Ontario

# Highway 15 at Perth Road Intersection Improvements

## Preliminary Design and Class Environmental Assessment Study

## GWP 4030-22-00

# Public Information Centre #2

# June 16, 2026

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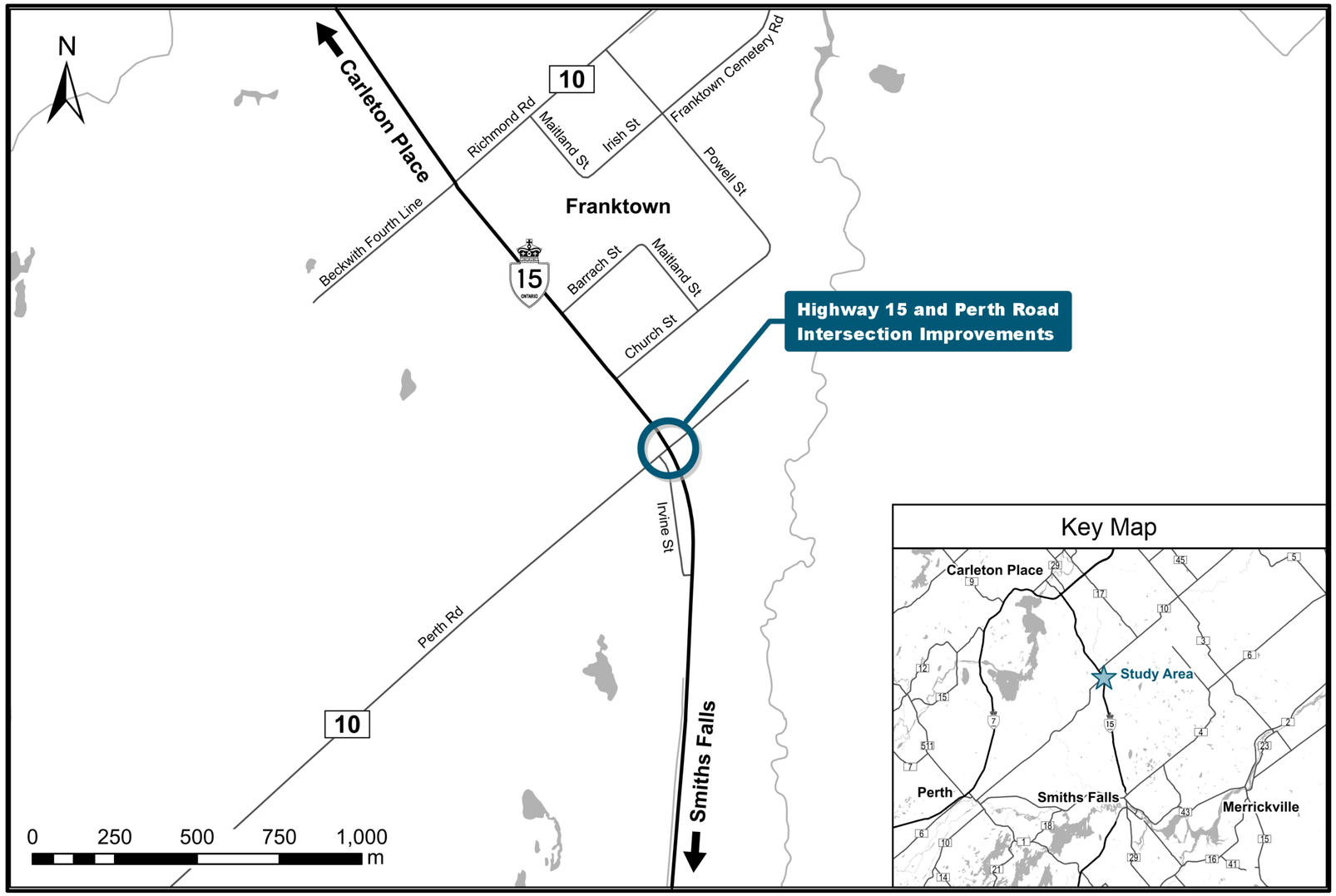
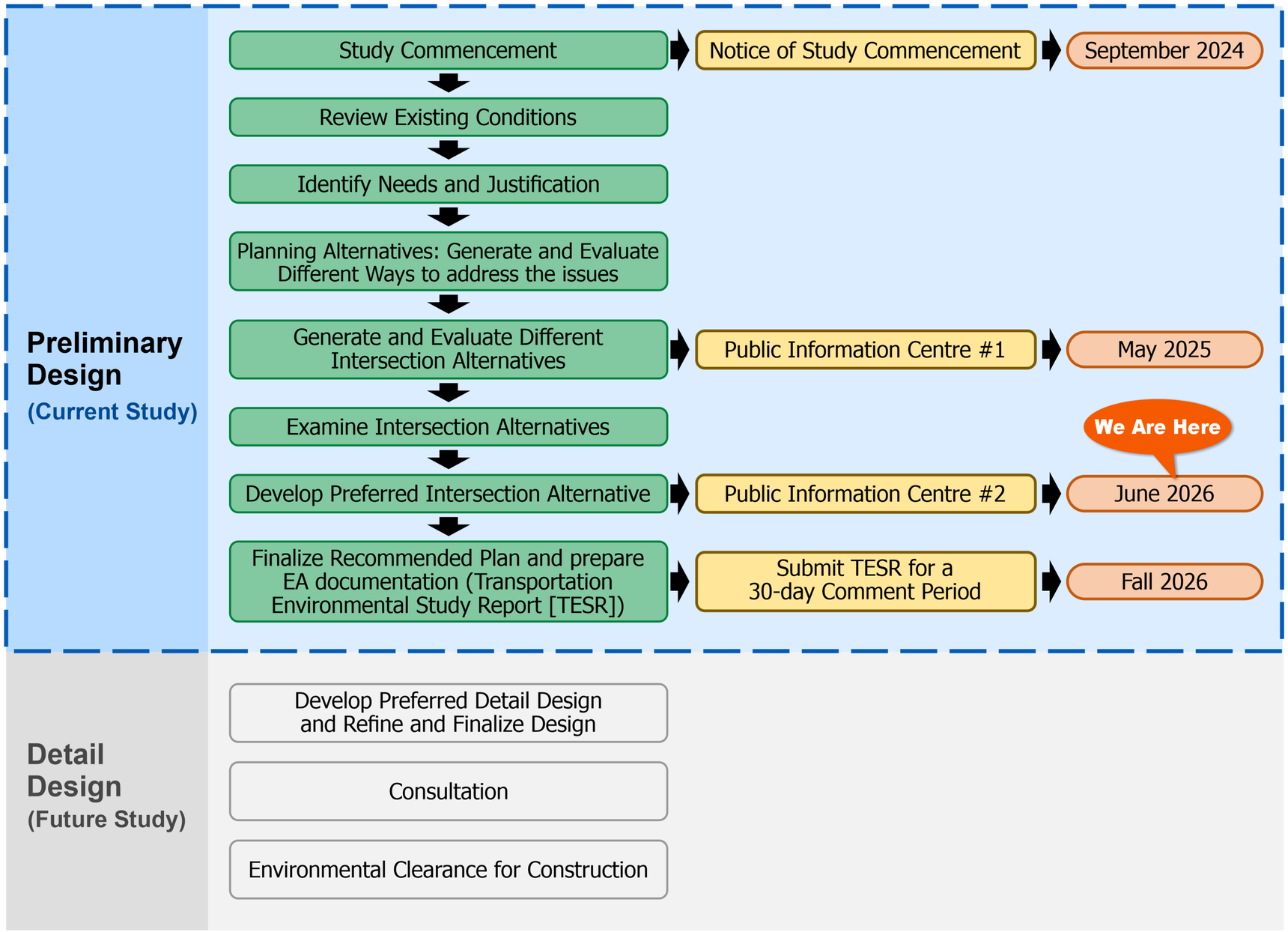
# Study Overview

The Ontario Ministry of Transportation (MTO) has retained WSP Canada Inc. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for Highway 15 / Perth Road Intersection Improvements, located in Franktown, approximately 12 km south of Carleton Place, Ontario.




