



**County Road 43 Widening
from 200 metres west of County Road 44
to 220 metres east of Colonnade Drive in Kemptville
Detail Design and Addendum to Environmental Study Report
Municipal Class Environmental Assessment**

Virtual Public Information Centre
May 19, 2021

Introduction and Purpose of Public Information Centre

The United Counties of Leeds and Grenville retained AECOM Canada Limited to complete the detailed design for the four-lane widening of County Road 43 from 200 metres west of County Road 44 to 220 metres east of Colonnade Drive, in Kemptville.

The purpose of this Public Information Centre is to present:

- Study background and Municipal Class EA process
- Updated existing conditions in the study area
- Roadway and bridge design
- Municipality of North Grenville coordinated projects
- Construction schedule
- Next steps and filing of addendum report



County Road 43 Widening
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Study Background and Municipal Class EA Process

- In 2010, the United Counties of Leeds and Grenville completed a Schedule 'C' Municipal Class Environmental Assessment (MCEA) to facilitate improvements to County Road 43.
- The 2010 design included widening County Road 43 to four lanes, rehabilitating the existing 2-lane concrete bridge and constructing a second 2-lane structure to the south of the existing bridge.
- Due to the time lapse between the filing of the Environmental Study Report (ESR) in 2010 and the initiation of detailed design in 2020, in accordance with the MCEA process, an Addendum to the ESR is required.
- AECOM conducted a review of the planning and design and the existing environmental setting to ensure that the project and the mitigation measures are still valid given the current planning context.
- Updates and changes to the 2010 ESR are documented in the Addendum.
- The Addendum will be available for a 30-day public review period. Advance notification will be provided.

Bridge Condition Survey and Structural Evaluation

- Given the age of the existing County Road 43 structure, built in 1955, a bridge condition survey was undertaken in 2020 to determine its current condition.
- In addition, as part of the review process, the alternatives assessed in the 2010 ESR were revisited. The following bridge widening alternatives considered and evaluated included:
 - Rehabilitate the existing 2 lane bridge and construct a new 2 lane bridge to the south
 - Remove the existing 2 lane bridge and construct a new 4 lane bridge
- Based on the results of the site investigation, bridge condition survey, structural evaluation, and evaluation of both widening alternatives, the 2020 design is to:
Remove and replace the existing 2-lane bridge on County Road 43 over Kemptville Creek with a new 4-lane bridge extending to the south.

Existing Conditions Update – Natural Environment

- Natural environment assessments were undertaken in 2020 to update the data on fish and aquatic habitat, species at risk, vegetation and wetland, trees, amphibians, reptiles, breeding birds and bats.
- Mitigation measures were developed to avoid or mitigate the impacts to the natural environment through the implementation of pre-construction and during construction mitigation plans, and a post-construction restoration and enhancement plan.
- Bridge: no significant flora or faunal species have been found to be present in the disturbed areas. The design of the new bridge provides an opportunity for ecological restoration for both wetland and aquatic habitat. While the design of the new bridge will have impacts, the project will result in a net environmental gain to fish habitat, wetland communities and significant wildlife habitat.



Existing Conditions Update – Cultural and Built Heritage

- Cultural heritage assessments were undertaken in 2020.
- Kemptville Creek bridge was evaluated and determined there was no cultural heritage value or interest. However, since Kemptville Creek is a tributary of the Rideau Canal National Historic Site, Parks Canada is being consulted on the bridge design to ensure the historic features of the Rideau Canal are preserved.
- Kemptville Cemetery was evaluated, and the heritage impact assessment report provided conservation strategies and mitigation recommendations on areas of impact.



Existing Conditions Update – Traffic and Noise

Traffic:

- 10-year traffic projections show all roundabouts operate at a LOS D (level of service with moderate delay) or better.

Noise:

- The 10-year traffic projections are lower than previously analyzed in the 2010 EA.
- The majority of noise sensitive areas (NSA's) are further away from the new roadway alignment.
- The resulting noise impact is predicted to be less than 5dBA for all NSA's and therefore no noise mitigation is necessary according to the MTO/MOE protocol. This is consistent with the 2010 EA.



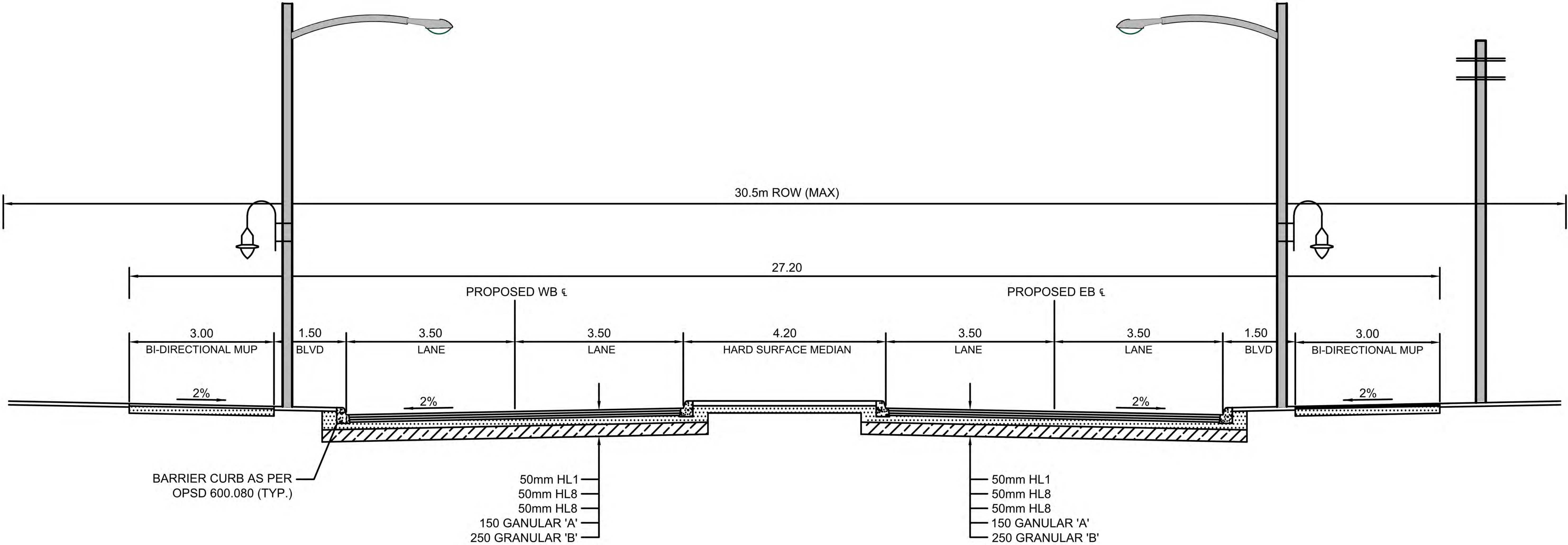
County Road 43 Widening 2021 Roadway Design

Overview of Roadway Design

- The roadway design consists of changing the existing 2-lane rural cross section with ditches to a 4-lane urban cross section with curbs and storm sewers.
- The design will include 4 new roundabouts and modifications to 2 existing roundabouts.
- The centre medians limit turning movements to the roundabouts. The addition of a 5th lane centre lane (between James and King Streets) provides access to adjacent commercial establishments.
- A 3 metre multi-use pathway (MUP) allows 2-way travel. All MUPs crossing CR 43, CR44 and CR19 will have pedestrian activated flashing beacons. All pedestrian facilities/crossings designed to AODA standards.
- Minor adjustments to property requirements. The 2021 design has minimized the need for some parts of private residential and commercial properties. Affected property owners have and will be contacted.



