

Welcome

Public Information Centre County Road 22 and 23 – Intersection Enhancements Peterborough County

Thursday September 19, 2024

Please sign in and take a comment sheet.

Feel free to provide written input using the comment sheets provided or by emailing the identified representatives of Peterborough County and/or its consultant for this project, D.M. Wills Associates Limited.

Display boards are posted around the room and representatives and the project team are available to discuss questions or concerns you may have regarding this project.



Peterborough County
County Road 22 and 23 – Intersection Enhancements
Public Information Centre



Land Acknowledgement

We respectfully acknowledge that Peterborough County and D.M. Wills are located on the Treaty 20 Michi Saagiig territory and in the traditional territory of the Michi Saagiig and Chippewa Nations, collectively known as the Williams Treaties First Nation, which include: Alderville, Beausoleil, Curve Lake, Georgina Island, Hiawatha, Rama and Scugog Island First Nations.

Peterborough County and D.M. Wills respectfully acknowledges that the Williams Treaty First Nations are the stewards and caretakers of these lands and waters in perpetuity, and that they continue to maintain this responsibility to ensure their health and integrity for generations to come.



Peterborough County
County Road 22 and 23 – Intersection Enhancements
Public Information Centre



Study Area



Project Background and Objectives

The County of Peterborough and D.M. Wills is undertaking a Study to review and implement intersection enhancements at County Road 22 (CR 22)/16th Line and County Road 23 (CR 23), locally known as Curve Lake Road and Buckhorn Road, respectively.

This Study is being conducted in accordance with the Schedule B requirements of the Municipal Class Environmental Assessment, September 2023 edition.

The Study intersection was identified in the 2022 update of the County's Transportation Master Plan (TMP) as requiring enhancements to increase the level of service (traffic operations) and improve traffic safety in the short term. The TMP also identified the need to enhance the intersection to accommodate future growth.

CR 22 and CR 23 are classified as arterial roads, CR 23 has a high volume of truck traffic.

The intersection presently meets the warrants for traffic control signals and was also screened as a candidate for a roundabout in the TMP.

Roundabout screening considered the following factors; Safety Concerns, Atypical Geometry, Unbalanced Turning Volumes, Property Availability.



Project Background and Objectives

The existing Level of Service (2021) for the PM peak hour (worst case scenario) is currently Level C, with future scenarios projected at Level E and F. Critical conditions were noted for the northbound and southbound approaches of the intersection during the PM peak hour. Conditions are amplified by seasonal traffic volumes.

Current modelling (2023) predicts the Level of Service to be A and B for the roundabout and signalized options, respectively.

For information Level of Service is described as;

- Level A (free flow)
- Level B (stable flow, slight delays)
- Level C (stable flow, acceptable delays)
- Level D (approaching unstable flow, tolerable delays)
- Level E (unstable flow, intolerable delay)
- Level F (forced flow, queues fail to clear)

More information regarding the County's Transportation Master Plan can be found at:

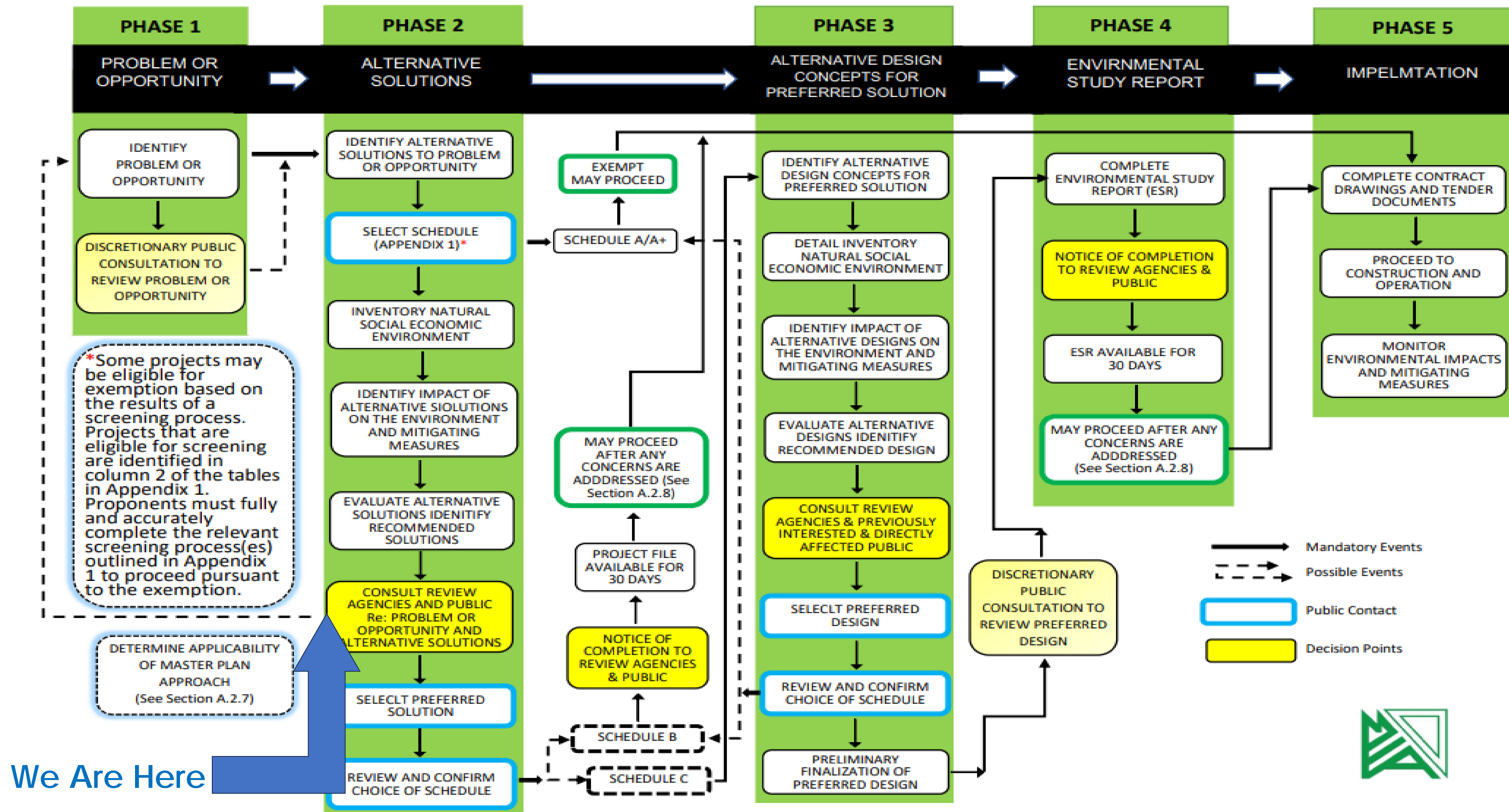
www.ptbocounty.ca/en/living/transportation-master-plan.aspx



Municipal Class Environmental Assessment Process

MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS

NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA



Studies, Investigations, and Consultation

Indigenous Engagement

- Notice of Commencement distributed to Treaty 20 First Nations.
- Initial meetings were held with First Nations Communities identifying interest in the Study. (Curve Lake, Kawartha Nishnawbe, and Alderville).
- Ongoing coordination of field studies and proposed alternatives.
- Additional meetings and information centre to be held with First Nations Communities.

Public Consultation

- Notice of Study Commencement distributed May 2024.
- PIC #1 September 19, 2024.
- PIC #2 To be confirmed (Winter 2024/2025).

Archaeological Assessment

- Stage 1 and 2 Archaeological Assessment ongoing.