There is a separate adjacent project for which MTO has also retained WSP Canada Inc. to complete the Detail Design and Class Environmental Assessment (Class EA) Study for the rehabilitation of Highway 15 from Franktown to Carleton Place in Lanark County, covering approximately 10.8 km. This project has been completed, and construction is scheduled to begin in the spring of 2026.

# Class Environmental Assessment Process




This project is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO *Class Environmental Assessment (Class EA) for Provincial Transportation Facilities and Municipal Expressways* (2024).

External agency, Indigenous Community engagement and public consultation has, and will continue to, take place throughout the project.

# Overview of Public Information Centre #1

Public Information Centre (PIC) #1 was held as a drop-in style, open house format on May 22, 2025, at the Brunton Community Hall, and presented the following:

- An overview of the study purpose, study area, and study process;
- The Project Team's consultation and engagement efforts, including project timeline and consultation/engagement milestones;
- Overview of Environmental Studies;
- The existing conditions in the study area;
- Problems and opportunities;
- The proposed Highway 15 and Perth Road intersection improvement alternatives, including signalized intersection and roundabout;
- The preliminary screening of the long list of alternatives and the evaluation criteria that would be used to assess the short list of alternatives; and
- The next steps for the project and how to provide comments.

The Project Team received a total of twenty-eight (28) comments from the public, interested stakeholders, agencies and Indigenous Communities. Common themes expressed included:

- Concerns regarding property impacts and access restrictions;
- Safety and speed concerns in the study area;
- General inquiries about the study;
- Intersection alternative preferences and suggestions; and
- Event feedback.

# Environmental Studies

Existing conditions reports were completed prior to the evaluation of alternatives and provided input into the evaluation. Further detailed technical analysis to assess impacts of the Preferred Alternatives will be completed as a part of the EA Study. This will confirm mitigation measures to address potential environmental impacts. This information will be included in the Transportation Environmental Study Report (TESR) and will be further refined during Detail Design. The below studies are being or will be completed:

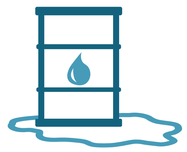
**Terrestrial Ecosystems**

**Cultural Heritage**

**Air Quality**

**Erosion and Sediment Control**

**Archaeology**



**Site Contamination**

**Groundwater**

**Landscape**


**Designated Substance Survey**

**These reports will be summarized as a part of the Transportation Environmental Study Reports (TESR) being completed.**

# Existing Natural Environment Conditions

**Wild Parsnip:**

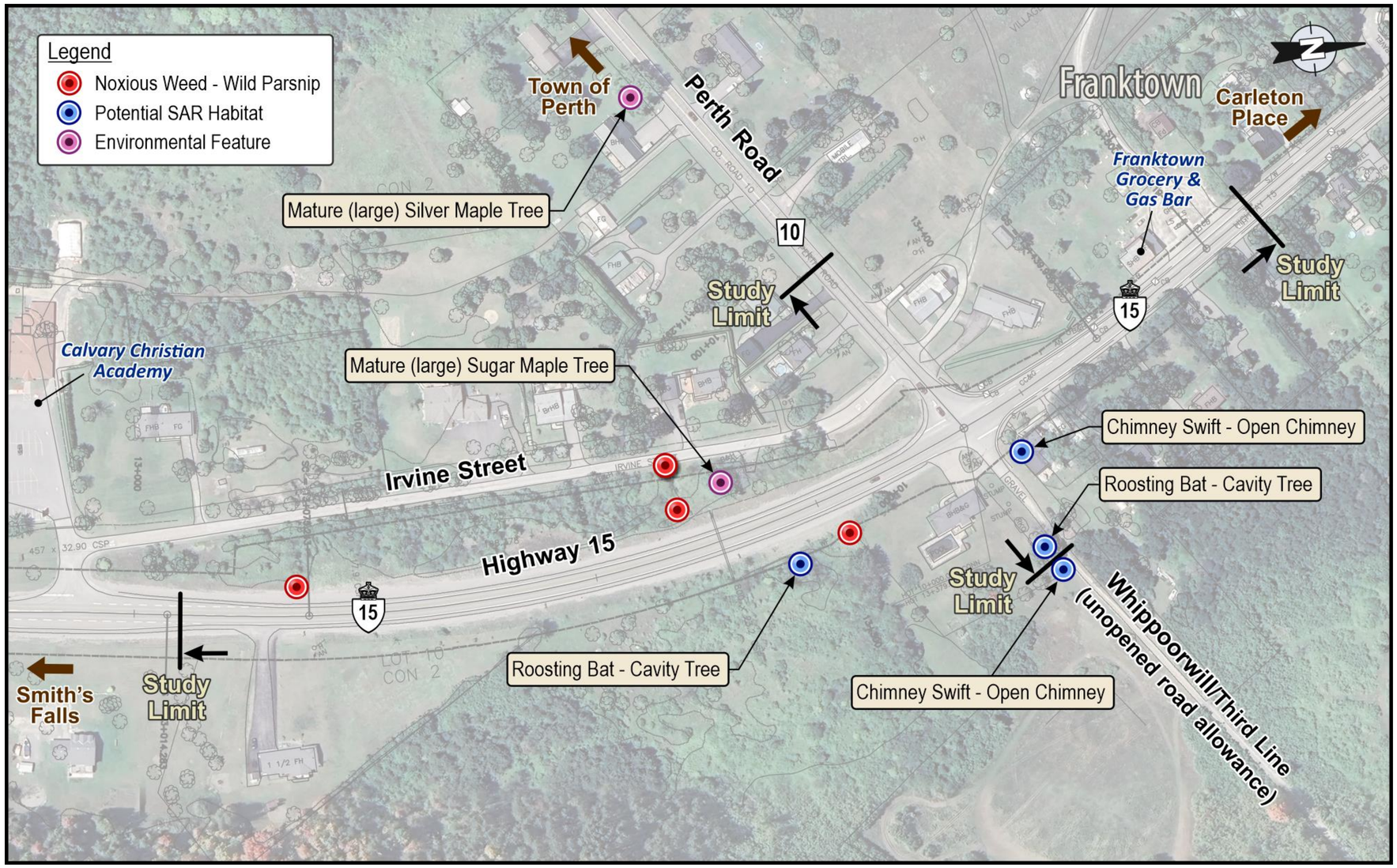
- Noxious weed harmful to agriculture, ecosystems, and humans/livestock.
- Produces sap that irritates human skin, especially when exposed to sunlight.
- Abundant along highway medians, ditches, and culverts within the ROW.

**Chimney Swift** (Threatened species under the ESA [Endangered Species Act])

- Chimney structures suitable for nesting/roosting were identified within the Study Area, particularly a heritage building at Highway 15 and Perth Road and a lone-standing chimney east of Whippoorwill Road.
- Avoid removal of historical houses and chimneys. If unavoidable, a due diligence species survey during detailed design is recommended.

**SAR Tree-roosting Bats** (Endangered under the ESA)

- Bats may roost in trees and historic buildings in the Study Area
- Avoid removal of historical buildings to protect SAR Bats. MECP consultation and acoustic surveys may be required if removal of these structures is necessary.