2021 Roadway Design – Cross-section Median and Multi-use Pathway



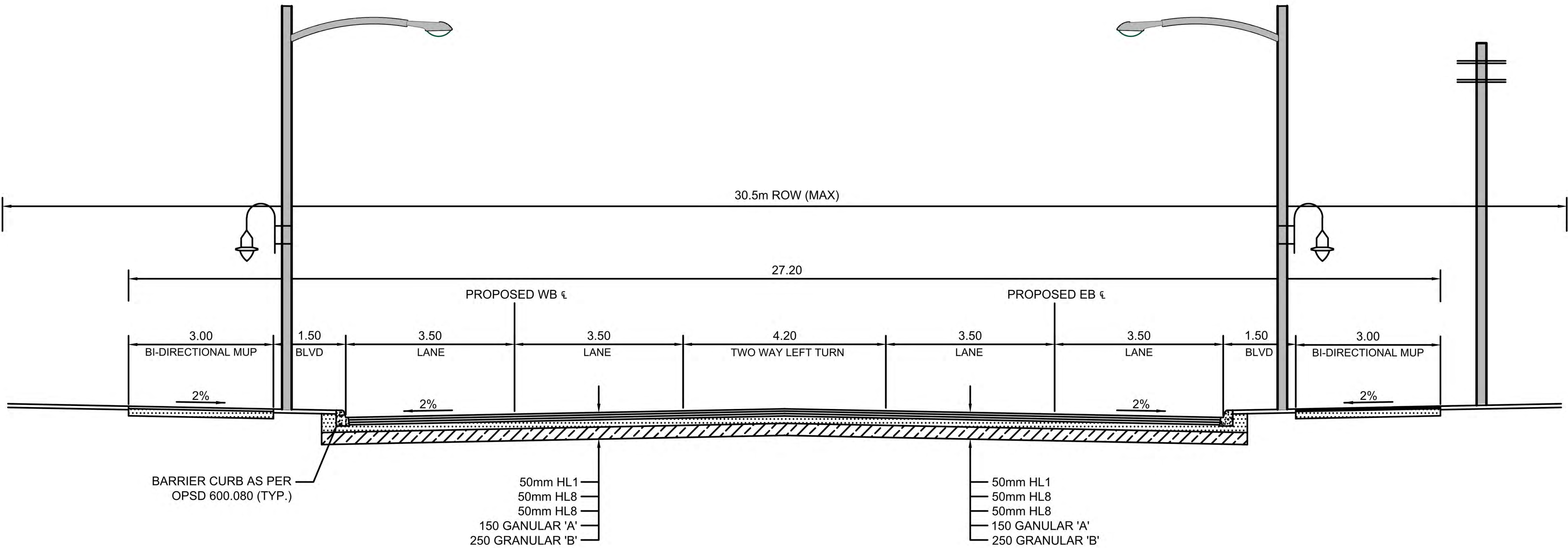
Cross-section with 4.20m Median and Multi Use Pathway (MUP)

CR43 westbound at CR19 – 3D Concept Plan



Disclaimer: All renderings presented are conceptual only. The landscaping, medians, pavement and pedestrian markings, lighting and building type, size or location should not be considered accurate or relied upon as representations of the final detail design. Refer to the detail design plans for accurate representation.

2021 Roadway Design – Cross-section Two Way Left Turn lane



Two Way Left Turn Lane Cross-Section

CR43 eastbound at King Street – 3D Concept Plan

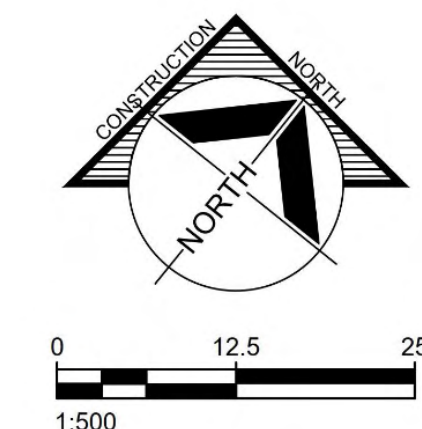
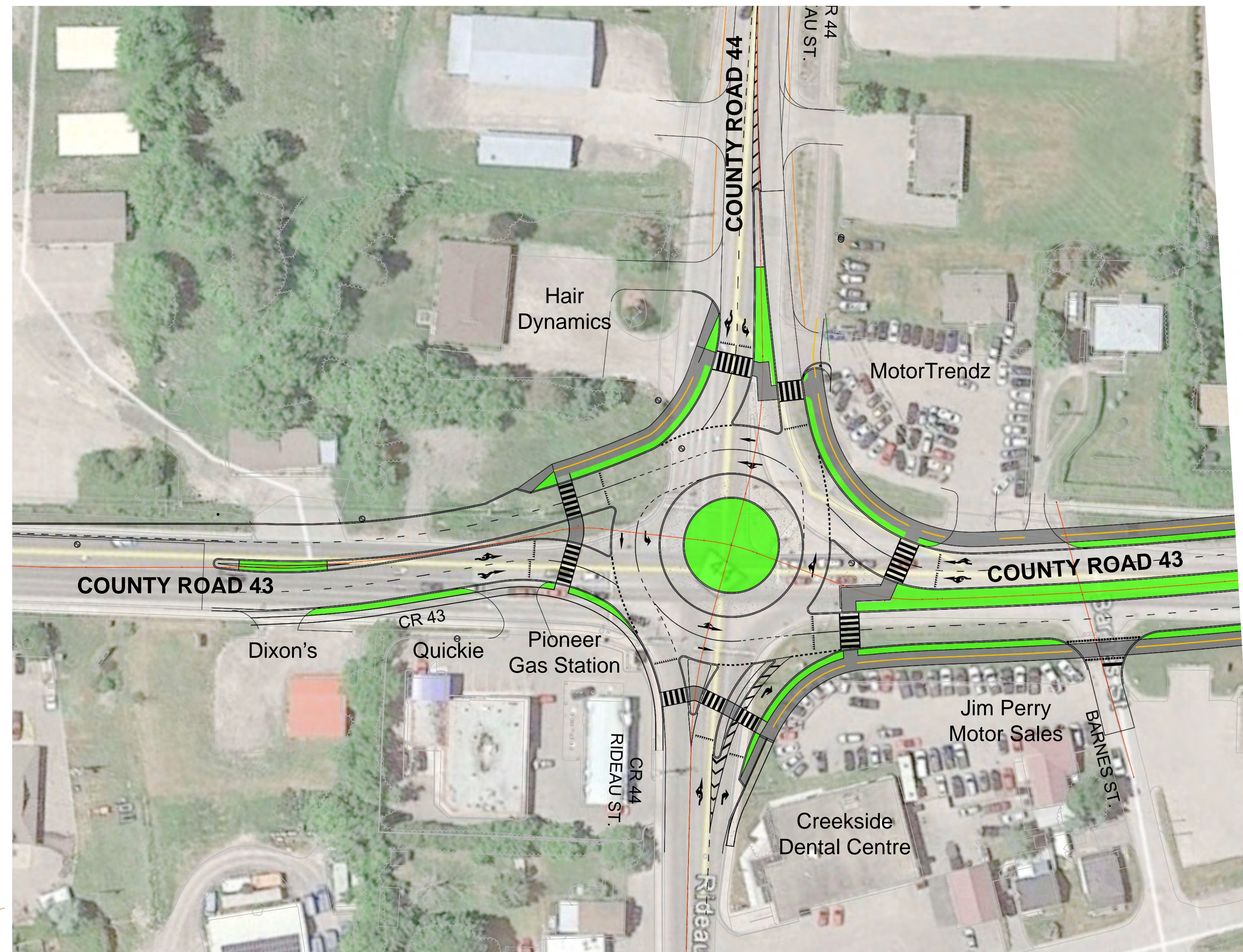


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2021 Roadway Design – County Road 44

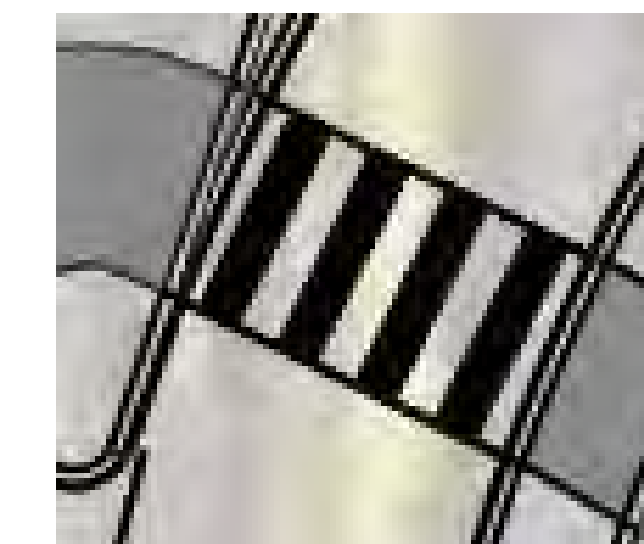
2010 design changes:

- Added a northbound right turn lane.
- Added a pedestrian switchback for pedestrian safety.



Legend:

Location of flashing beacons



*Legend applies to all drawings.

