construction.





# Existing Environmental Conditions



## Archaeology

- ❖ A Stage 1-2 Archaeological Assessment was completed during the 2020 Preliminary Design.
- ❖ No archaeological resources were identified. No further archaeological assessment is required.

## Cultural Heritage

- ❖ A Cultural Heritage Assessment Report and Cultural Heritage Evaluation Report was completed during the 2020 Preliminary Design for the study area and confirmed the Maple Grove School as a cultural heritage resource.
- ❖ A Heritage Impact Assessment will be completed during detail design to determine potential effects and proposed mitigation measures for the resource.

## Natural Environment

### Aquatic Environment

- ❖ There are two unnamed tributaries of Lavallee Creek in the study area (north and south) which support a fish community consisting of bait, forage, panfish and sportfish species.

### Vegetation

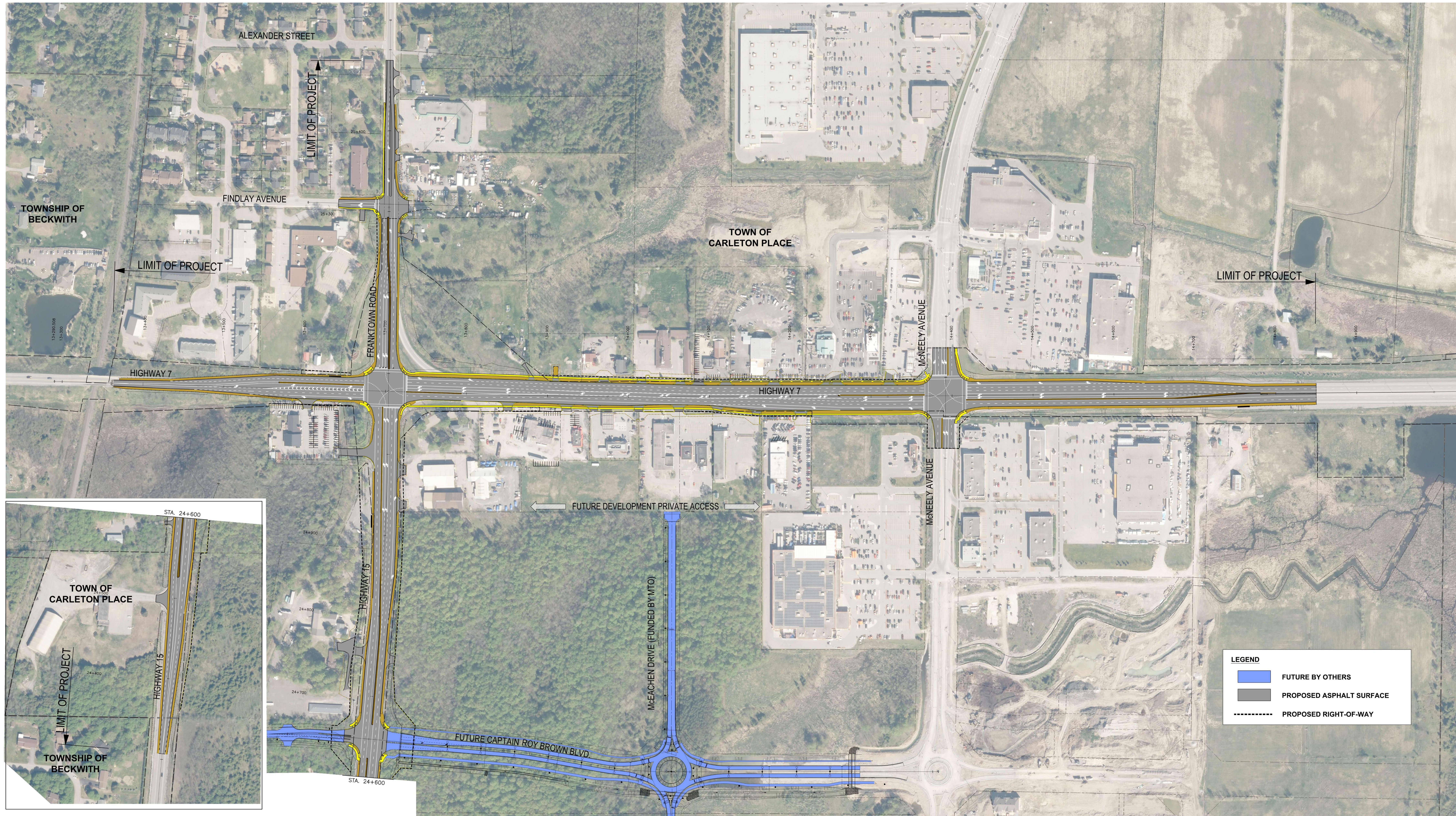
- ❖ Vegetation consists of woodland, thickets, mixed meadows, agricultural fields and fence row communities.