**Mature Trees**

- Large Silver Maple (Acer saccharinum) and Sugar Maple (Acer saccharum) with DBH > 50 cm.
- Avoidance/protection of mature trees is recommended during detailed design and active construction due to their value to the community residents

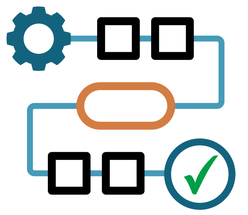
# Evaluation Process

- Identified the Evaluation Criteria presented at PIC #1, established through public input, similar projects, provincial guidelines, and existing conditions. Refer to the following slide.
- Assigned a Weight Factor to Each Criterion that best reflects its relative importance.

- Evaluated the short-list of alternatives using a comparative evaluation process to understand their relative strengths and weaknesses, forming the basis for identifying the Preferred Plan.
- The alternative that demonstrated the most balanced performance and best alignment with project objectives was selected as the Preferred Plan.

**The selection of the Preferred Plan included:**

- Reviewing the results of the analysis and evaluation based on specialist work and input received during the study;
- Determining which criteria have the most influence on the outcome;
- Comparing positive/negative impacts for each alterative based on criteria;
- Considering public/stakeholder response to the alternatives and evaluation process.



# Evaluation Criteria for Alternative Designs

## Natural Environment

**Terrestrial Ecosystems**
Direct and/or indirect impacts on vegetation communities, significant wildlife, wildlife habitat, and movement patterns, including SAR

**Designated Natural Features**
Direct and/or indirect impacts on Designated Natural Areas, including Environmentally Sensitive Areas (ESAs), Areas of Natural and Scientific Interest (ANSI), and Provincially Significant Wetlands (PSWs)

**Contamination**
Number of potentially contaminated properties to be impacted.

**Excess Soil Management**
Quantity of excess soil subject to O.Reg. 406/19 (relative to other alternatives).

**Erosion and Sediment Control**
Qualitative measure of impacts to areas with Erosion and Sediment Control concern

**Groundwater**
Qualitative / quantitative assessment of impacts to groundwater. Static Water Levels: not deeper than 3 meters below the ground, Shallow Wells: no deeper than 15 meters below the ground

## Cultural Environment

**Archaeology**
Impacts to known archaeological features or areas of archaeological potential.

**Built Heritage Resources and Cultural Heritage Landscapes**
Number of impacts to properties designated under the Ontario Heritage Act (OHA) or listed on municipal Heritage Registers; number of cultural heritage landscapes displaced or disrupted;

**Potential Impacts to Indigenous Interests**
The extent of Indigenous interests.

## Socio-Economic Environment

**Properties**
Number of residential and commercial/industrial

**Access**
Number of property accesses requiring closure or reconfiguration. Number of municipal roadway access closures

**Recreation and Tourism**
Number of features including parks and trails that are directly impacted.

**Climate Change Resilience**
Qualitative assessment of resilience of the Project to potential effects from Climate Change

**Air Quality and GHGs**
Qualitative assessment of impacts to air quality and greenhouse gas emissions.
N.B. MTO Guide identifies 500 m as the distance 'to avoid the need for air quality impact mitigations' in most cases

**Approved Local, Regional and Provincial Plans and Policies**
Assessment of conformity with approved local, regional and provincial plan and policies

## Transportation / Technical

**Traffic Operations**
Traffic operations through the intersection, highway geometry, impacts on emergency services response times

**Safety**
A comparative assessment of the relative differences in the expected road safety performance between the intersection design alternatives.

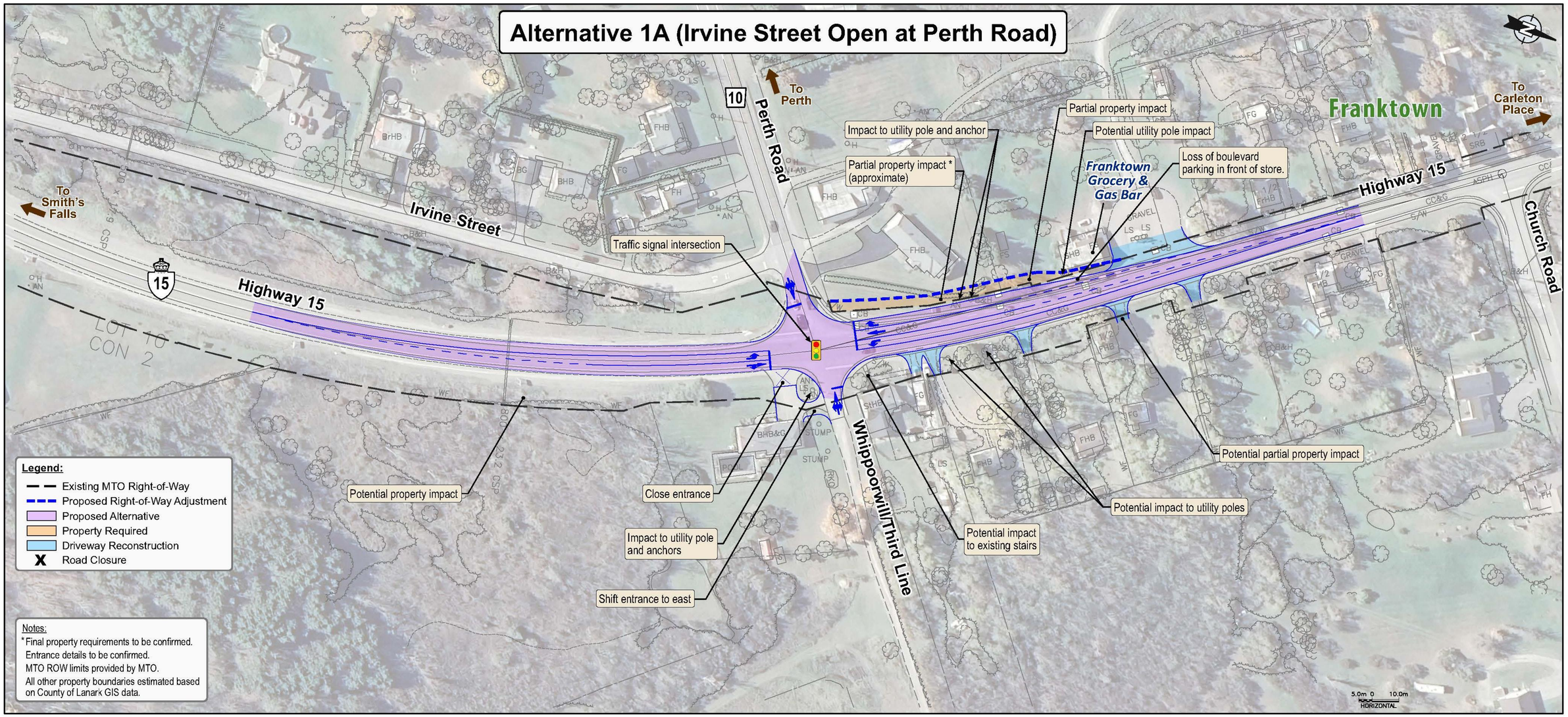
**Utility Impacts**
Utility relocation requirements.

**Construction Staging**
Construction staging impacts and complexity, accommodation of traffic during construction, overbuilds and throwaway construction detour/out-of-way travel requirements, including impacts to emergency services response times.