County Road 43 Widening
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County Road 44 – 3D Concept Plan



Legend:

Location of flashing beacons



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Switchback – 3D Concept Plan

Switchback:

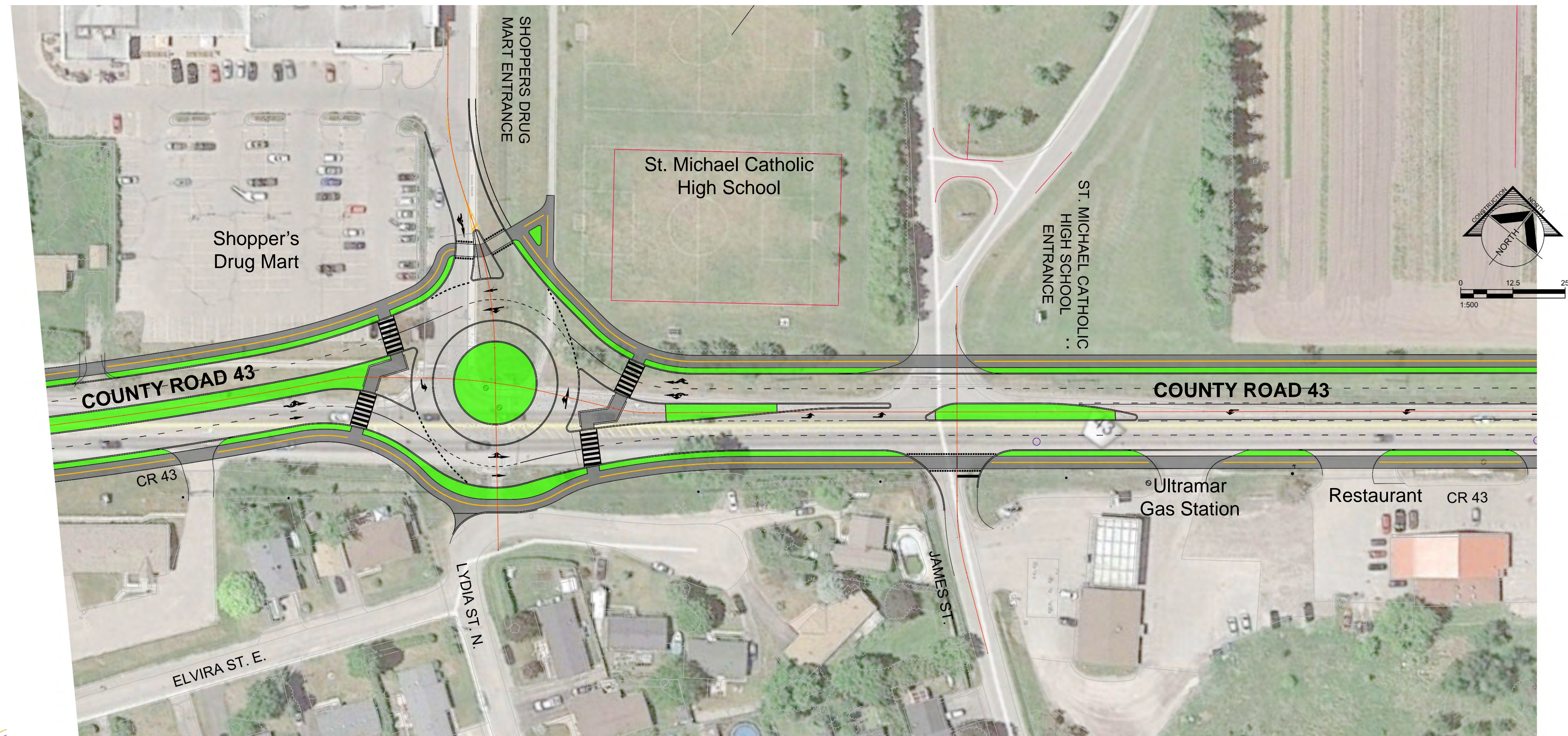
- Require pedestrians to turn and face oncoming traffic.
- Used as a pedestrian safety measure.



2021 Roadway Design – Shoppers Drug Mart

2010 design changes:

- Removed roundabout at high school and James Street.
- Access for southbound left and westbound left movements accommodated at the Shoppers roundabout.
- Added switchbacks for pedestrian safety.
- Removed median east of high school between James Street and Anniversary Way and 5th lane was inserted for access.



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Shoppers Drug Mart – 3D Concept Plan



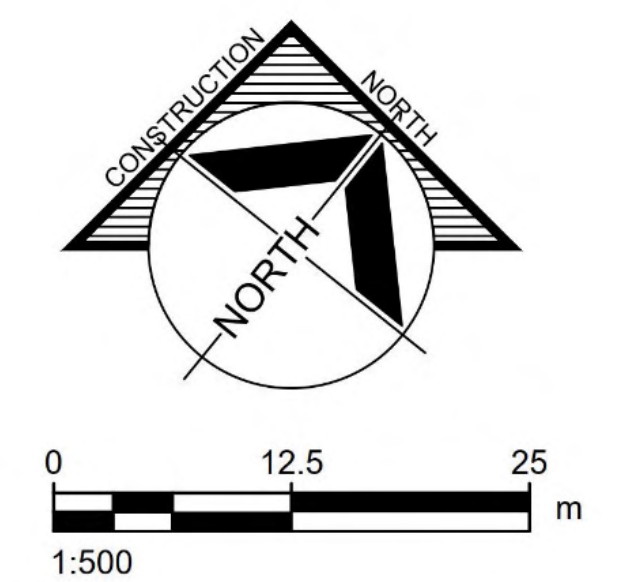
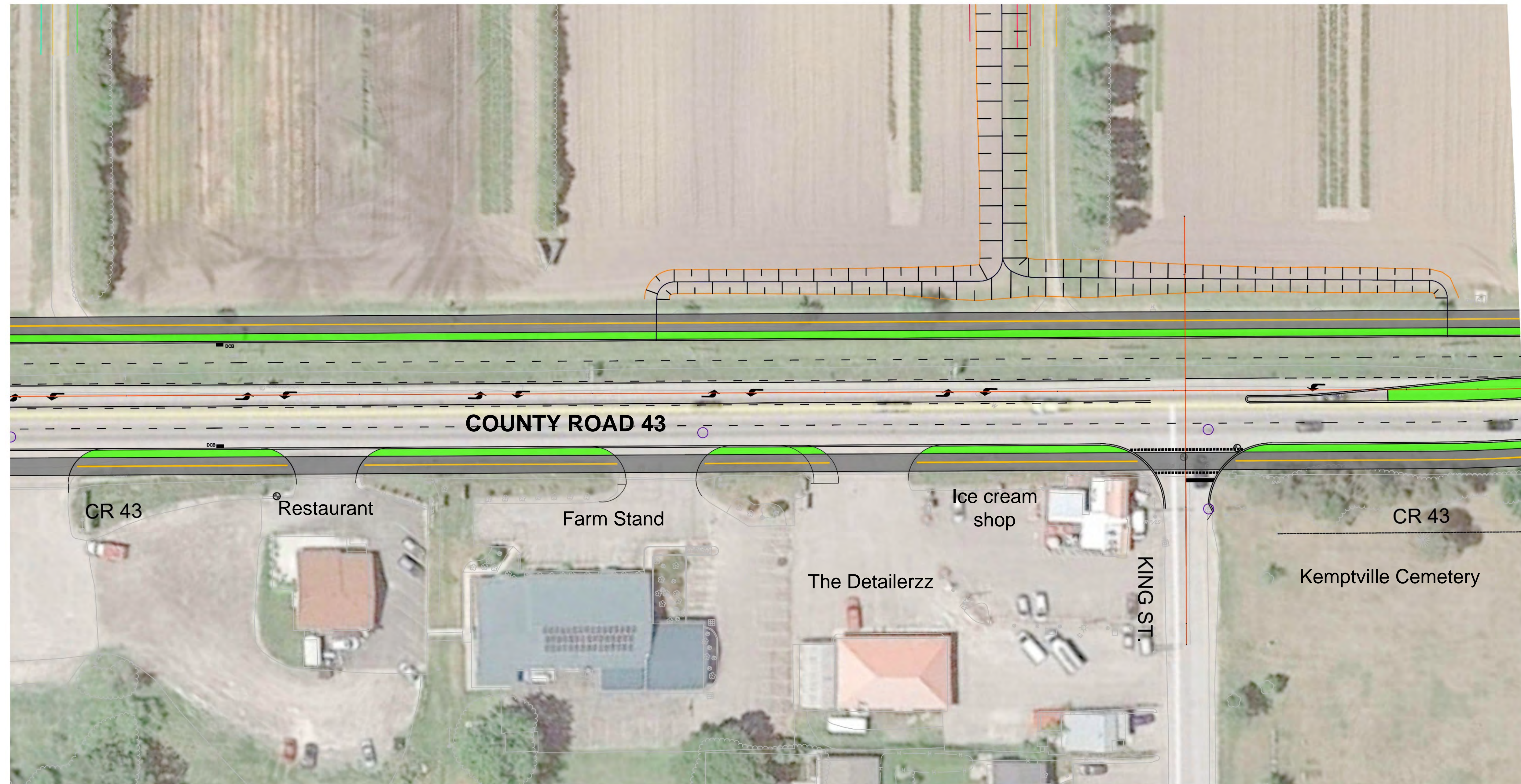
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2021 Roadway Design – James Street to King Street

