Highway 62 Intersection Improvements

Public Information Centre

Detail Design and Class Environmental Assessment Study
GWP 4077-20-00

www.hwy62pec1.ca

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Chat with Project Team

Fill out a comment sheet

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Welcome to the Public Information Centre (PIC)

The purpose of this PIC is to:

- Present design details for the Recommended Plan
- Present information on construction staging
- Provide other project-related information
- Gather input on the project
- Answer questions about the design and construction of the project

Additional information related to this PIC that is available on the project website includes:

- A PDF copy of this presentation
- A PDF copy of the Recommended Plan

Use the QR Code to access the project website!

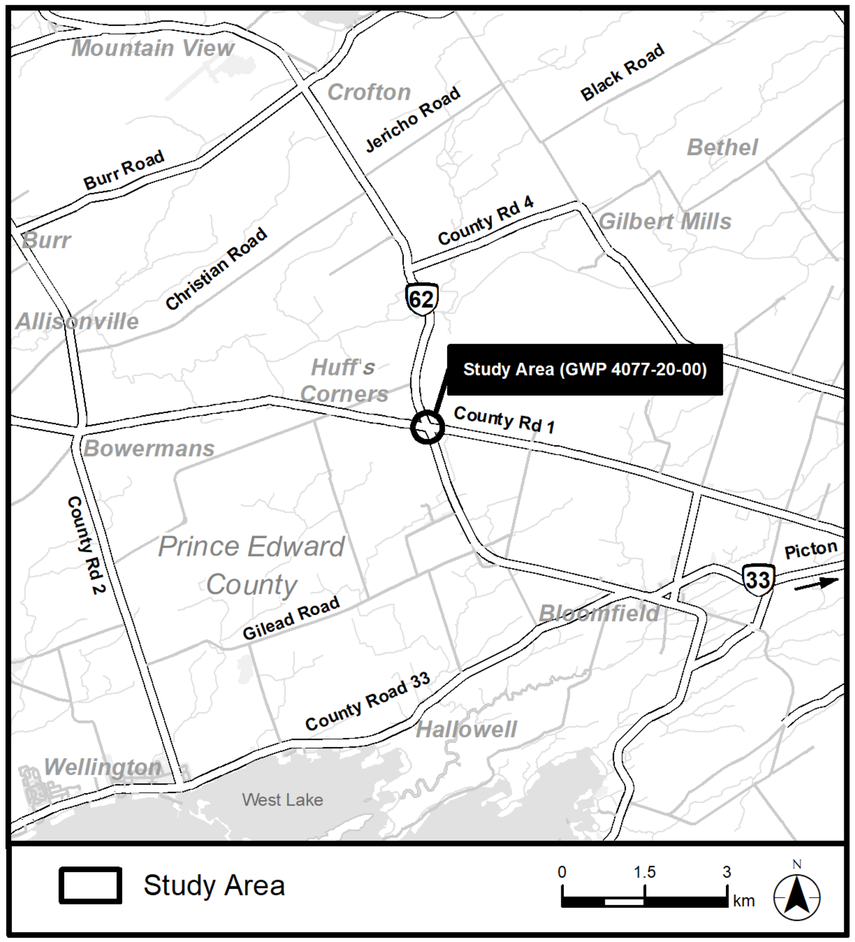
Ontario Stantec

About The Project

The Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake the Detail Design and Class Environmental Assessment (Class EA) for the intersection improvements at Highway 62 and County Road 1, in Prince Edward County.