**Maintenance**
Maintenance and serviceability of traffic signals, illumination, landscaping, snow clearing.

# Alternative Carried Forward to the Short-list of Alternatives: Alternative 1A – Four Leg Signalized Intersection (with Irvine Street open at Perth Road)

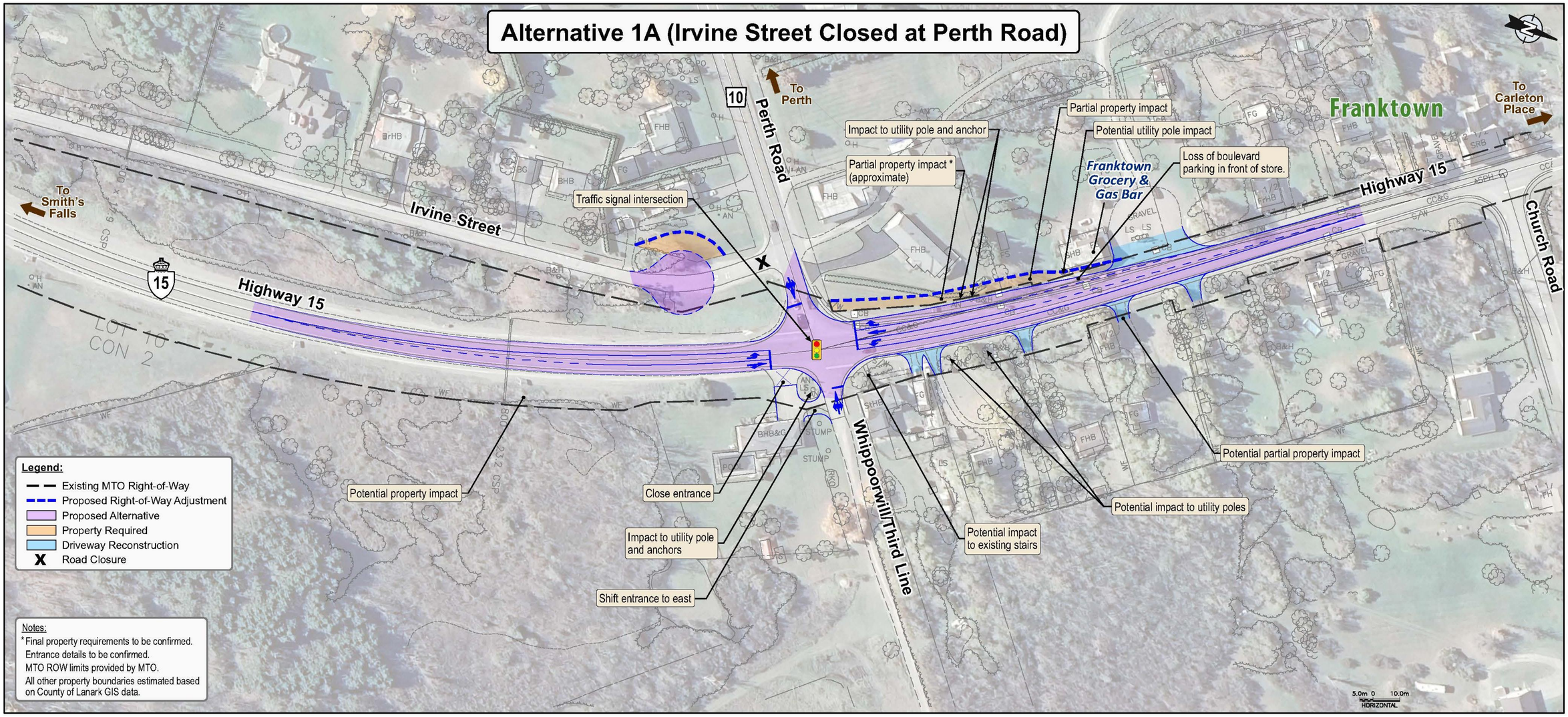
Four-legged signalized intersection with southbound and northbound left turn lanes and southbound right turn lane. Irvine Street is open at Perth Road.




This Alternative was not carried forward as the Preferred Alternative.

# Alternative Carried Forward to the Short-list of Alternatives: Alternative 1A – Four Leg Signalized Intersection (with Irvine Street closed at Perth Road)

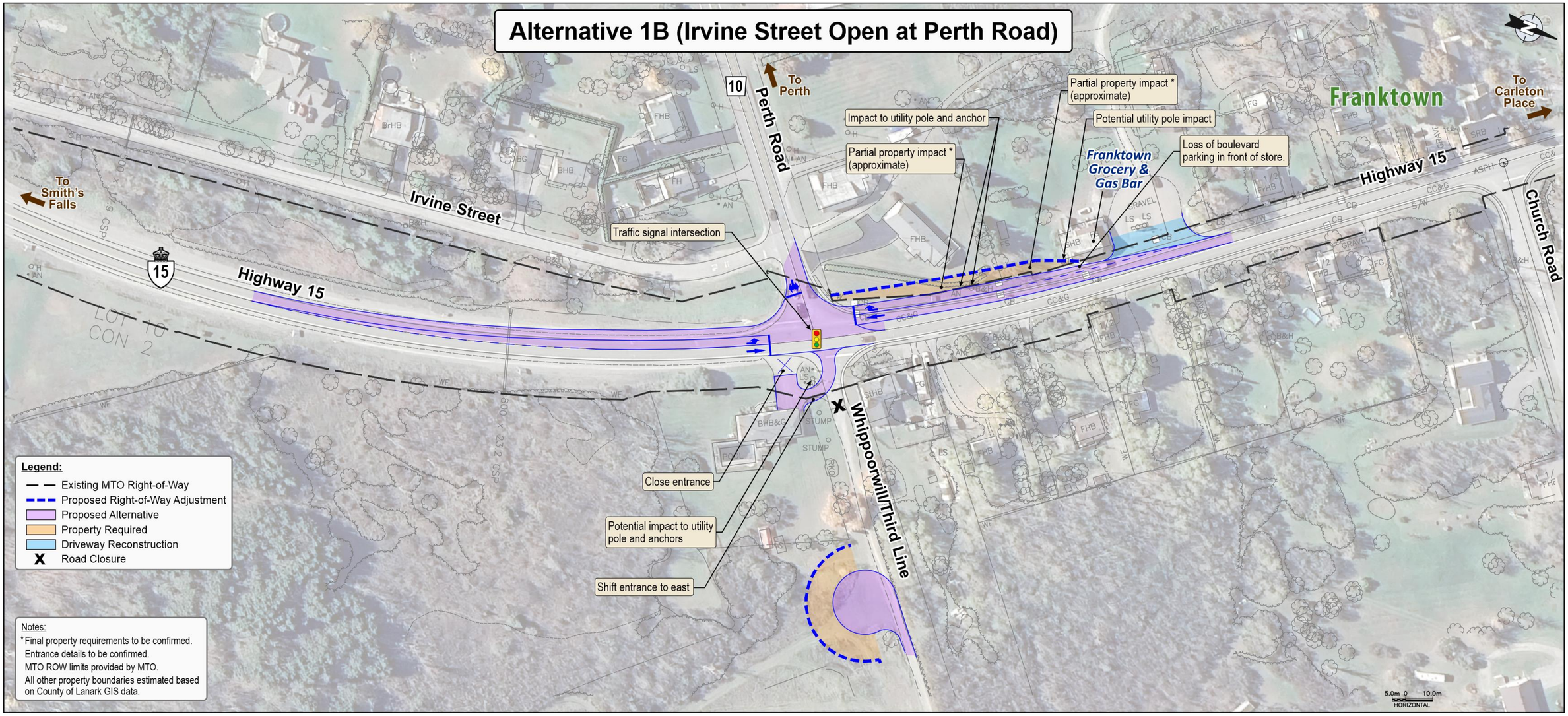
Four-legged signalized intersection with southbound and northbound left turn lanes and southbound right turn lane. Irvine Street is closed at Perth Road and ends as a cul-de-sac.




✓ This Alternative was carried forward as the Preferred Alternative.