2010 design changes:

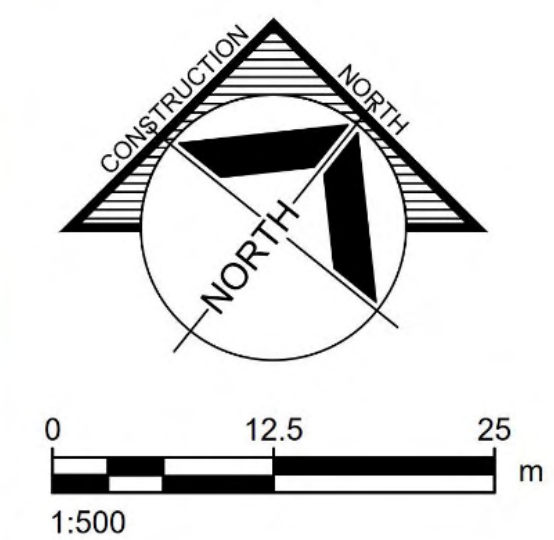
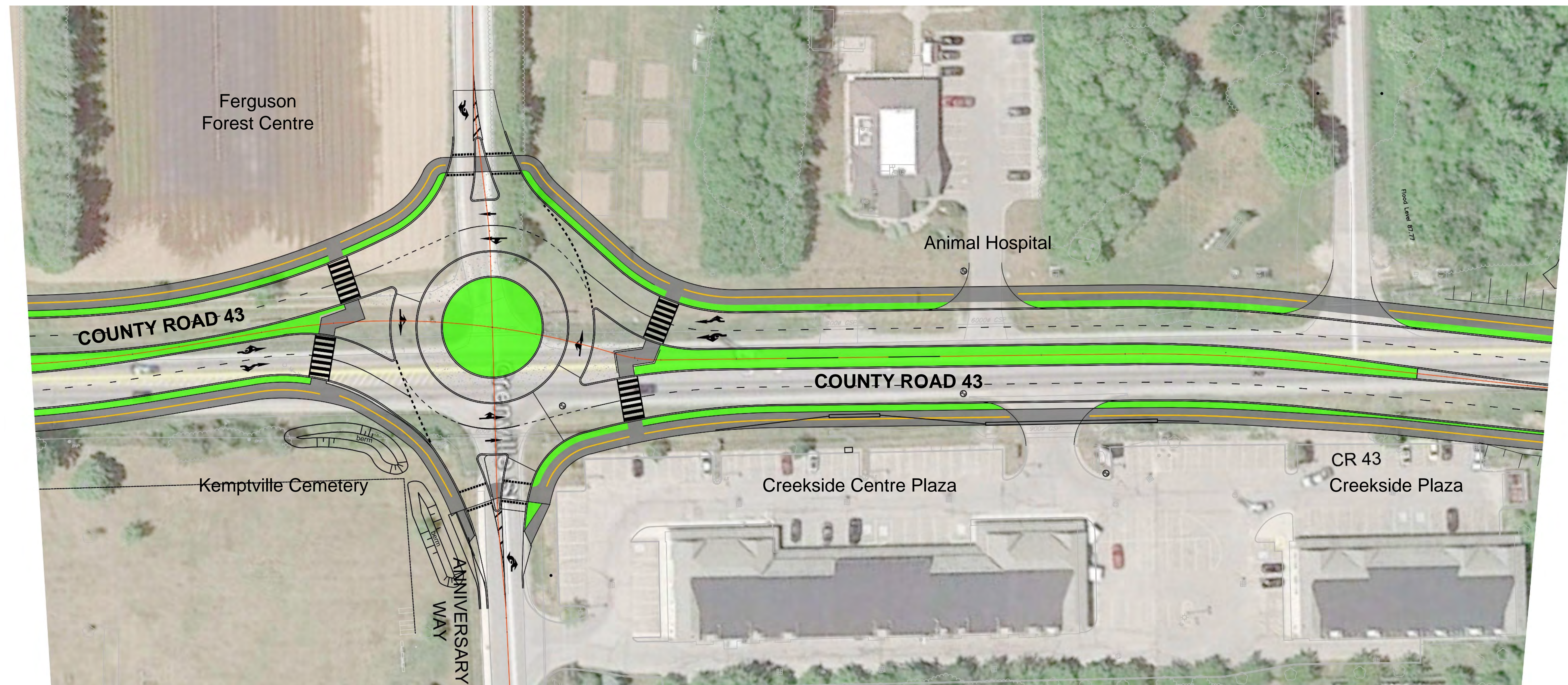
- Removed median between James Street and Anniversary Way and a 5th lane was inserted for access.



2021 Roadway Design – Anniversary Way

2010 design changes:

- Adjusted slightly the entry and exit alignments.



Anniversary Way – 3D Concept Plan



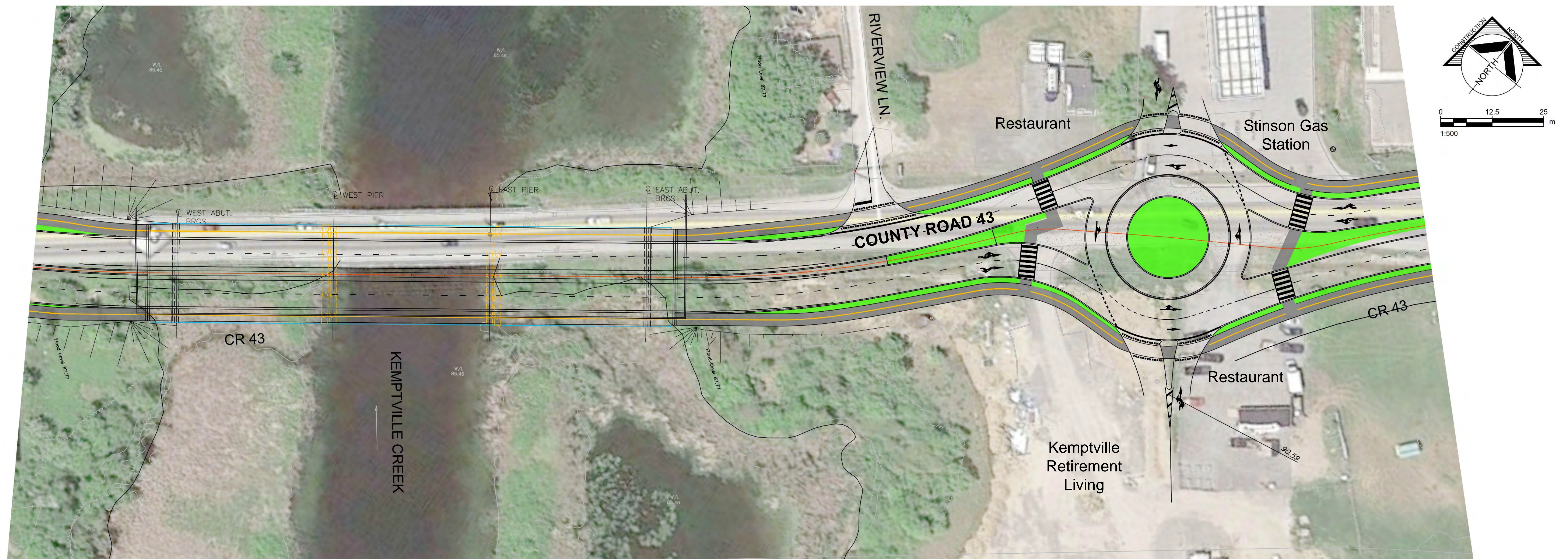
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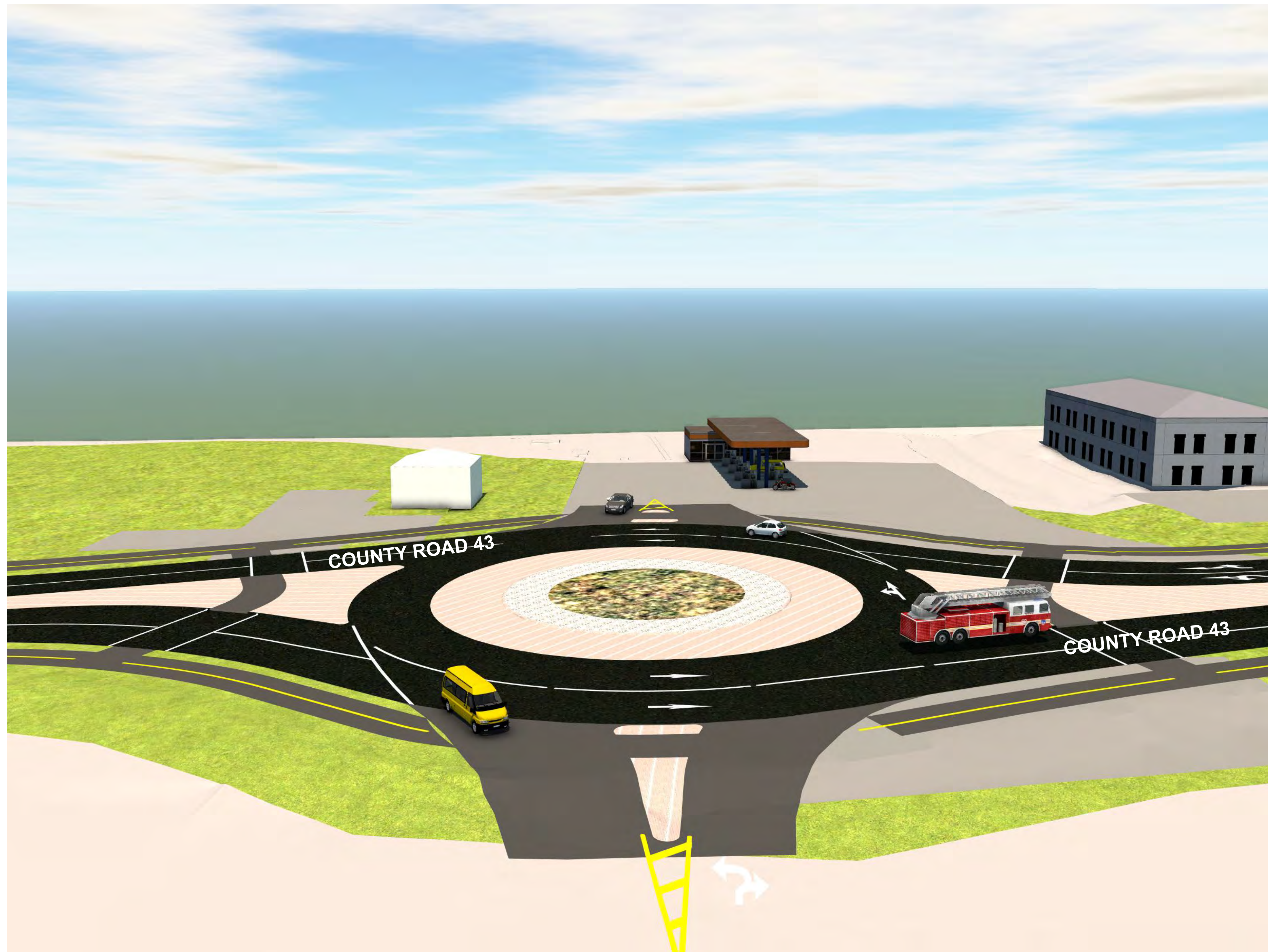
2021 Roadway Design – Stinson and Retirement Home