Maple Grove School (c1878) – Confirmed Cultural Heritage Resource

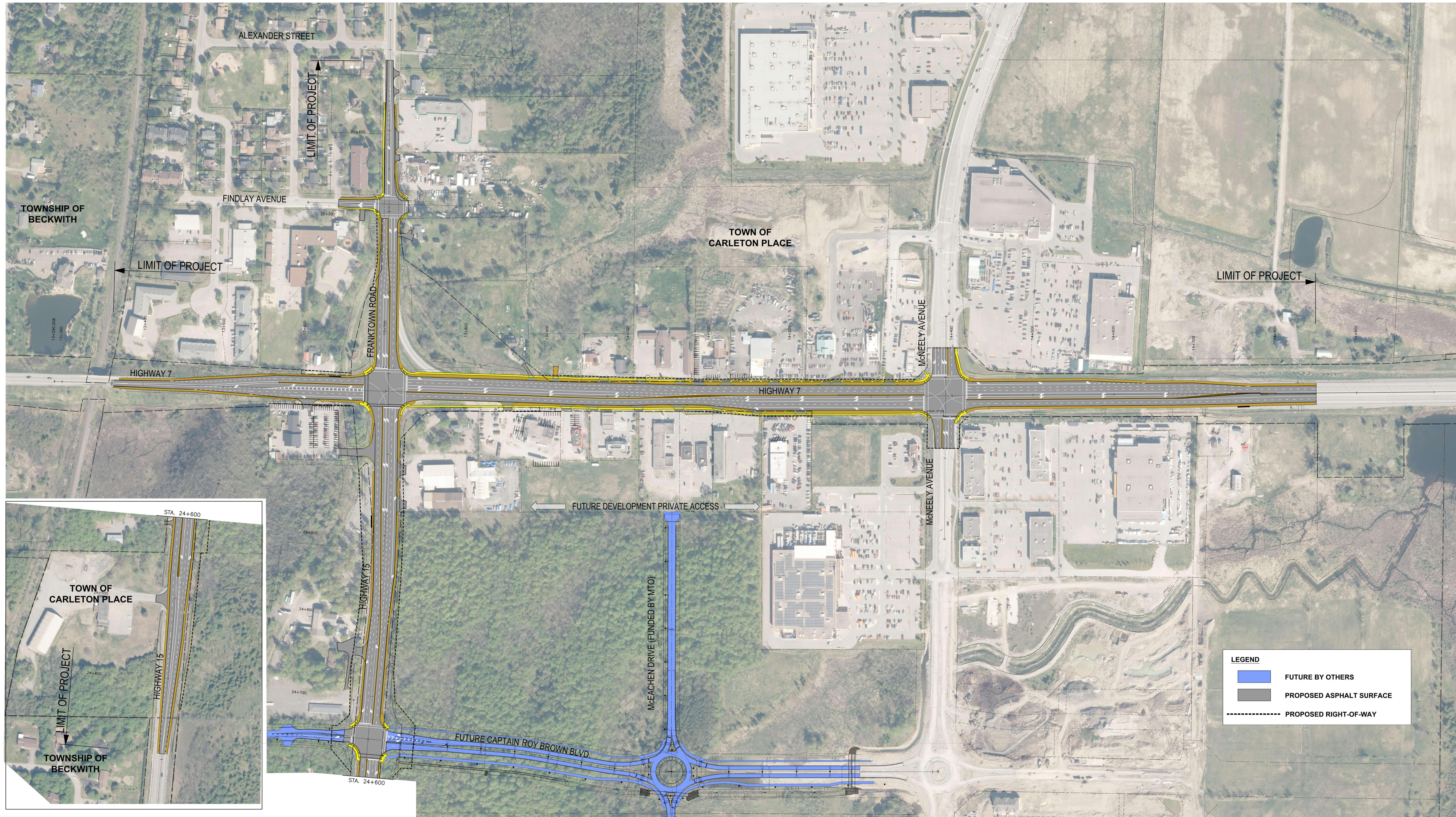


# Detail Design: Recommended Plan - Interim