# Alternative Carried Forward to the Short-list of Alternatives: Alternative 1B – Three Leg Signalized Intersection (with Irvine Street open at Perth Road)

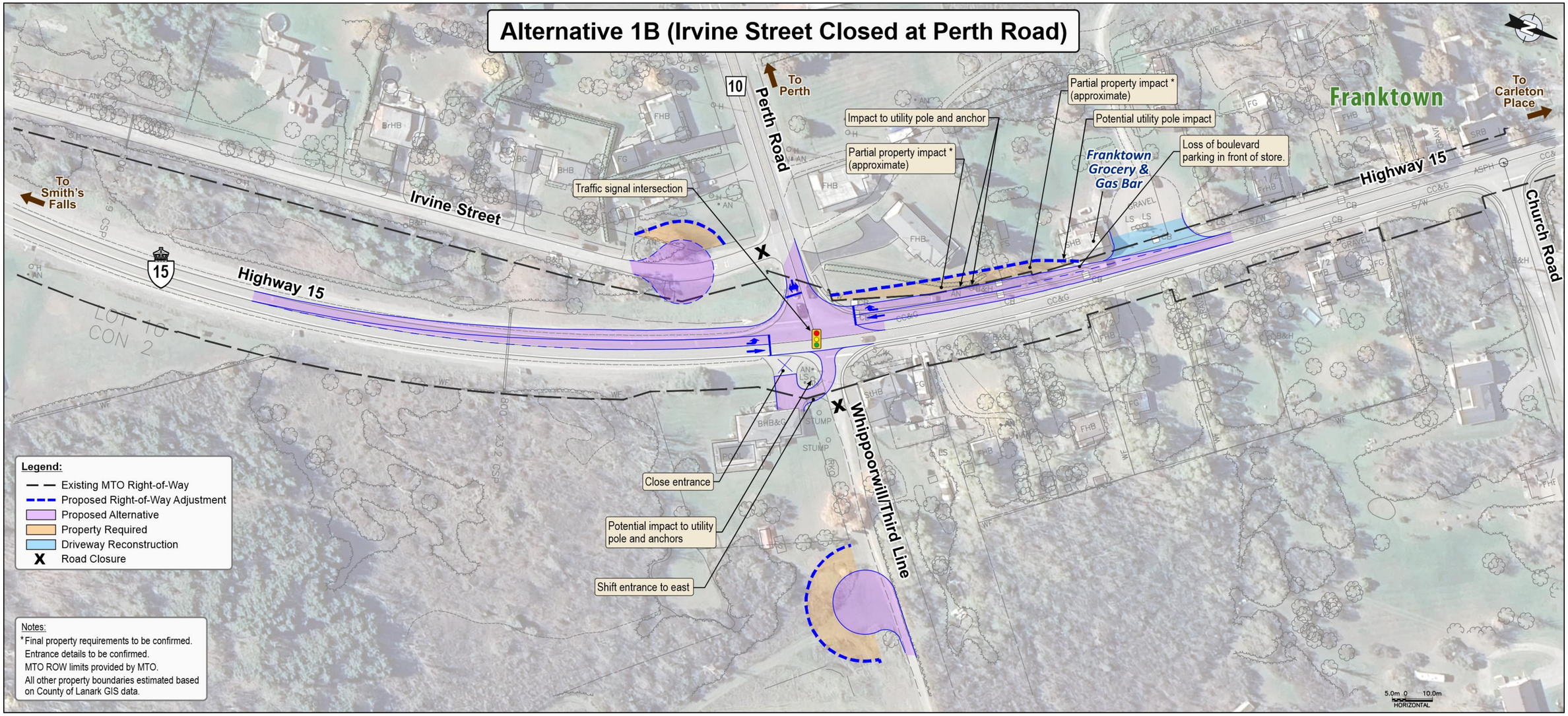
Three-legged signalized intersection with northbound left turn lane and southbound right turn lane.
Whippoorwill Road is not directly connected to Highway 15 and ends as a cul-de-sac at the west end.
Irvine Street is open at Perth Road.




This Alternative was not carried forward as the Preferred Alternative.

# Alternative Carried Forward to the Short-list of Alternatives: Alternative 1B – Three Leg Signalized Intersection (with Irvine Street closed at Perth Road)

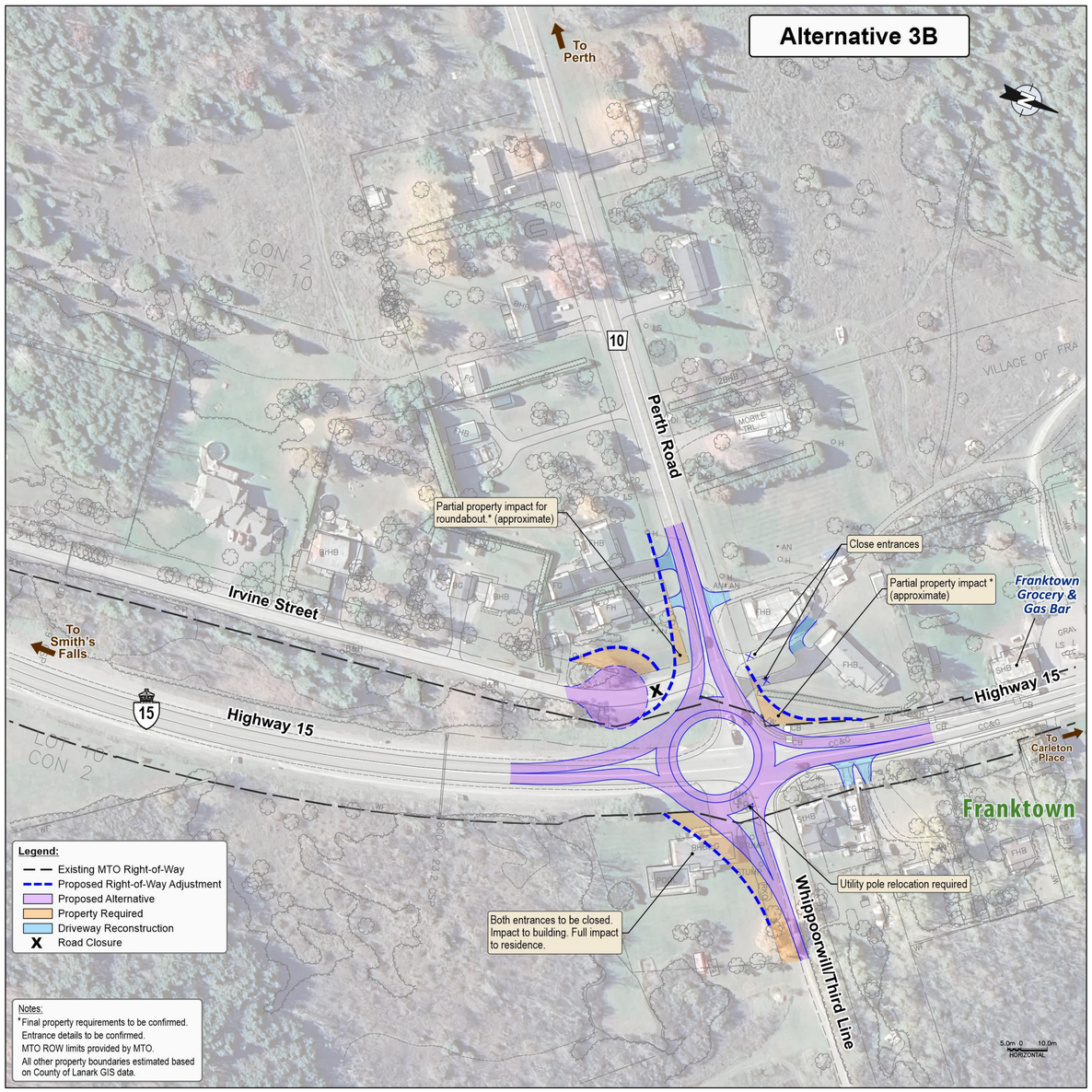
Three-legged signalized intersection with northbound left turn lane and southbound right turn lane.
Whippoorwill Road is not directly connected to Highway 15 and ends as a cul-de-sac at the west end.
Irvine Street is closed at Perth Road and ends as a cul-de-sac.