2010 design changes:

- Moved roundabout at Riverview Lane easterly to the Stinson / Retirement home.



Stinson and Retirement Home – 3D Concept Plan



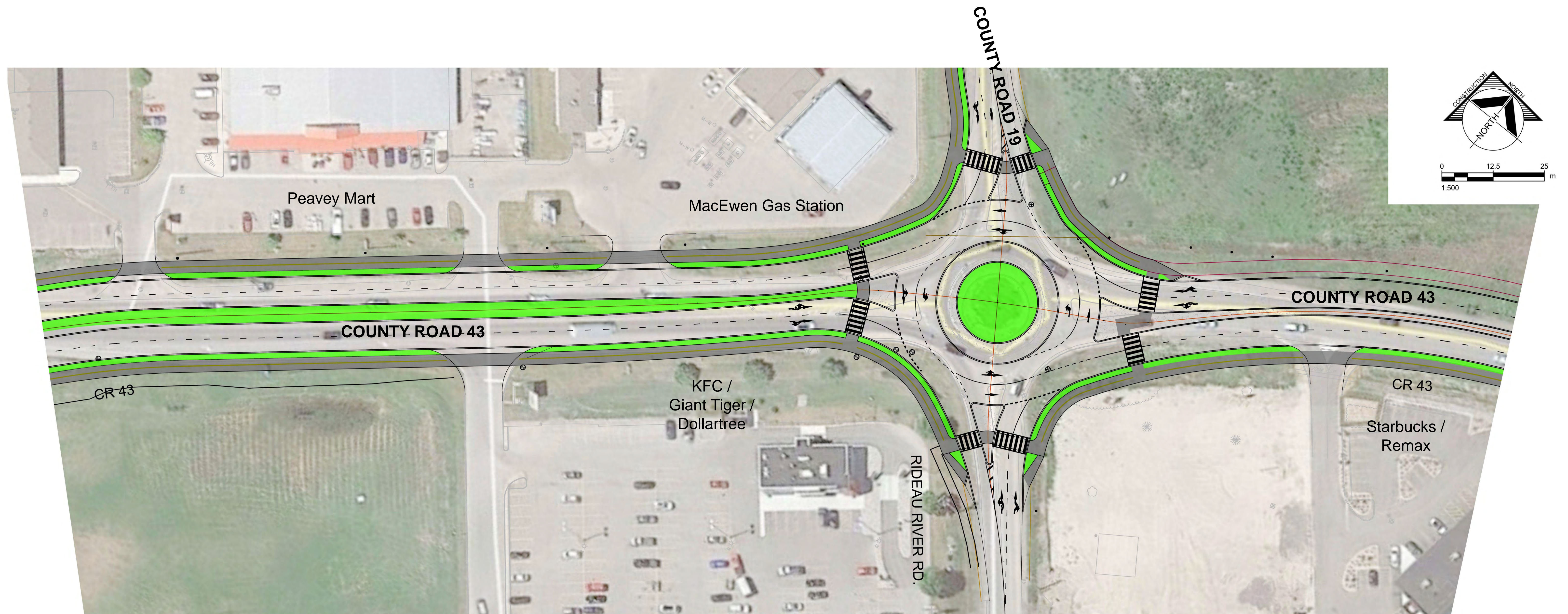
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2021 Roadway Design – County Road 19 / Rideau River Road

2010 design changes:

- Widened centre median between Stinson roundabout and CR19 roundabout to accommodate potential future left turn lanes.
- Added exclusive southbound and northbound left turn lanes.