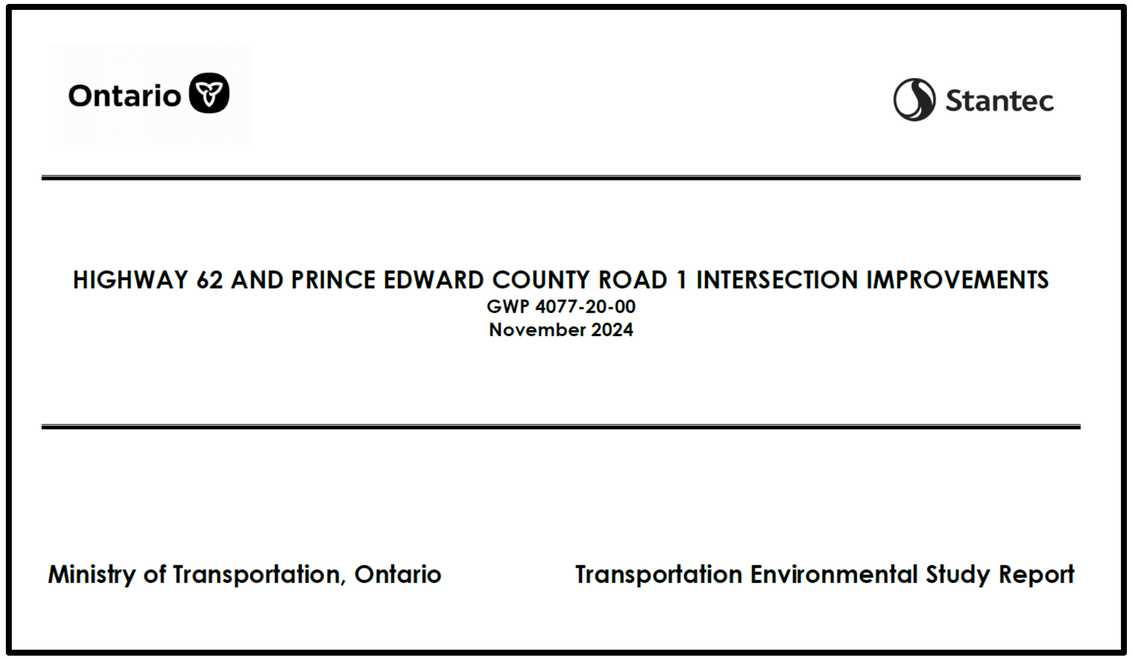
The Preliminary Design and Class Environmental Assessment (Class EA) for intersection improvements at Highway 62 and County Road 1, completed in 2024, identified a roundabout as the Recommended Plan.

This Detail Design study will include design refinements to the roundabout Recommended Plan, development of construction staging plans, consultation, and development of environmental protection and mitigation measures.