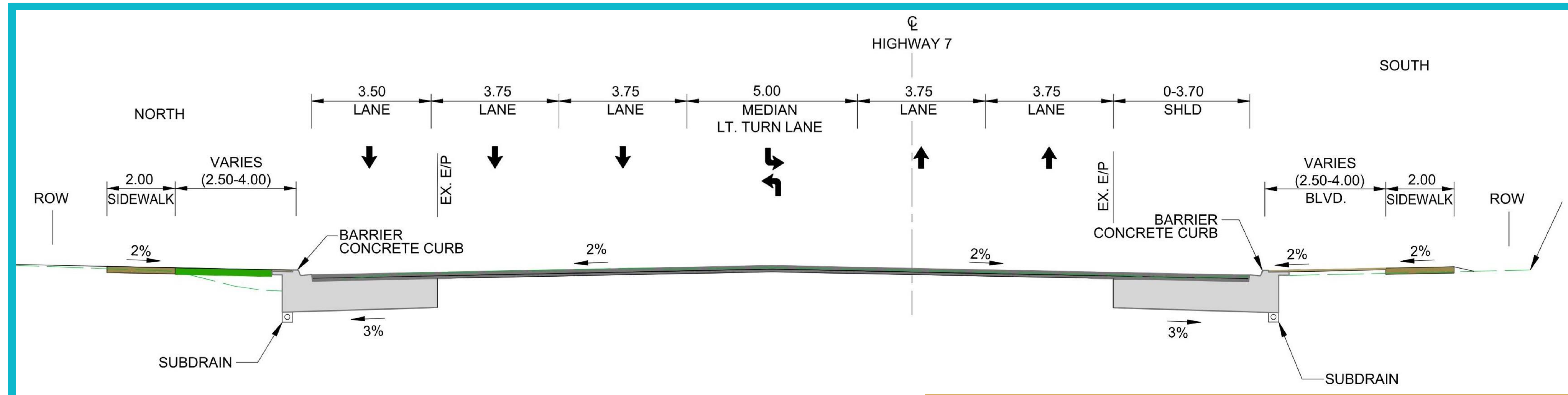


# Detail Design: Recommended Plan - Ultimate



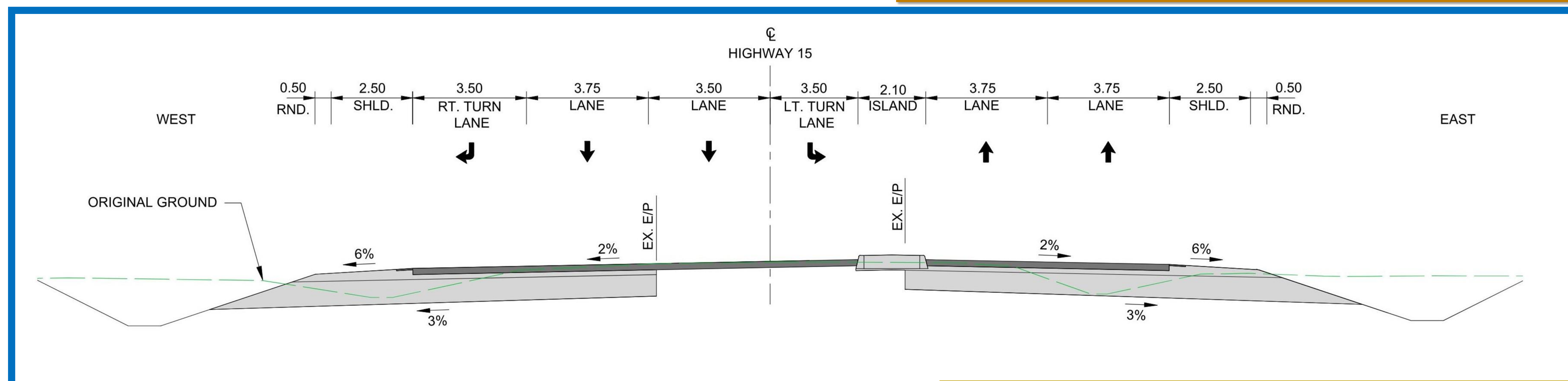
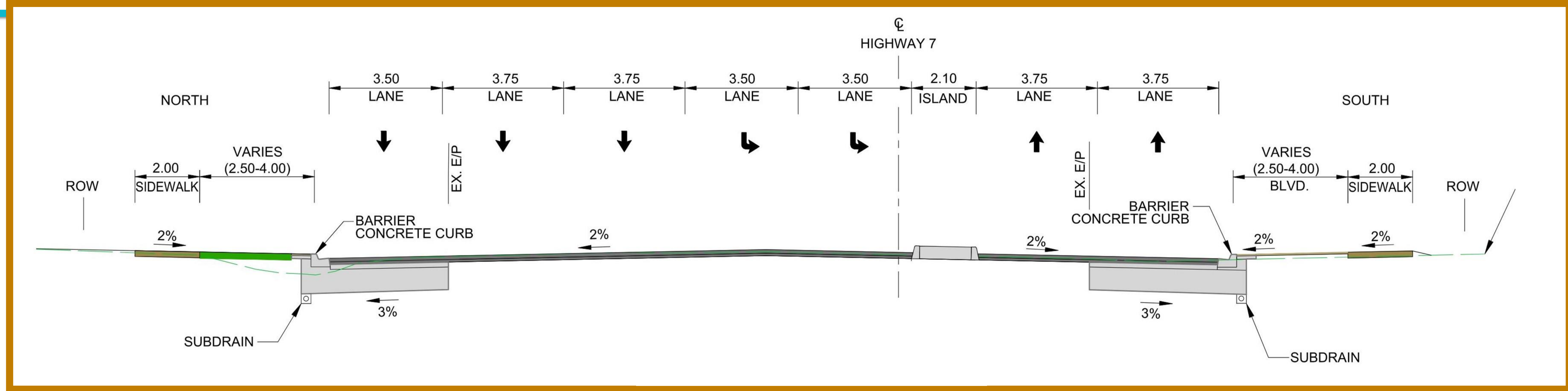