Natural Sciences Investigation

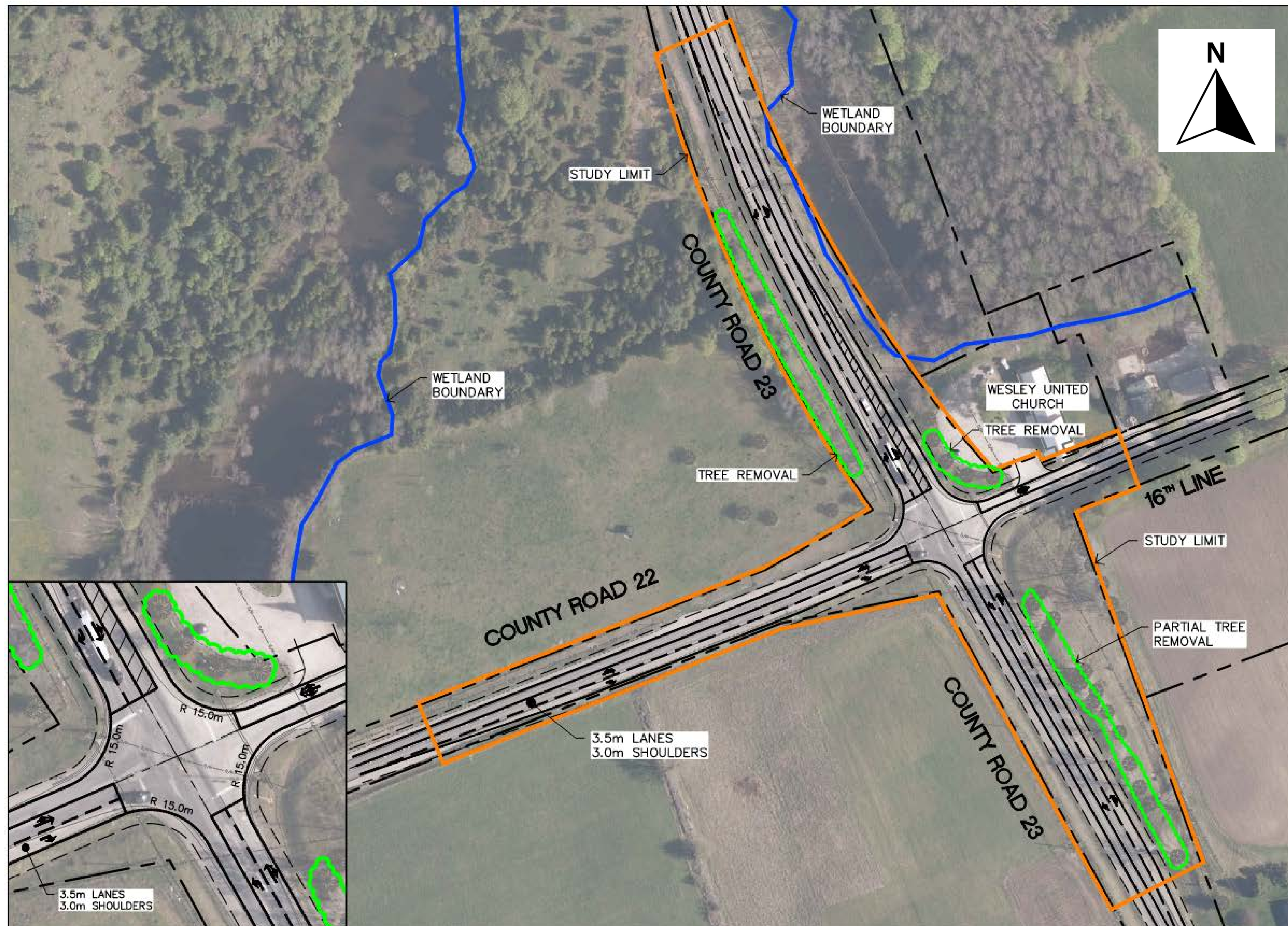
- Field assessments completed in Spring 2024 include breeding bird surveys, wetland delineation, fish habitat, and ecological land classification mapping.
- Species at Risk (SAR) assessment confirmed Eastern Meadowlark and Bobolink habitat, no other SAR habitat was identified at the time.
 - Further consultation with the Ministry of Environment, Conservation, and Parks (MECP) may be required.
- Wetland consistent with County and Provincial mapping sites was confirmed.

Geotechnical Investigation

- A geotechnical investigation was completed (2023) to provide subsurface soil conditions and inform the design.