County Road 19 / Rideau River Road – 3D Concept Plan



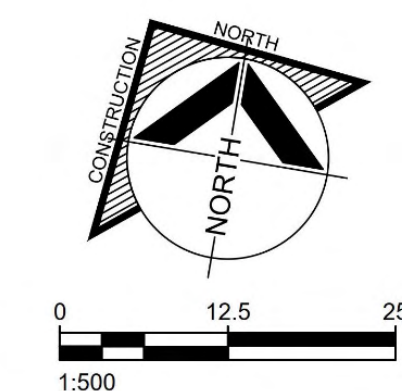
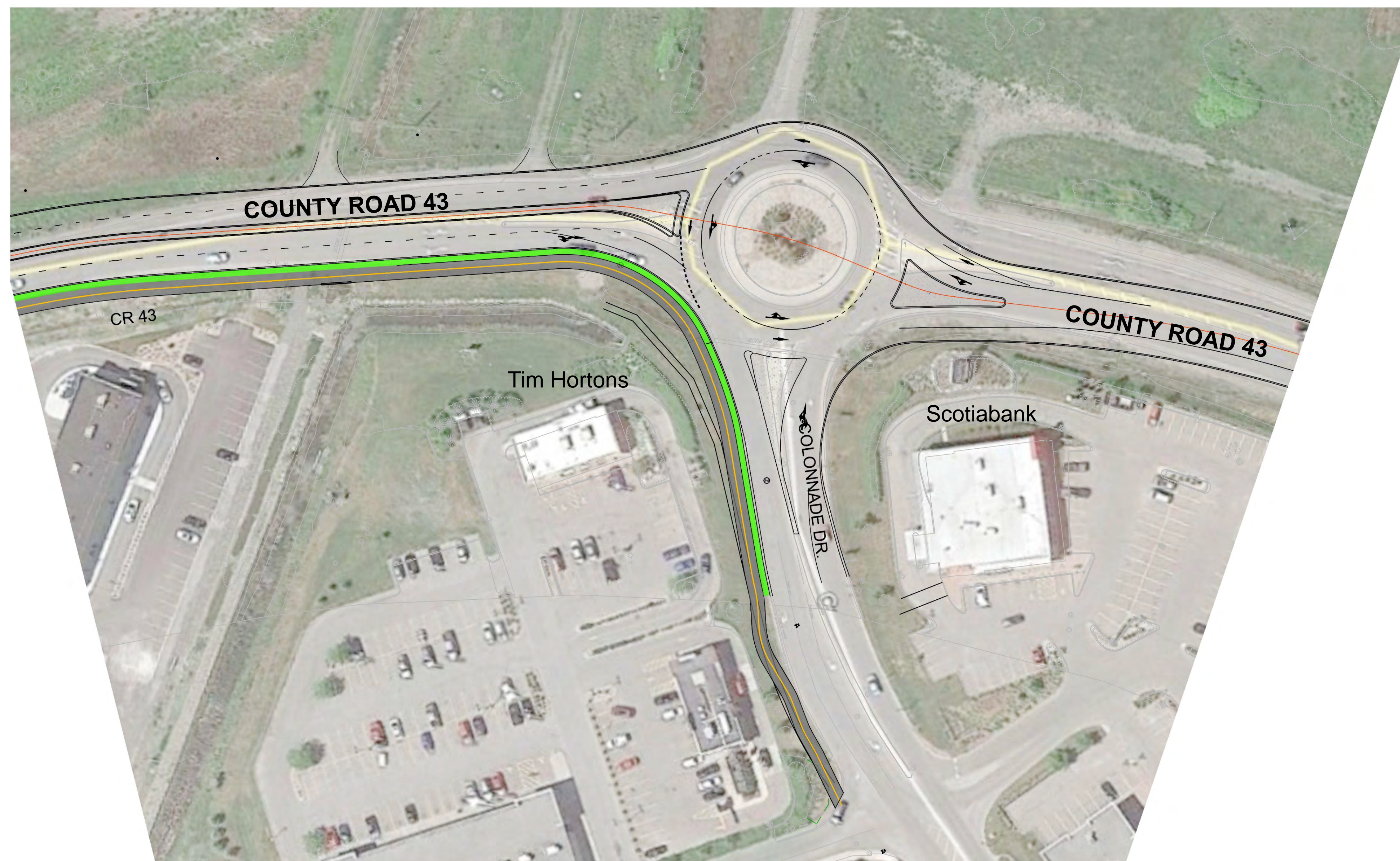
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2021 Roadway Design – Colonnade Drive

2010 design changes:

- Extended study limits to include Colonnade roundabout.
- Reduced southbound Colonnade to single lane exit.



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Colonnade Drive – 3D Concept Plan

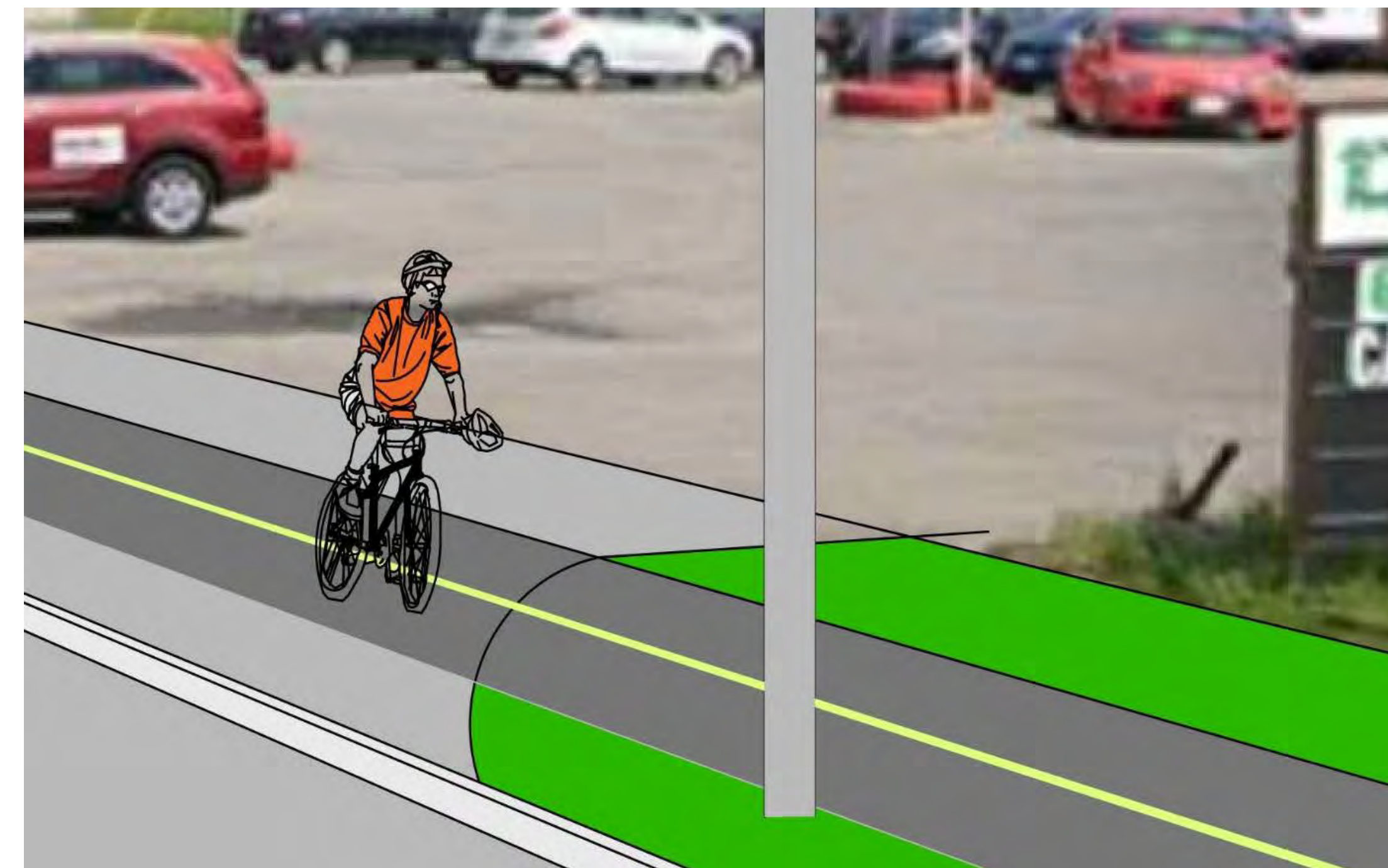
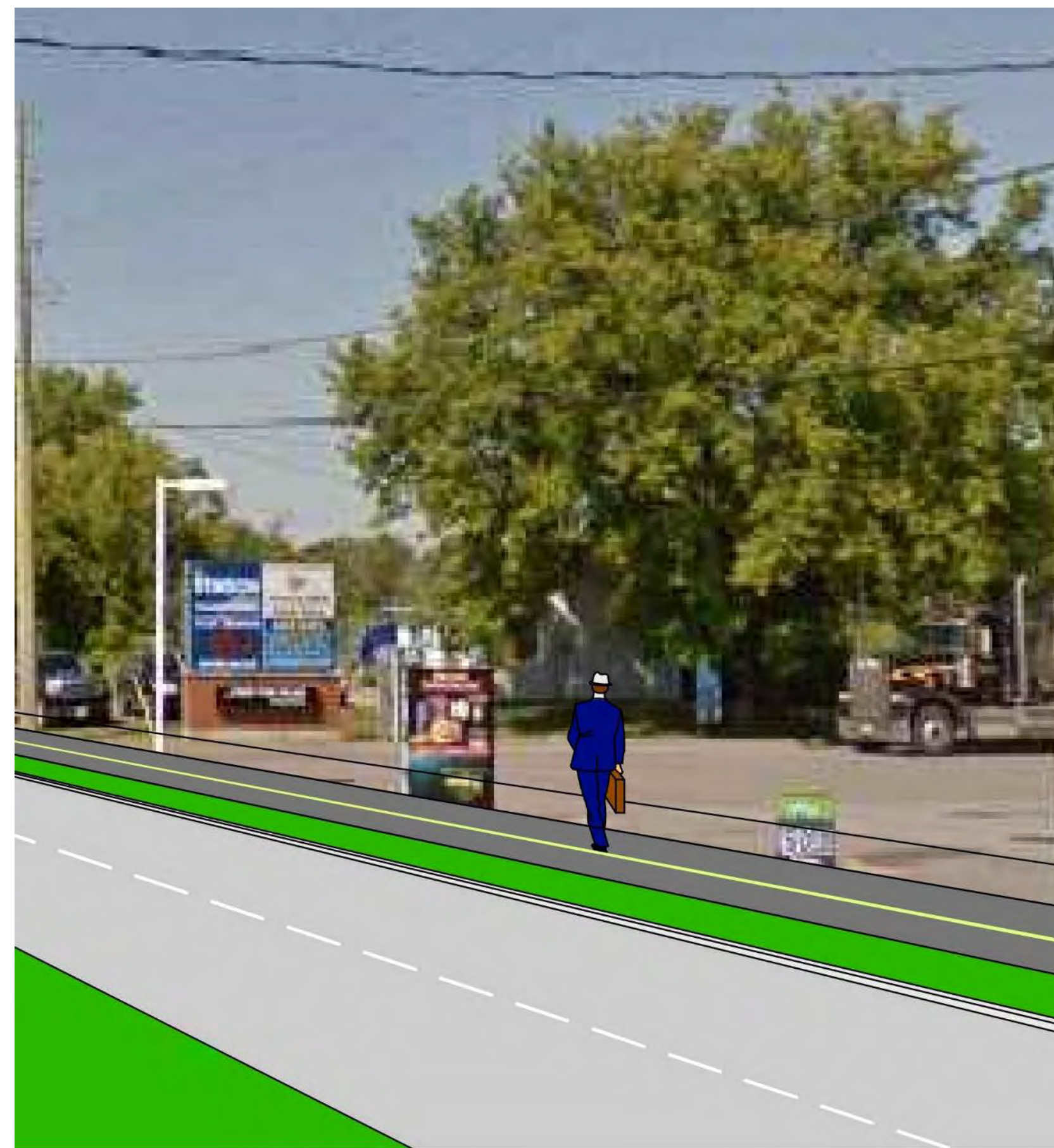