# Detail Design: Recommended Plan – Typical Sections



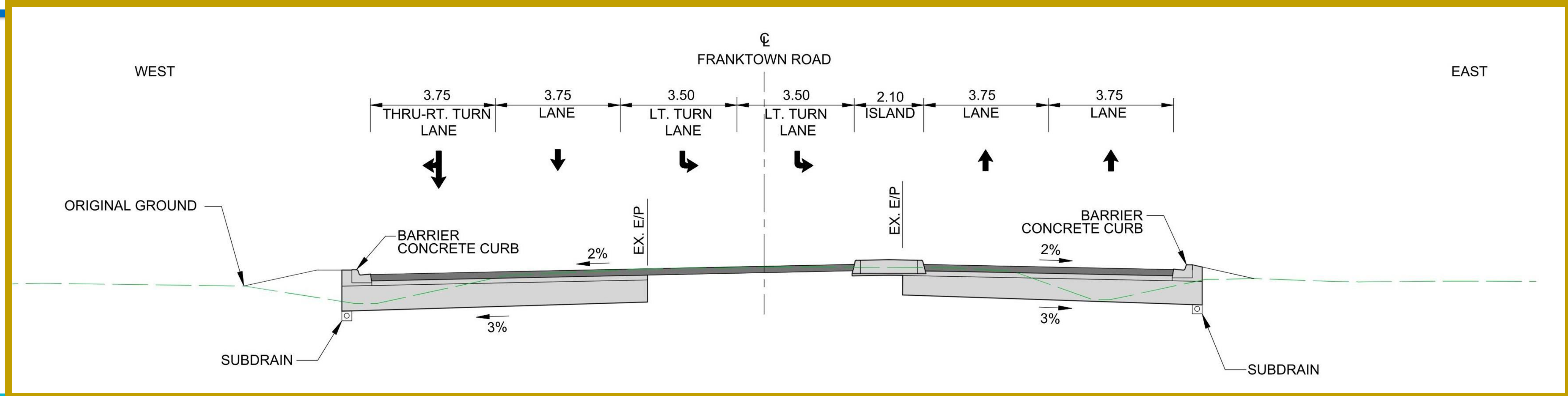
Highway 7 - Ultimate