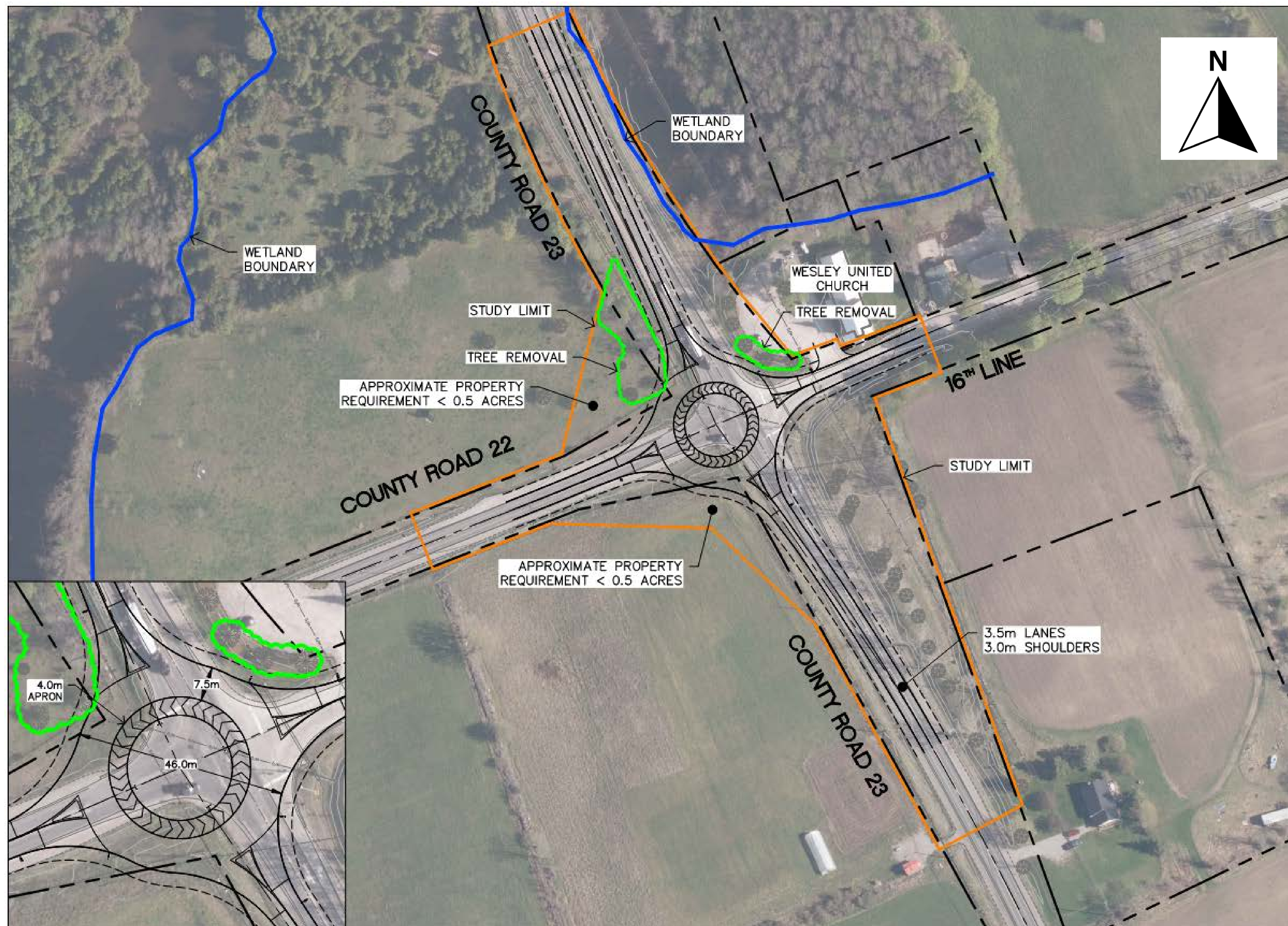


Conceptual Signalized Option





Peterborough County
County Road 22 and 23 – Intersection Enhancements
Public Information Centre