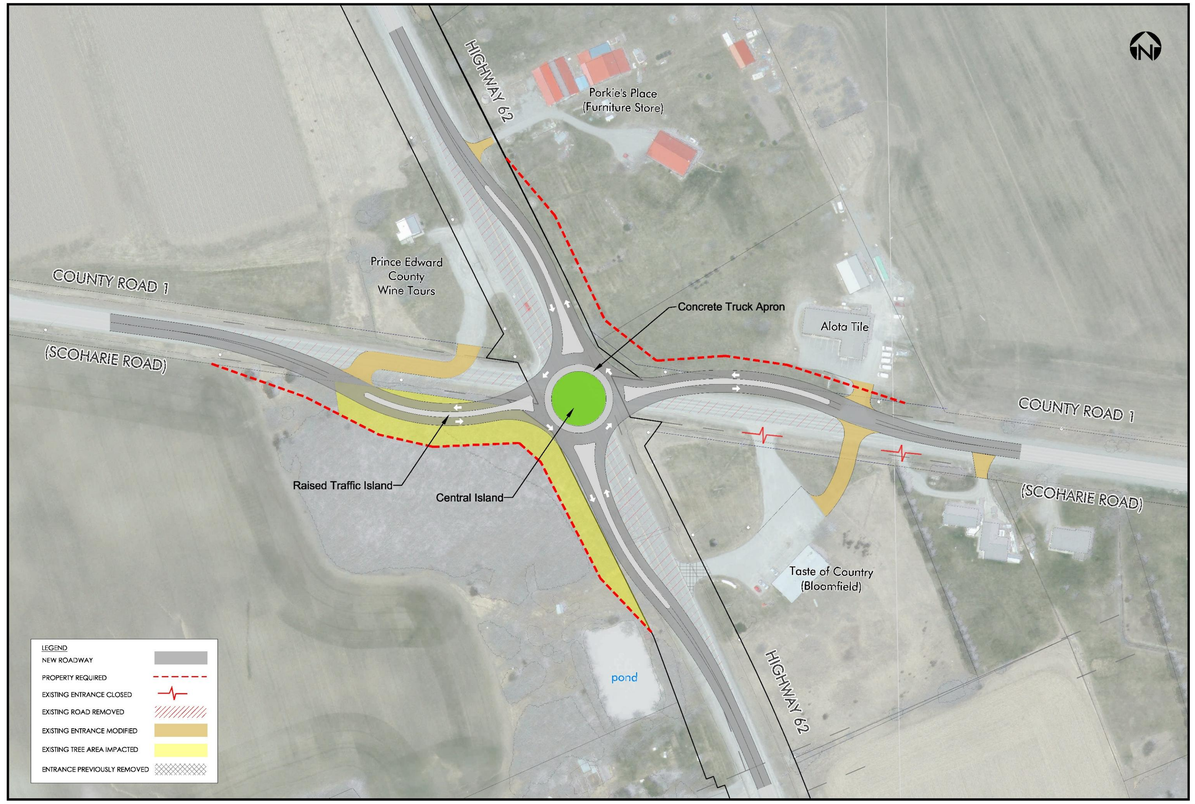


Project Background

In 2024, Stantec Consulting completed the Preliminary Design and Class EA Study. The study examined intersection improvements and was carried out in accordance with the approved environmental planning process for Group B Projects under the MTO *Class Environmental Assessment for Provincial Transportation Facilities (2000).* As part of the Preliminary Design study, a series of investigations were undertaken including natural environment, archaeology, contamination, traffic, and drainage.



The Preliminary Design and Class EA for intersection improvements at Highway 62 and County Road 1 developed a series of intersection alternatives, completed a detailed evaluation of alternatives, and identified a roundabout as the Recommended Plan. The study was documented in a Transportation Environmental Study Report (TESR, dated November 2024). The TESR received environmental clearance in February 2025.



What We Heard from Preliminary Design

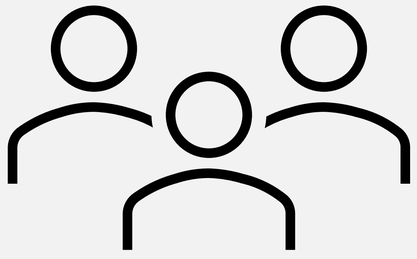
Consultation was undertaken during the Preliminary Design and Class EA study and included two Public Information Centres, meetings with municipal staff and emergency service providers, agency and public consultation. Comments received have been summarized below.

Concerns regarding existing and future entrances to private properties and businesses

High frequency of car accidents at this intersection

Drivers not following the rules at the intersection

Safety concerns at existing intersection (i.e., speeding, traffic volumes)