Highway 7 – Interim



Highway 15

Franktown Road

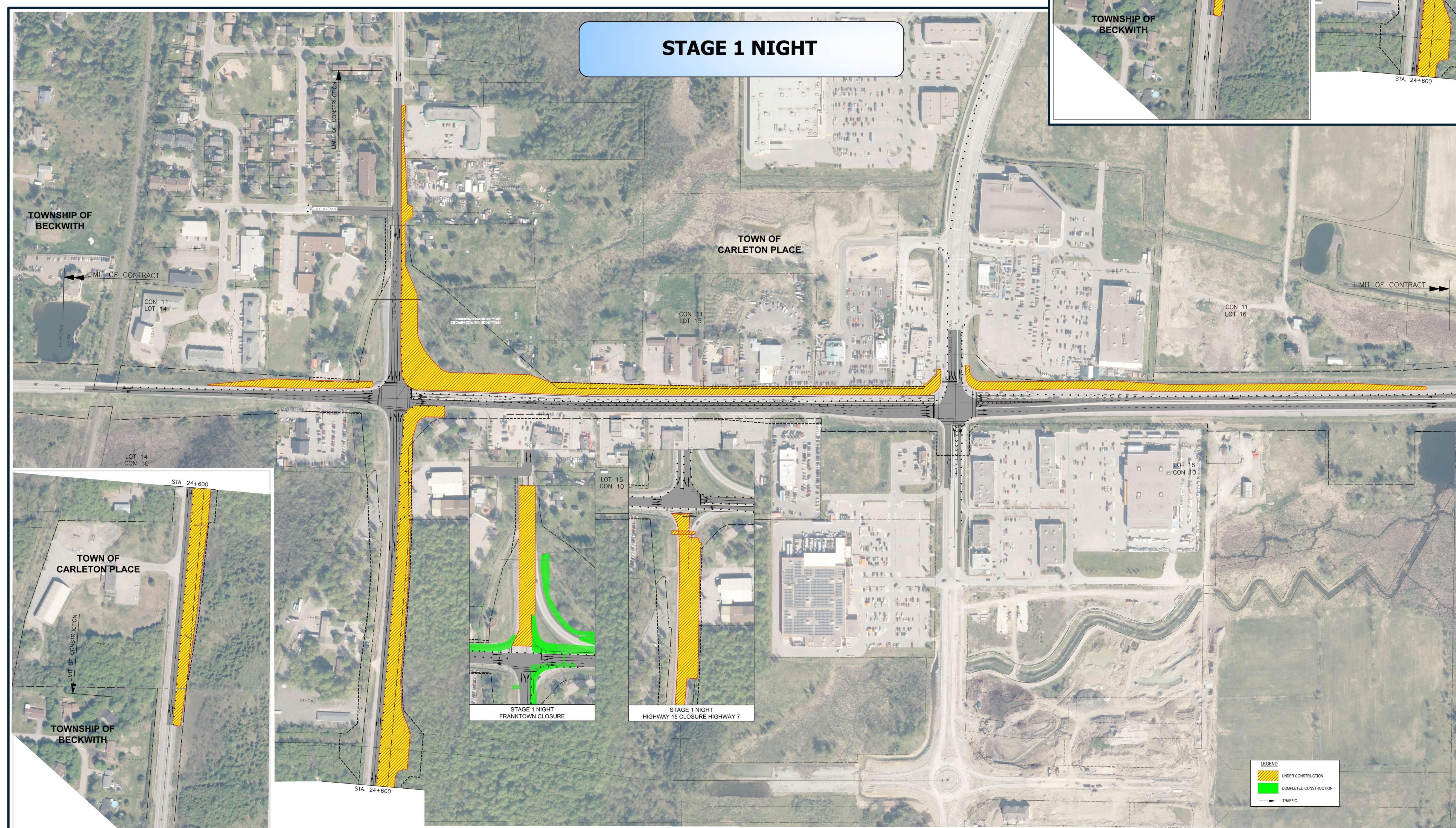
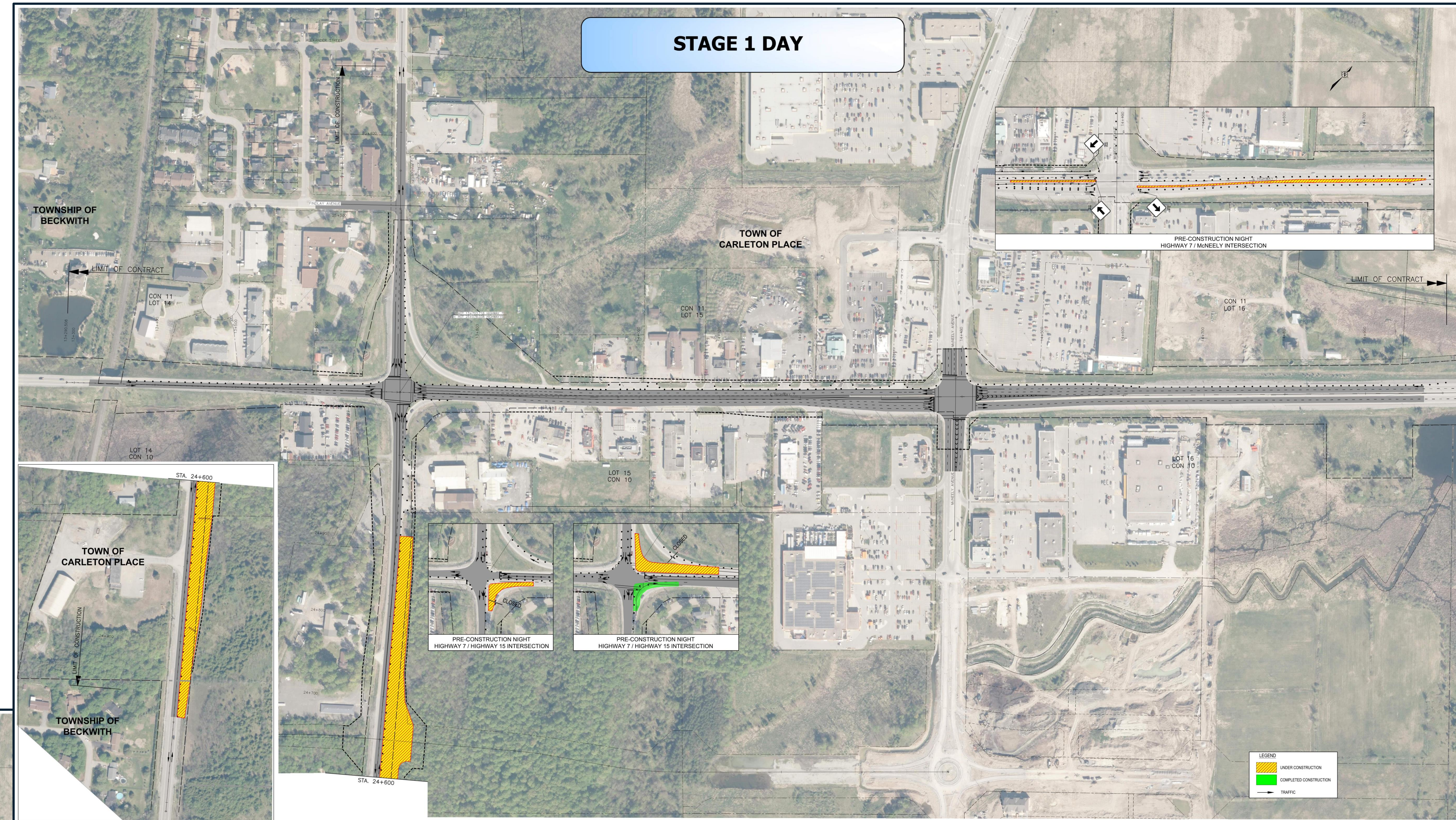