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Roadway Design – Pedestrian and Cycling Facilities

- 2010 roadway design:
 - 1.5 m cycle track
 - 2.0 m sidewalk
- In 2020, a review of the pedestrian and cycling facilities determined that a 3.0 metre multi-use pathway (MUP) may be more appropriate to accommodate all users.



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Roadway Design – Pedestrian and Cycling Facilities

- The CR43 corridor has the majority of residential properties on the south side.
- A one-way cycle track would require additional roadway crossings for the majority of recreational users.
- The potential high recreational use of the cycling facilities would benefit with a two-way multi-use pathway on both sides of the roadway.



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Pedestrian Lighting

- Multi-Use Pathway lighting will be erected throughout the corridor to increase pedestrian and cyclist safety and visibility.



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Landscaping of Medians and Boulevards

- Grass medians and boulevards will be included throughout the corridor.
- Trees will be planted throughout the corridor to complement adjacent land uses.
- Where appropriate, trees will also be planted within wider medians.
- Enhanced landscaping will be provided along the Cemetery CR43 frontage.



Landscaping of Roundabouts

- Centre median landscaping will be completed within each roundabout.



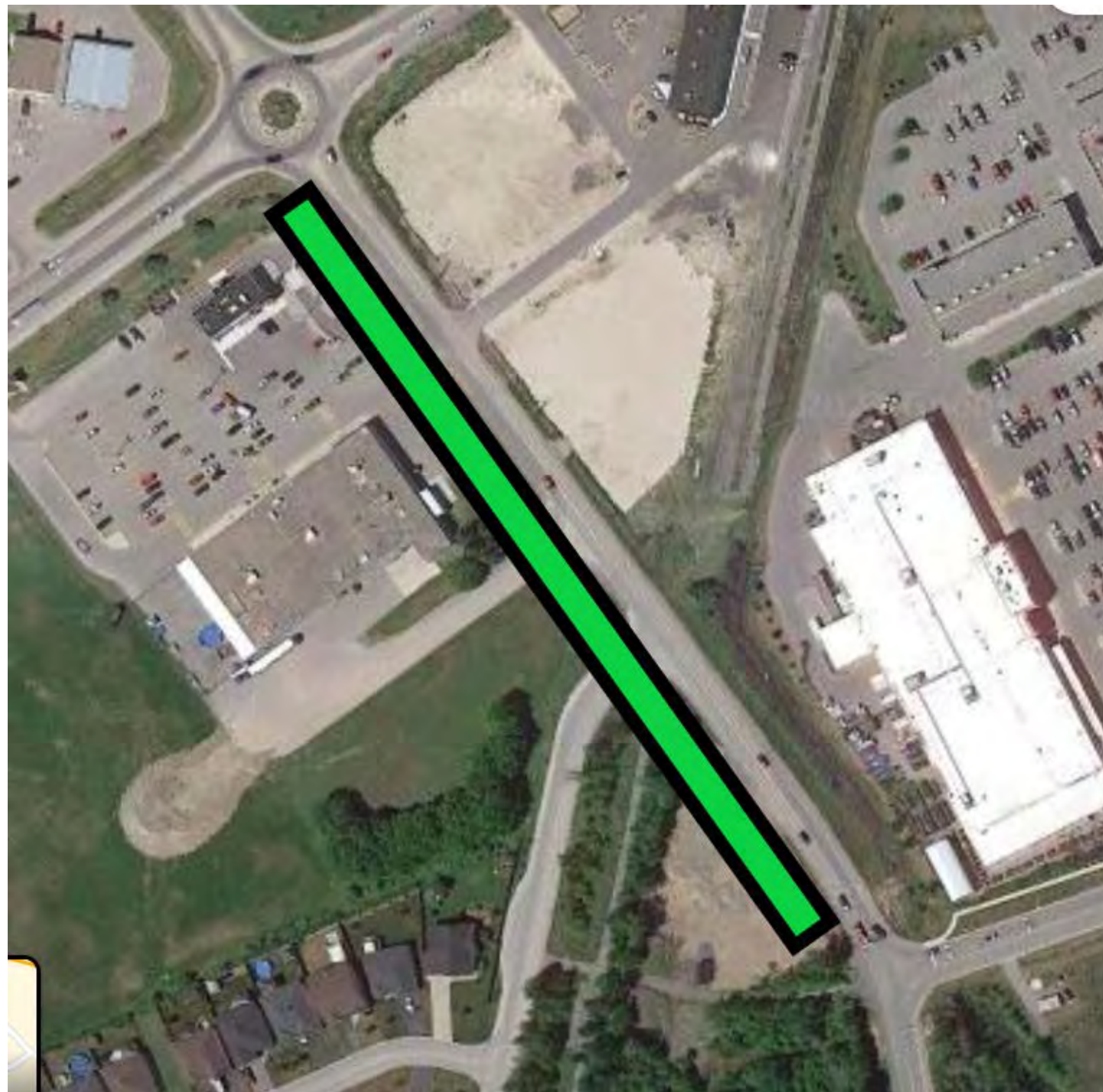
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Additional Multi-Use Pathway Connections

During the design of the CR 43 corridor the Municipality of North Grenville requested that pedestrian and cycling facilities be constructed:

- Along CR 19 from CR 43 to Ryan Wells Drive and connect to the MUP along Wellington Road.
- Along Colonnade Drive from CR 43 to the first intersection into the commercial development (at the A&W access).

CR19



Colonnade Drive



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County Road 43 Widening 2021 Bridge Design