This Alternative was not carried forward as the Preferred Alternative.

# Alternative Carried Forward to the Short-list of Alternatives: Alternative 3B – Four Leg Roundabout

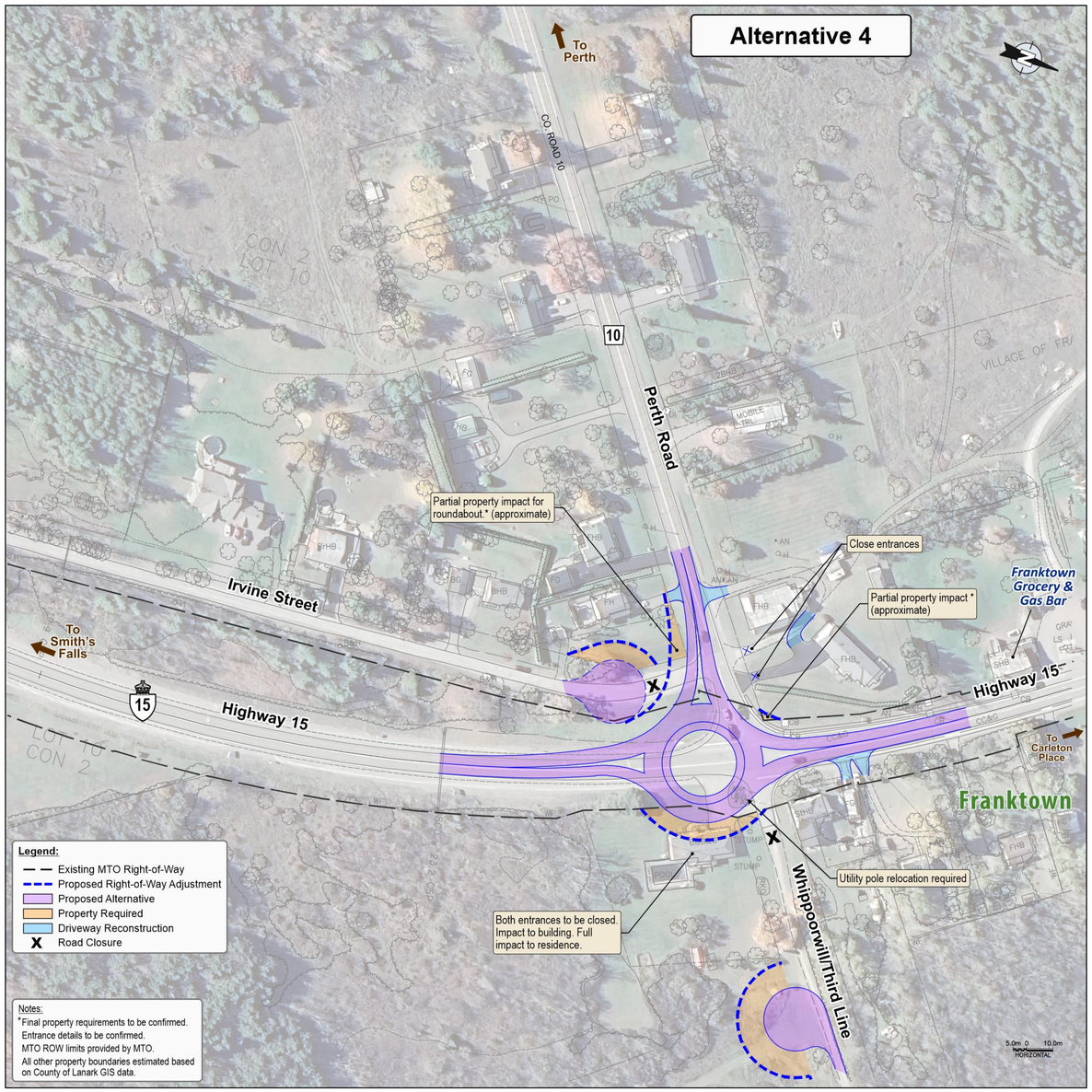
Four-legged roundabout shifted slightly to the south of the centre of the existing intersection.
Irvine Street is closed at Perth Road and ends as a cul-de-sac.




This Alternative was not carried forward as the Preferred Alternative.

# Alternative Carried Forward to the Short-list of Alternatives: Alternative 4 – Three Leg Roundabout

Three-legged roundabout shifted slightly to the south of the centre of the existing intersection.
Whippoorwill Road is not directly connected to Highway 15 and ends as a cul-de-sac at the west end.
Irvine Street is closed at Perth Road and ends as a cul-de-sac.

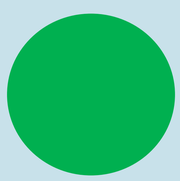



This Alternative was not carried forward as the Preferred Alternative.

# Advantages / Disadvantages of Short List of Alternatives

| Alternative 1A with Irvine "Do Nothing" | Alternative 1A with Irvine Street closed at Perth Road | Alternative 1B - with Irvine Street "Do Nothing" | Alternative 1B - With Irvine Street Closed at Perth Road | Alternative 3B | Alternative 4 |
|---|---|---|---|---|---|
| **Advantages**<br>• Smaller construction footprint resulting lower impacts to natural environment factors.<br>• Partial property acquisition required.<br>• Minor impacts to private entrances. | **Advantages**<br>• Smaller construction footprint resulting in lower impacts to natural environment factors.<br>• Partial property acquisition required.<br>• Minor impacts to private entrances.<br>• Improved traffic operations due to removed conflict with Irvine St. | **Advantages**<br>• Smaller construction footprint resulting in lower impacts to natural environment factors.<br>• Partial property acquisition required.<br>• Minor impacts to private entrances. | **Advantages**<br>• Smaller construction footprint resulting in lower impacts to natural environment factors.<br>• Partial property acquisition required.<br>• Minor impacts to private entrances.<br>• Improved traffic operations for signalized intersection due to removed conflict with Irvine St and no fourth leg at Third Line/Whippoorwill Rd. | **Advantages**<br>• Slightly greater traffic safety. and operational performance relative to a signalized intersection. | **Advantages**<br>• Slightly greater traffic safety and operational performance relative to a signalized intersection. |
| **Disadvantages**<br>• Potential Contaminated Soil Removal Required.<br>• Irvine St. connection to Perth Rd. conflicts with the Perth Road/Hwy 15 intersection operation.<br>• Slightly lower traffic safety and operational performance compared to a roundabout.<br>• Utility relocations required. | **Disadvantages**<br>• Potential Contaminated Soil Removal Required.<br>• No access to Perth Road form Irvine Street.<br>• Slightly lower traffic safety and operation performance compared to a roundabout.<br>• Utility Relocations required. | **Disadvantages**<br>• Potential Contaminated Soil Removal Required.<br>• Closure of Hwy 15 access to Third Line/Whippoorwill Rd.<br>• Irvine St. connection to Perth Rd. conflicts with the Perth Road/Hwy 15 intersection operation.<br>• Slightly lower traffic safety and operation performance compared to a roundabout.<br>• Utility relocations required. | **Disadvantages**<br>• Potential Contaminated Soil Removal Required.<br>• No access to Perth Road from Irvine Street.<br>• Closure of Hwy 15 access to Third Line/Whippoorwill Rd.<br>• Slightly lower traffic safety and operation performance compared to a roundabout.<br>• Utility relocations required. | **Disadvantages**<br>• Higher Excess soil generation, erosion control requirements, and groundwater impacts.<br>• Full property purchase and building demolition.<br>• Significant impact to private accesses.<br>• No access to Perth Road form Irvine Street.<br>• More impactful construction staging and maintenance requirements. | **Disadvantages**<br>• Higher Excess soil generation, erosion control requirements, and groundwater impacts.<br>• Full property purchase and building demolition (Socio-economic and Cultural Heritage criteria impacts).<br>• Significant impact to private accesses.<br>• No access to Perth Road from Irvine Street and closure of Hwy 15 access to Third Line/Whippoorwill Rd.<br>• More impactful construction staging and maintenance requirements. |
| **Recommendation**<br>Not Carry Forward<br>✗ | **Recommendation**<br>Carried Forward as preferred alternative<br>✓ | **Recommendation**<br>Not Carry Forward<br>✗ | **Recommendation**<br>Not Carry Forward<br>✗ | **Recommendation**<br>Not Carry Forward<br>✗ | **Recommendation**<br>Not Carry Forward<br>✗ |