Conceptual Roundabout Option



Peterborough County
County Road 22 and 23 – Intersection Enhancements
Public Information Centre

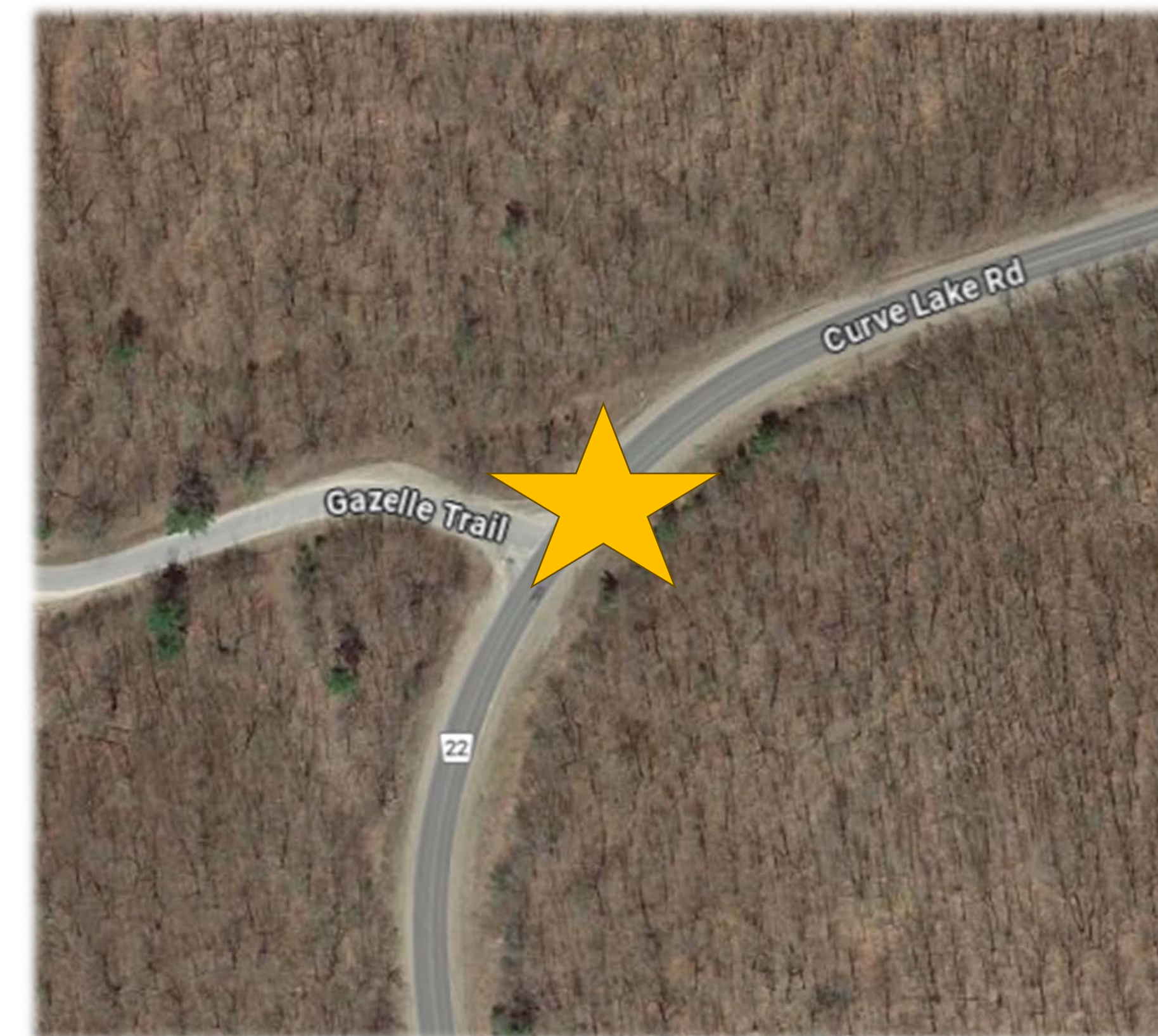
Impacts of Alternatives

		<u>Impacts of Proposed Alternatives</u>			
<u>County Road 22 and 23 - Intersection Improvement</u>					
Criteria & General Descriptor	Alternative 1: Do Nothing**	Alternative 2: Roundabout		Alternative 3: Signalization and Auxiliary Lanes	
Physical Environment					
Traffic Operations		Increased level of service and ability to accommodate future traffic volumes.	✓	Increased level of service and ability to accommodate future traffic volumes.	✓
		Reduced delays, higher capacity for left turns.	✓	Reduced delays.	✓
Traffic Safety		Reduced speeds, reduced potential for severe collisions.	■	Clearly defined order of operations and traffic movements.	■
Utilities		Utility pole (approx. 3) and transformer relocations. Underground utility relocations.	✗	Utility Pole relocations (approx. 4).	✗
Social Environment					
Property Impact		Property acquisition required from northwest and southwest properties.	✗	No property acquisition anticipated.	✓
Commercial Traffic		Roundabout difficult to maneuver for large/tandem trucks. Impacts to existing Church driveway and parking lot.	✗	Better manoeuvrability for truck traffic and less delays for commercial vehicles.	✓
Residential Traffic		Increased efficiency for permanent and seasonal residents.	✓	Increased efficiency for permanent and seasonal residents.	✓
Construction Time		Longer Construction Schedule.	✗	Shorter construction schedule.	✓
Natural Environment					
Terrestrial		Tree removal, minor loss of potential habitat.	✗	Tree removal, minor loss of potential habitat.	✗
Fish Habitat		No Impact.	✓	Potential for culvert extension on north approach.	✗
Species at Risk (SAR)		Minor loss of Eastern Meadowlark and Bobolink Habitat.	✗	Potential for minor loss of Eastern Meadowlark and Bobolink Habitat.	✗
Economic Environment					
Construction Costs		Greater construction costs anticipated due to longer schedule, staging, and utilities relocation.	✗	Shorter construction schedule, upfront equipment costs.	✓