Kemptonville Creek Bridge Design

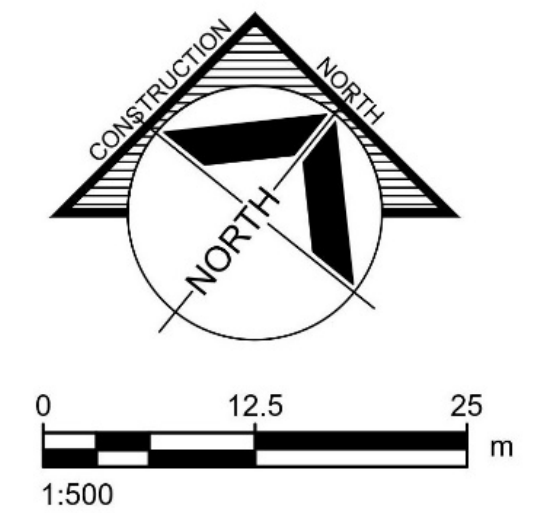
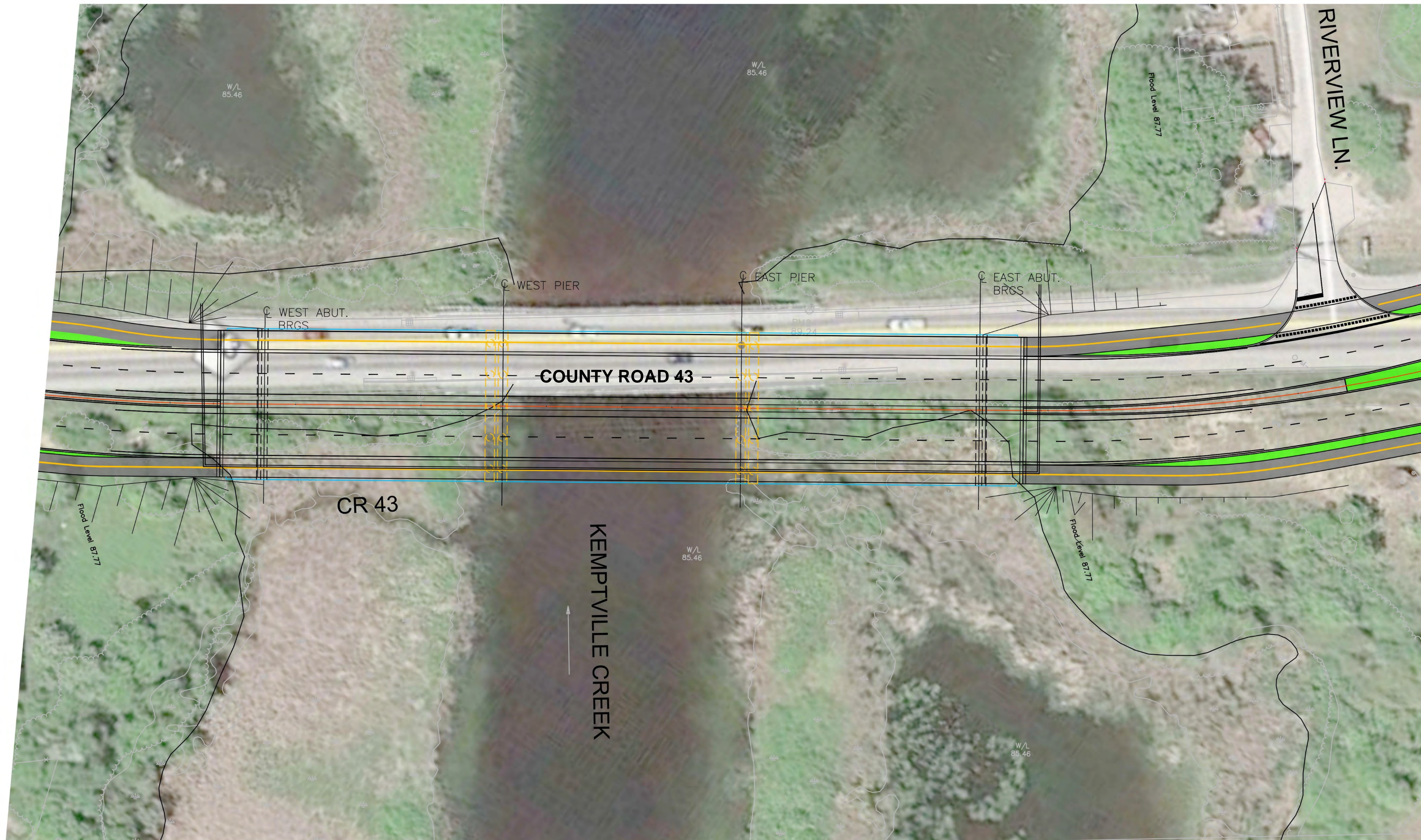
2010 bridge design:

- Rehabilitate existing 2-lane concrete bridge.
- Construct second 2-lane structure to the south of the existing bridge.

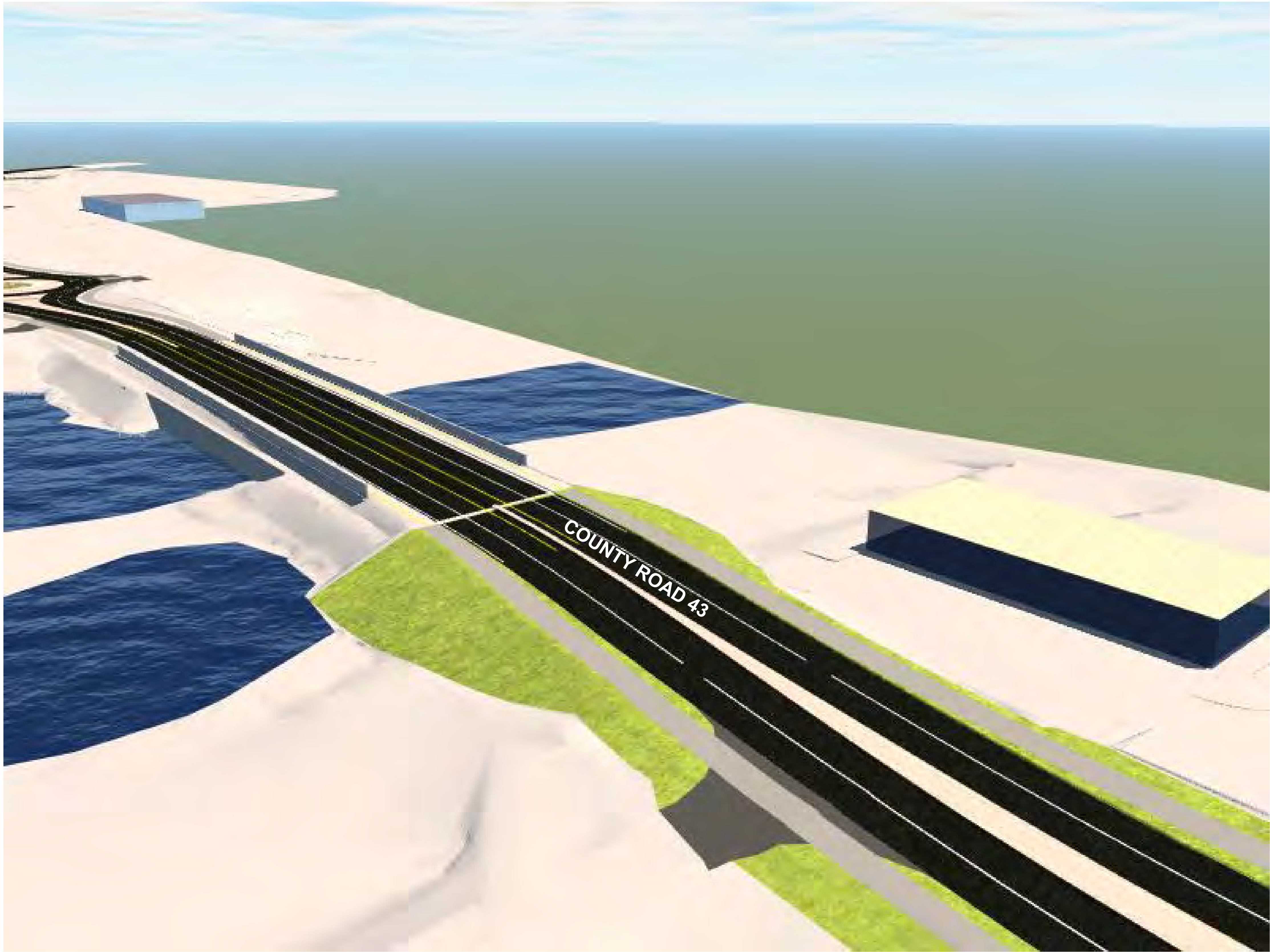
2021 bridge design:

- Replace existing 2-lane bridge with new 4-lane bridge extending to the south.
- New 4-lane bridge:
 - 24.05 m width and 114 m length
 - four 3.3 m wide lanes
 - two 3 m wide multi-use-pathways (MUP) (one on each side)
 - 1.15 m wide raised concrete median

2021 Kemptville Creek Bridge Design



2021 Kemptville Creek Bridge Design – 3D Concept Plan



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Construction Schedule

- Construction schedule is based on having obtained all property, permits and approvals.
- All accesses will remain open during construction and 2-way traffic will be maintained.
- Note there could be short periods of time where traffic is reduced to 1 lane.
- Lane closures may be required during off peak periods during the bridge girder construction.

Construction Task	Date
Pre-Utility Grading	August 2021
Utility Relocation	August 2021 to November 2021
Tree Removal	October 2021
Tender Process	Late fall 2021 to early winter 2022
Roadway Construction	April 2022 to September 2024
Bridge Construction	July 2022 to September 2024

Next Steps and Filing of Addendum

What is next:

- Please provide your feedback by June 1, 2021.
- All comments received from this consultation will be reviewed and considered.
- The **Addendum to the Environmental Study Report** will be filed with the Ministry of Environment, Conservation and Parks for a 30-day public review. Estimated to be in June 2021. Notification will be provided with details to view the Addendum.
- The project will proceed to implementation and construction.

Comments or Questions?

If you have questions or would like to provide a comment, please send to:

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Thank You!

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