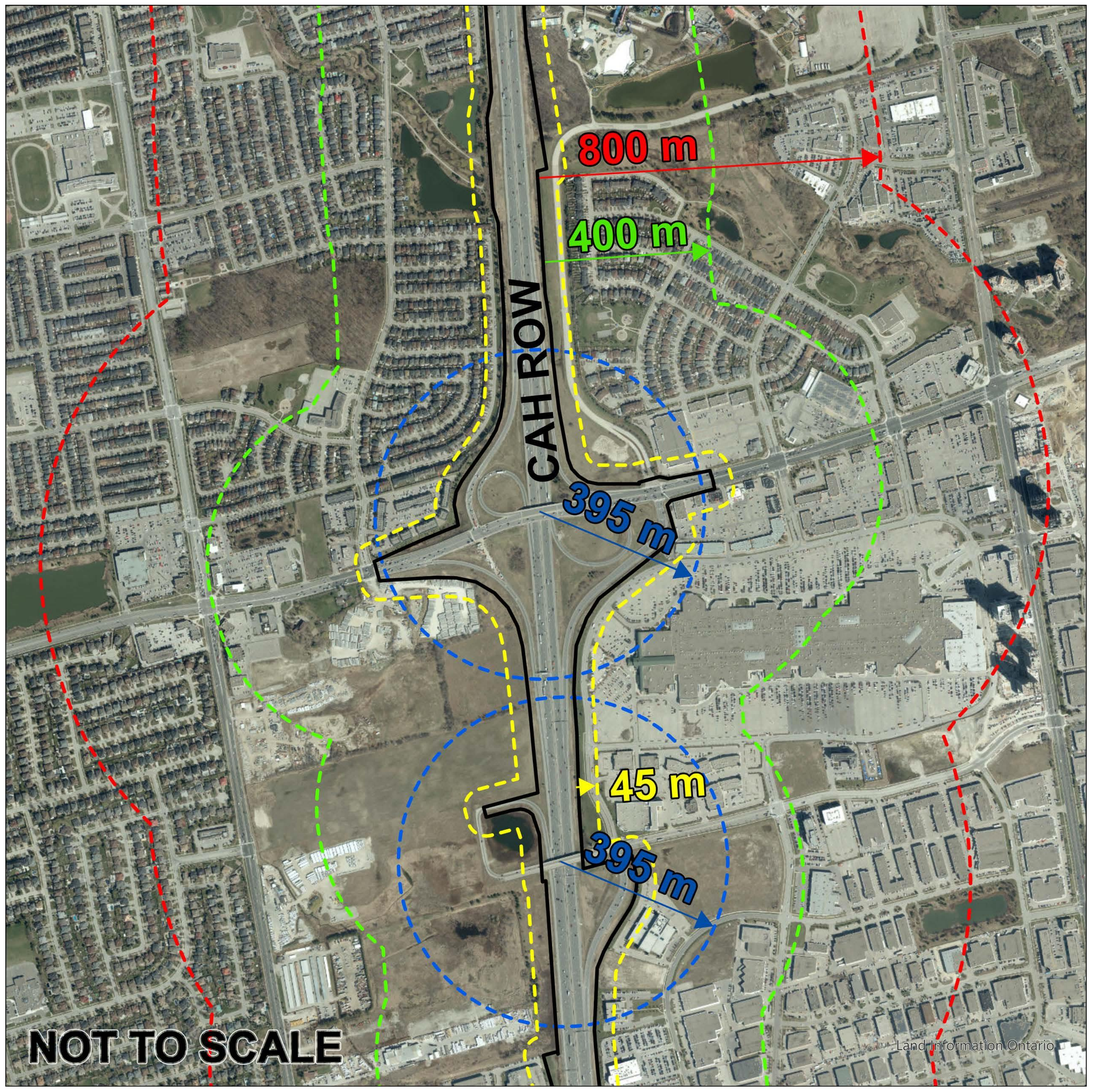
# Evaluation of the Short List of Alternatives

| Criterion | Alternative 1A with Irvine "Do Nothing" | Alternative 1A with Irvine Street closed at Perth Road | Alternative 1B - with Irvine Street "Do Nothing" | Alternative 1B - With Irvine Street Closed at Perth Road | Alternative 3B | Alternative 4 | Key Benefit / Disadvantage |
|---|---|---|---|---|---|---|---|
| **Natural Environment** |  |  |  |  |  |  | All options for Alternatives 1A and Alternatives 1B are preferred as they are less impactful in terms of generation of excess soils, groundwater and private wells, and erosion and sediment generation; however, potential contaminated soil removal requirements are slightly more impactful. |
| **Socio-Economic** |  |  |  |  |  |  | All Alternative 1A options are preferred with regards to minimizing property impacts and impacts to existing accesses to Highway 15 and municipal roadways; however, there are minor air quality impacts anticipated due to the presence of idling vehicles at the signalized intersection. |
| **Cultural** |  |  |  |  |  |  | All options for Alternatives 1A and 1B are preferred as property acquisition associated with Alternative 3B and Alternative 4 will require demolition of a potential Cultural Heritage Resource (CHR). The possibility of impacts to Indigenous interests and recovering archaeological material is equal for all alternatives. |
| **Transportation / Technical Considerations** |  |  |  |  |  |  | Alternatives 3B and 4 are preferred for their improved traffic safety impacts associated with roundabout operations and the constructability benefits of not having to relocate the Hydro infrastructure in the area; however, construction staging and maintenance will be more impactful for these alternatives. |
| **Recommendation** | Not Carry Forward  | Carry Forward  | Not Carry Forward  | Not Carry Forward  | Not Carry Forward  | Not Carry Forward  | **Preferred Alternative: Alternative 1A – Four Leg Intersection (with Irvine Road Closed at Perth Road)** |