# Detail Design: Recommended Plan for Construction and Traffic Staging

## Stage 1 - Day

Construction Staging	Traffic Staging
<ul style="list-style-type: none"> <li>Highway 7 northside and Franktown Road eastside widening</li> </ul>	<ul style="list-style-type: none"> <li>No lane closures</li> <li>Periodic full roadway closure for rock blasting (short-term duration, approx. 20 min)</li> </ul>
<ul style="list-style-type: none"> <li>Highway 15 widening eastside</li> </ul>	<ul style="list-style-type: none"> <li>No lane closures</li> <li>Periodic full roadway closure for rock blasting (short-term duration, approx. 20 min)</li> </ul>
<ul style="list-style-type: none"> <li>No construction on Highway 7 along commercial properties</li> </ul>	<ul style="list-style-type: none"> <li>No lane closures</li> </ul>



## Stage 1 – Night (approx. 9 pm – 6 am)

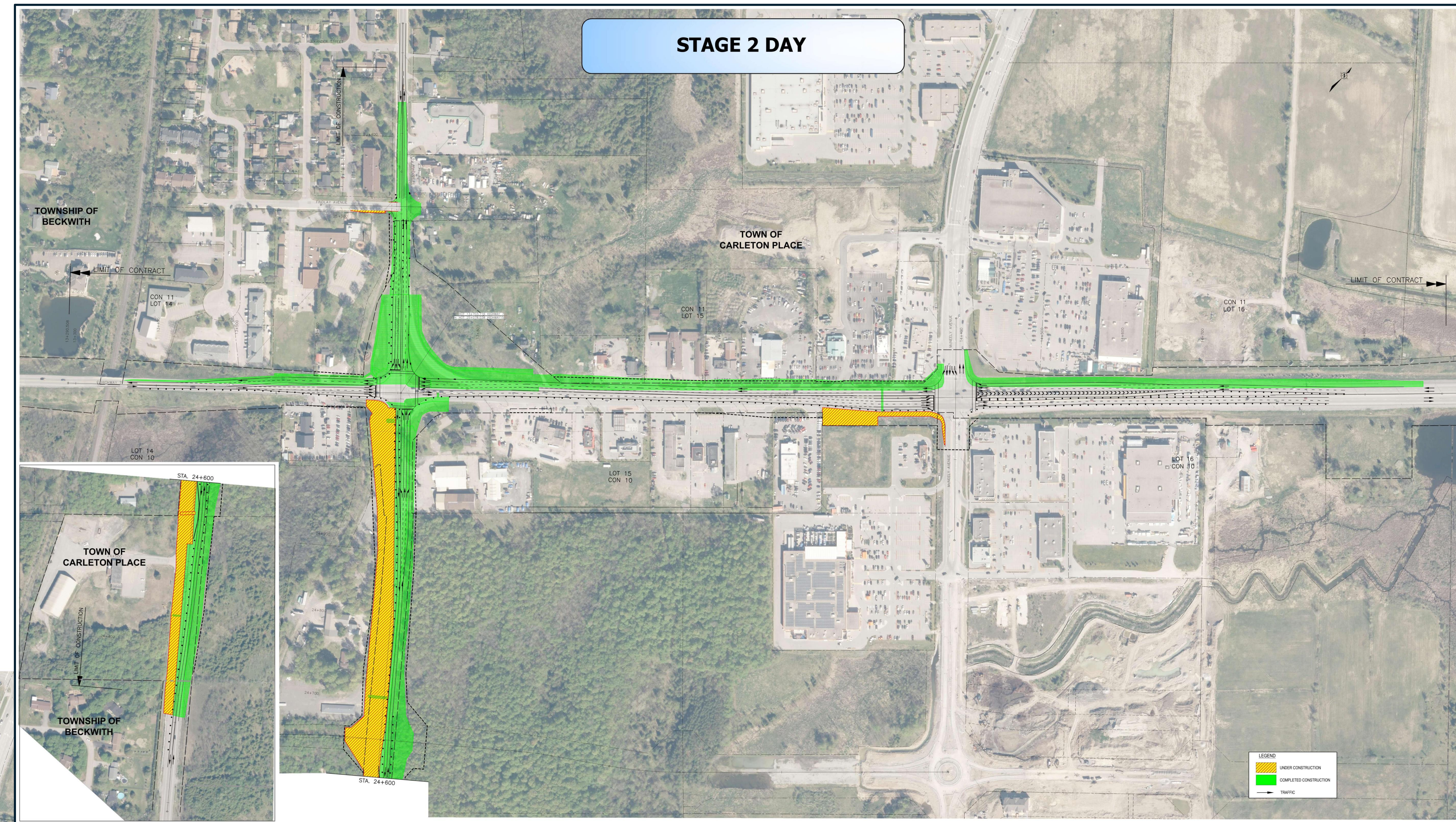
Construction Staging	Traffic Staging
<ul style="list-style-type: none"> <li>Widening of northside of Highway 7</li> </ul>	<ul style="list-style-type: none"> <li>Highway 7 single lane reduction eastbound / westbound for one construction season</li> </ul>
<ul style="list-style-type: none"> <li>Widening eastside of Highway 15</li> </ul>	<ul style="list-style-type: none"> <li>Detour for full road closure Highway 15 for 2 to 4 weeks</li> </ul>
<ul style="list-style-type: none"> <li>Widening of Franktown Road</li> </ul>	<ul style="list-style-type: none"> <li>Detour for full road closure of Franktown Road for 2 to 4 weeks</li> </ul>



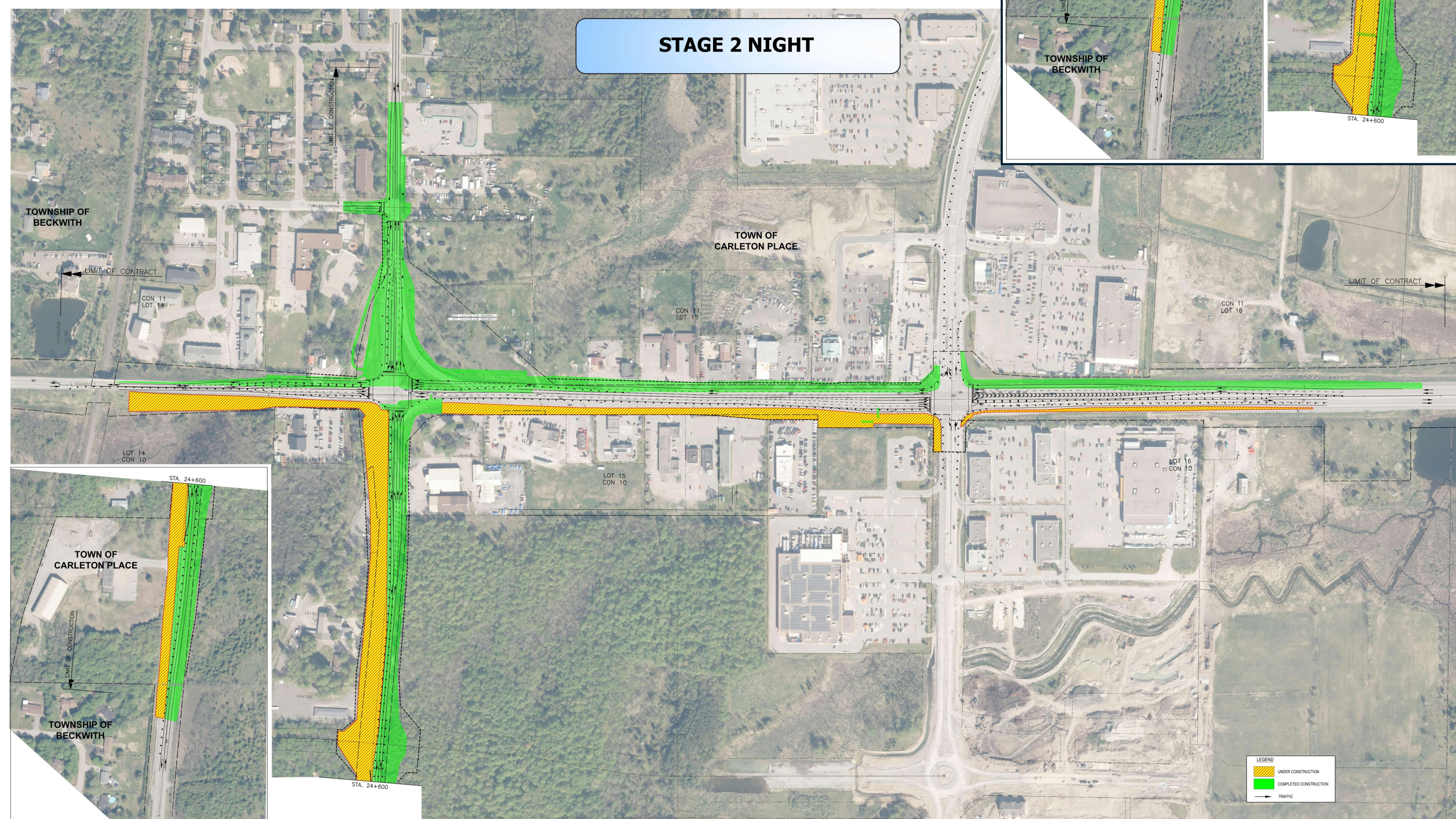
# Detail Design: Recommended Plan for Construction and Traffic Staging