Maintenance Costs		Minor maintenance costs.	✓	Electricity usage and life-cycle cost of equipment replacement.	✗
Cultural Environment					
Archaeological		No impact anticipated.	■	No impact anticipated.	■
Built Heritage		No Impact.	■	No Impact.	■
**Eliminated due to TMP identifying need for enhancement					
Legend					
Least Impact/Most Improvement	✓				
Neutral Impact/No Improvement	■				
Most Impact/Least Improvement	✗				

Illumination Assessment – Gazelle Trail

Further to the Study, The County of Peterborough and D.M. Wills completed an illumination warrant assessment for the intersection of County Road 22 (Curve Lake Road) and Gazelle Trail.

Using criteria set out in the Transportation Association of Canada's (TAC) Design Guide for Canadian Roads it was determined that the intersection does not warrant partial or full illumination at this time.



Next Steps and Project Contacts

Next Steps

- Review and respond to comments received.
- Evaluate options and determine preferred alternative.
- Prepare and Finalize the Preliminary Intersection Design and share results at PIC #2.

Public Input and Comment

- Feel free to provide your comment(s), for consideration by the project team, using the comment sheets provided or by contacting the individuals identified below.
- Please submit your comments by **Thursday October 10th, 2024**.
- Information and comments received are collected under the authority of the Municipal Act and will be subject to the requirements of the Freedom of Information and Protection of Privacy Act.
- <https://www.ptbocounty.ca/Modules/News/search.aspx>

Thank you for attending.

County of Peterborough

Kyle Darling, C.E.T.
Design Supervisor
310 Armour Road
Peterborough, ON K9H 1Y6
Phone: 705-726-9300 ext. 1168
Email: kdarling@ptbocounty.ca

D.M. Wills Associates Limited

Mark Spiers, C. Tech.
Senior Project Manager
150 Jameson Drive
Peterborough, ON K9J 0B9
Phone: 705-957-5672 ext. 227
Email: mspiers@dmwills.com



Peterborough County
County Road 22 and 23 – Intersection Enhancements
Public Information Centre