# Summary of Preliminary Impacts and Proposed Mitigation for Preferred Alternative

| Environmental Factor | Proposed Mitigation Measures / Commitments to Future Work |
|---|---|
| **Vegetation and Wildlife** | ▪ Specific natural environment impacts will be determined once the detail design plan is developed.<br>▪ Vegetation removals will be minimized and the boundary for vegetation removals will be clearly marked in the field prior to clearing to protect trees not slated for removal. Vegetation removals will only be to the extent required for construction purposes.<br>▪ Appropriate timing constraints will be applied to vegetation removals to protect breeding migratory birds and their nests (in accordance with the Migratory Birds Convention Act (MBCA 1994)), and other wildlife (e.g. bats).<br>▪ The requirements of the *Species Conservation Act (SCA)* will be met to address impacts SAR species/habitat identified. Species that have the potential to be present will be further assessed in detail design.<br>▪ Temporary erosion and sediment control measures will be installed prior to construction and maintained during construction. |
| **Archaeology** | ▪ A Stage 1 Archaeological Assessment was completed. A Stage 2 Archaeological Assessment will be carried out in required areas.<br>▪ All impacted areas will be environmentally cleared of archaeological potential prior to the start of construction.<br>▪ During construction there is always a risk of encountering archaeological artifacts. If this occurs, all work in the area will stop and appropriate government authorities and Indigenous Communities will be contacted. |
| **Cultural Heritage** | ▪ A Cultural Heritage Resource Assessment Report (CHRAR) was completed. There were impacted properties by the preferred plan that were identified as Cultural Heritage Resources (CHR) having potential cultural heritage value. Cultural Heritage Evaluation Report(s) (CHER) will be required to be completed to determine the cultural heritage value or interest of identified CHR properties. |
| **Groundwater** | ▪ All necessary ground water impacts, if required, will be registered with the Ministry of Environment, Conservation and Parks (MECP) prior to start of construction. |
| **Landscape** | ▪ A preliminary landscape plan will be completed which documents anticipated impacts (current proposed grading limits) and proposed restoration through edge management, replanting and seeding. |
| **Noise** | ▪ Noise mitigation measures will be implemented on construction equipment/activities, such as limiting unnecessary noise and idling of construction equipment , and equipment to be properly maintained. |
| **Property** | ▪ MTO will negotiate with individual owners for property purchase in accordance with standard MTO procedures.<br>▪ Access to private properties will be maintained during construction |
| **Traffic Operations** | ▪ Timing restrictions for construction activities will be determined using traffic analysis and minimizing impacts to traffic.<br>▪ Traffic operations and lanes will be controlled by temporary flag persons. |

# **Example of MTO Permit Control Areas:** Controlled-Access Highways (CAH)




NOTE: limit of CAH ROW (show above) is for illustrative purposes only.
For more details on the requirements for permits, please visit:
https://www.ontario.ca/page/highway-corridor-management

Or make an inquiry regarding a specific property:
https://www.hcms.mto.gov.on.ca/

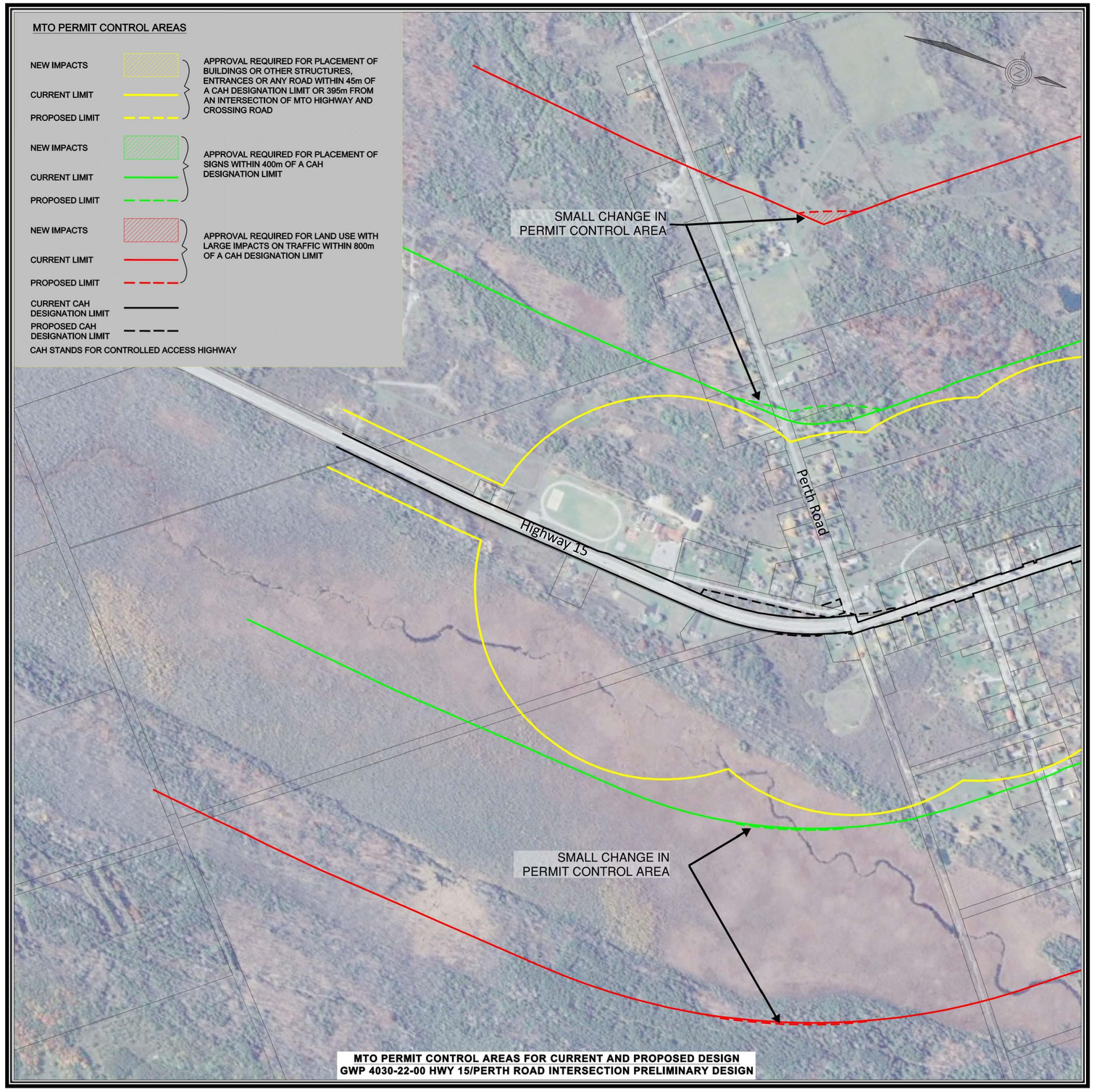
Changes to MTO's existing permit control area may result from highway improvements. At the completion of the study, a recommended plan for the highway will be confirmed and designated (i.e. protected). A designation enables the Ministry to provide route/corridor protection through the application of development control measures along the corridor and in the vicinity of the designated lands.

Any work on private property that is within 45 meters of the highway property or 395 meters from the centre-point of an intersection/interchange requires approval from the MTO.

Any placement of a sign on private property that is within 400 meters of the highway property requires approval from the MTO.

Any work on private property that is within 800 meters of the highway property, and that may have a large impact on traffic, is also subject to approval from MTO.

# MTO PERMIT CONTROL AREAS FOR CURRENT AND PROPOSED DESIGN
# GWP 4030-22-00 HIGHWAY 15/PERTH ROAD INTERSECTION PRELIMINARY DESIGN



# What's Next?

Review the comments received following PIC #2 and respond to comments;

Incorporate any refinements into the Preferred Alternative based on public and agency input;

Complete technical reports;

Prepare Transportation Environmental Study Reports (TESR) summarizing the environmental investigation findings, mitigation measures, and features of the Preferred Alternatives; and,

Anticipate filing TESR for a 30-day comment period in Fall 2026.

# Thank you for attending this Public Information Centre!

**Please feel free to submit comments through the project website or by sending your comments to one of the Project Team members listed below. Comments would be appreciated by July 14, 2026.**

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MTO Project Engineer
Ministry of Transportation (MTO)
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Kingston, ON K7L 5A3
Tel: 613-539-7564

Please complete a comment sheet or we ask that comments are submitted to the project team at:
**Email: Project-team@hwy15perthroadintersection.com**

Information presented today will be available online at the study website:
**www.hwy15perthroadintersection.com**

Ontario

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