## Stage 2 - Day

Construction Staging	Traffic Staging
<ul style="list-style-type: none"> <li>Highway 7 southside widening west of McNeely</li> </ul>	<ul style="list-style-type: none"> <li>No lane closures</li> <li>Periodic full roadway closure for rock blasting (short-term duration, approx. 20 min)</li> </ul>
<ul style="list-style-type: none"> <li>Highway 15 widening westside</li> </ul>	<ul style="list-style-type: none"> <li>No lane closures</li> <li>Periodic full roadway closure for rock blasting (short-term duration, approx. 20 min)</li> </ul>
<ul style="list-style-type: none"> <li>No construction on Highway 7 along commercial properties</li> </ul>	<ul style="list-style-type: none"> <li>No lane closures</li> </ul>



## Stage 2 Night



## Stage 2 – Night (approx. 9 pm – 6 am)

Construction Staging	Traffic Staging
<ul style="list-style-type: none"> <li>Widening of southside of Highway 7</li> </ul>	<ul style="list-style-type: none"> <li>East of Highway 7 / McNeely Avenue: single lane eastbound closure over one construction season</li> </ul>
<ul style="list-style-type: none"> <li>Widening westside of Highway 15</li> </ul>	<ul style="list-style-type: none"> <li>Highway 15 periodic lane reduction to single lane two-way traffic</li> </ul>



# Detail Design: Recommended Plan for Construction and Traffic Staging



## Construction Staging (Night)

- Median island construction at Highway 7 / Highway 15 intersection, Highway 7 / McNeely Avenue intersection and Highway 7 east of McNeely Avenue

## Traffic Staging (Night)

- East of Highway 7 / McNeely Avenue intersection eastbound: single lane closure 2 to 4 weeks
- No traffic impacts on Highway 15 / Franktown Road



# Detail Design: Summary of Lane Closures and Detours

CLOSURE LOCATION	ESTIMATED DURATION	DETOUR
<b>Pre-Stage (Night)</b>		
Highway 7	Nightly lane closure for 1 to 2 weeks	N/A
Highway 15 / Franktown Road	Nightly lane closure for 1 to 2 weeks	N/A
<b>Stage 1</b>		
Highway 7 / Highway 15 (Day)	Periodic (20 min approx.) full closure for rock blasting	N/A
Highway 7 (Night)	Single Lane each direction closed nightly for 5 nights (1 construction season)	N/A
Highway 15 (Night)	Full roadway closure (2 to 4 weeks)	Detour provided
Franktown Road (Night)	Full roadway closure (2 to 4 weeks)	Detour provided
<b>Stage 2</b>		
Highway 7 / Highway 15 (Day)	Periodic (20 min approx.) full closure for rock blasting	N/A
Highway 7 (Night): East of Highway 7 / McNeely Avenue	Single lane eastbound closure for 5 nights (1 construction season)	N/A
Highway 15 (Night)	Periodic lane reduction to single lane two-way traffic	N/A
<b>Stage 3</b>		
Highway 7 (Night): East of Highway 7 / McNeely Avenue	Single lane each direction closure 2 to 4 weeks	N/A
<b>Stage 4</b>		
Highway 7 / Highway 15	Lane closure for top lift paving	N/A



# Potential Environmental Effects and Proposed Mitigation Measures

The 2020 Preliminary Design provided a summary of potential environmental effects associated with the Recommended Plan, mitigation measures and commitments to future work. Key commitments to be implemented during construction are summarized below.

Potential Effects	Proposed Mitigation Measures
<b>Vegetation and Wildlife</b> Impacts on wildlife habitats may result from the removal of woody, herbaceous vegetation.	<ul style="list-style-type: none"> <li>Removal of vegetation will be minimized to the extent possible.</li> <li>Any clearing or grubbing of vegetation will be carried out prior to the bird nesting period.</li> <li>Any wildlife encountered will not be harmed knowingly.</li> </ul>
<b>Species at Risk</b> Monarch Butterfly (special concern) and Barn Swallow (special concern) may be impacted by construction.	<ul style="list-style-type: none"> <li>Contractors and construction staff should be familiar with Species at Risk (SAR) potentially present within the study area and their appearance.</li> <li>Workers must remain cautious of Monarch and make every attempt to retain milkweed plants.</li> <li>Prior to construction, the area will be inspected for the presence of Barn Swallow.</li> </ul>
<b>Fish and Fish Habitat</b> Tributaries of Lavallee Creek may be directly or indirectly impacted by the proposed works. Watercourse realignment is required as part of the proposed works.	<ul style="list-style-type: none"> <li>In water works will not occur between March 15 and June 30 of any year.</li> <li>All in-water work shall be conducted in the dry to avoid introducing suspended sediment into the watercourse.</li> <li>When possible, work will be scheduled to avoid wet and rainy periods that may risk the increase of erosion and sedimentation.</li> <li>A DFO Request for Review will be submitted to determine potential impacts to fish and fish habitat as a result of watercourse realignments.</li> </ul>
<b>Traffic</b> Lane closures on Highway 7, Highway 15, Franktown Road and McNeely Avenue may be required during construction.	<ul style="list-style-type: none"> <li>Nighttime lane closure will be required and kept to the minimum to complete the work.</li> <li>Nighttime full closure and detour on Highway 15 and Franktown will be required and kept to a minimum to complete the work.</li> <li>A traffic management plan will be implemented to minimize the impacts of closures.</li> <li>A staging plan will be developed to minimize traffic and entrance impacts during construction.</li> </ul>
<b>Archaeology and Cultural Heritage</b> There is potential to uncover archaeological resources during construction. Construction will occur adjacent to Maple Grove School.	<ul style="list-style-type: none"> <li>In the event that deeply buried archaeological deposits are discovered in the course of construction, work will stop and the Ministry of Citizenship and Multiculturalism shall be notified immediately.</li> <li>Construction is not anticipated to impact Maple Grove School. A Heritage Impact Assessment will be prepared to mitigate indirect impacts to Maple Grove School during construction.</li> </ul>
<b>Private Property and Access</b> The Recommended Plan will require permanent and temporary property acquisition.	<ul style="list-style-type: none"> <li>MTO Property will negotiate permanent and temporary property acquisitions required to implement the Recommended Plan.</li> </ul>
<b>Waste Management, Contamination and Air Quality</b> Waste, excess materials and emissions have the potential to contaminate the surrounding environment if not managed properly. There are Areas of Potential Environmental Concern located throughout the study area.	<ul style="list-style-type: none"> <li>Excess materials will be managed in accordance with provincial standards in compliance with O. Reg. 406/19.</li> <li>Construction waste will be removed off-site and managed by the Contractor in accordance with provincial standards.</li> <li>The Contractor will be responsible for controlling the emission of dust and other pollutants and preventing them from leaving the work site.</li> <li>Soil Characterization has been completed and contaminated material will be managed in accordance with provincial standards.</li> </ul>
<b>Erosion and Sediment Control</b> Disturbance of sediment during construction will increase the potential for erosion and movement of sediment into study area watercourses.	<ul style="list-style-type: none"> <li>A landscape plan will be developed during Detail Design to reinstate areas disturbed during construction.</li> <li>Erosion and sediment control measures will be installed during construction in order to mitigate the transport of sediment along the ditch lines as well as from exposed soils adjacent to watercourses.</li> </ul>
<b>Noise &amp; Vibration</b> Noise and vibration from construction, equipment and vehicles may impact residences and businesses that are adjacent to the study area.	<ul style="list-style-type: none"> <li>Construction equipment is to be in an operating condition that prevents unnecessary noise.</li> <li>The majority of construction is expected to be completed during night work to minimize traffic impacts.</li> <li>Best practices will be used to reduce noise and vibration impacts to the community.</li> </ul>
<b>Utilities</b> Utilities may be impacted by the proposed works.	<ul style="list-style-type: none"> <li>Advance coordination with utility companies will be undertaken and utilities that may be impacted by construction will be relocated prior to start of construction, including Hydro One, Enbridge, Bell, Rogers and the Town of Carleton Place Watermain.</li> </ul>





# Approximate Timing for Implementation & Next Steps

Activity	Approximate Timing
Completion of Contract Drawings, Specifications, and Environmental Assessment Documentation	Spring 2024
Property Acquisition and Expropriation Process	Ongoing until Summer 2025
Utility Relocations – Highway 15	Summer 2024
Utility Relocations – Highway 7	Winter 2025
Construction Start (dependent on MTO funding and priorities)	Spring 2026
Construction Completion	Winter 2027



**Following this PIC, we will:**

- ❖ Review and respond to comments received;
- ❖ Refine the Detail Design and mitigation plan;
- ❖ Prepare the Design and Construction Report (DCR) for a 30-day comment period;
- ❖ Finalize the Detail Design and prepare the contract package; and
- ❖ Submit the project for construction tendering.



# Contact Us

If you would like more information regarding the Detail Design and Environmental Assessment study, please contact a Project Team member or visit [www.hwy7-15ea.ca/contact](http://www.hwy7-15ea.ca/contact). **Contact information for the study is also provided on the comment sheet.**

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Please submit any questions or comments by  
**February 7, 2024.**

**[www.hwy7-15ea.ca](http://www.hwy7-15ea.ca)**