Support for a roundabout

Support to build a roundabout as soon as possible

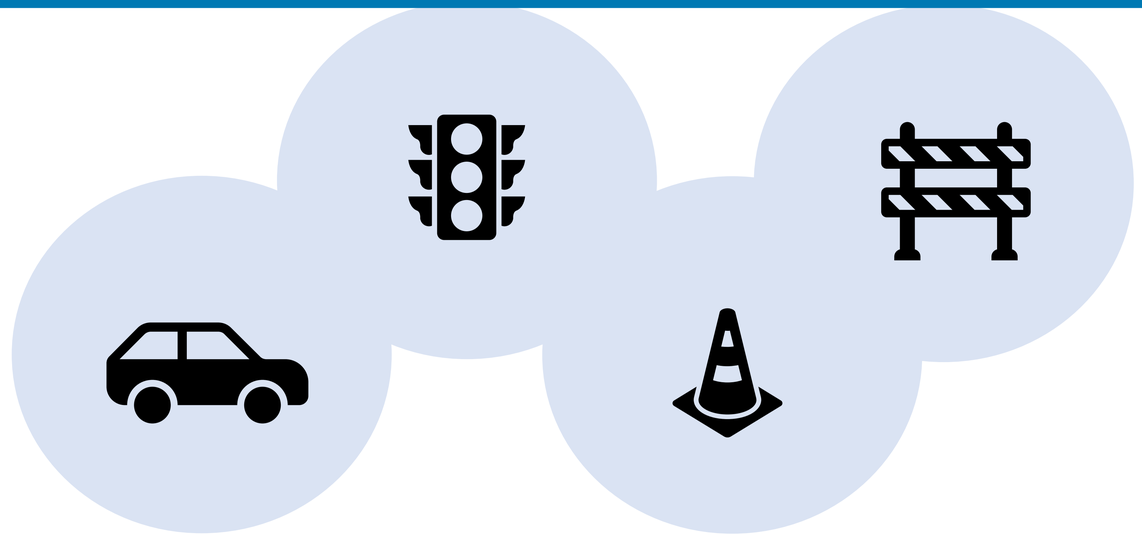
Would like to see landscaping at roundabout

Roundabout will need to accommodate large agricultural equipment

Existing Traffic and Safety Conditions

Traffic

Based on current traffic volumes, intersection improvements (roundabout) are warranted to improve operational performance.



Safety

Safety and collision data from 2017-2021 showed that majority of the collisions:

- involved a vehicle making a turn from the side road
- occurred from May to October
- resulted in a personal injury

A roundabout was selected as the Recommended Plan to address the identified traffic and safety concerns.

Benefits of Roundabouts:

- Improved road safety due to lower vehicle speeds and the elimination of angle (side impact) collisions
- Speed management
- Increased capacity
- Fewer stops and reduced delays
- Less idling and air pollution

Class Environmental Assessment Process

Environmental Assessment Process

This study was originally initiated under the Class Environmental Assessment for Provincial Transportation Facilities (2000) in 2022, prior to the establishment of the 2024 Class EA, which is approved under the Ontario Environmental Assessment Act for provincial transportation projects of a defined scope and magnitude. This project will continue to follow the 2000 Class EA process.

The MTO Class EA process is an approved process for highway planning, design, and construction projects. The study is following a Group ‘B’ process, which includes major improvements to existing provincial transportation facilities.

At the end of the study, a Design and Construction Report (DCR) will be prepared and made available for a 30-day public comment period.

Ongoing Transportation Needs Assessment

Ongoing Public Consultation

Detail Design

Data Collection
Review available background information.

Conduct field investigations to update or confirm existing conditions from the Preliminary Design Study.

Evaluate & Refine
Evaluate options for construction staging and traffic management.

Consider potential design refinements to the Recommended Plan developed during the Preliminary Design Study.

Identify
Identify the Recommended Plan and construction staging.

Identify mitigation measures to address potential impacts.

Finalize
Complete Detail Design of the Recommended Plan to an implementation level of detail.

Report
Document the process leading to the Recommended Plan.

Clearance
The Class EA requirements are met and the project is cleared to proceed to construction.

Future Stages

Construction

Consultation during Detail Design

- Study Commencement Notifications and project website (December 2025)
  Newspaper Notice published December 18, 2025
- Public Information Centre
  we are here
- Design and Construction Report
  30-day public comment period
- Consultation during Construction
- Construction is anticipated to begin in Spring 2027

Investigations

In accordance with the MTO Class Environmental Assessment process, this study includes engineering and environmental specialists who are carrying out background studies and site-specific investigations to support the Recommended Plan, and identify potential impacts and mitigation measures. The investigations for this study include, but are not limited to, the following:

Engineering Investigations

- Traffic and Safety
- Drainage and Hydrology
- Highway

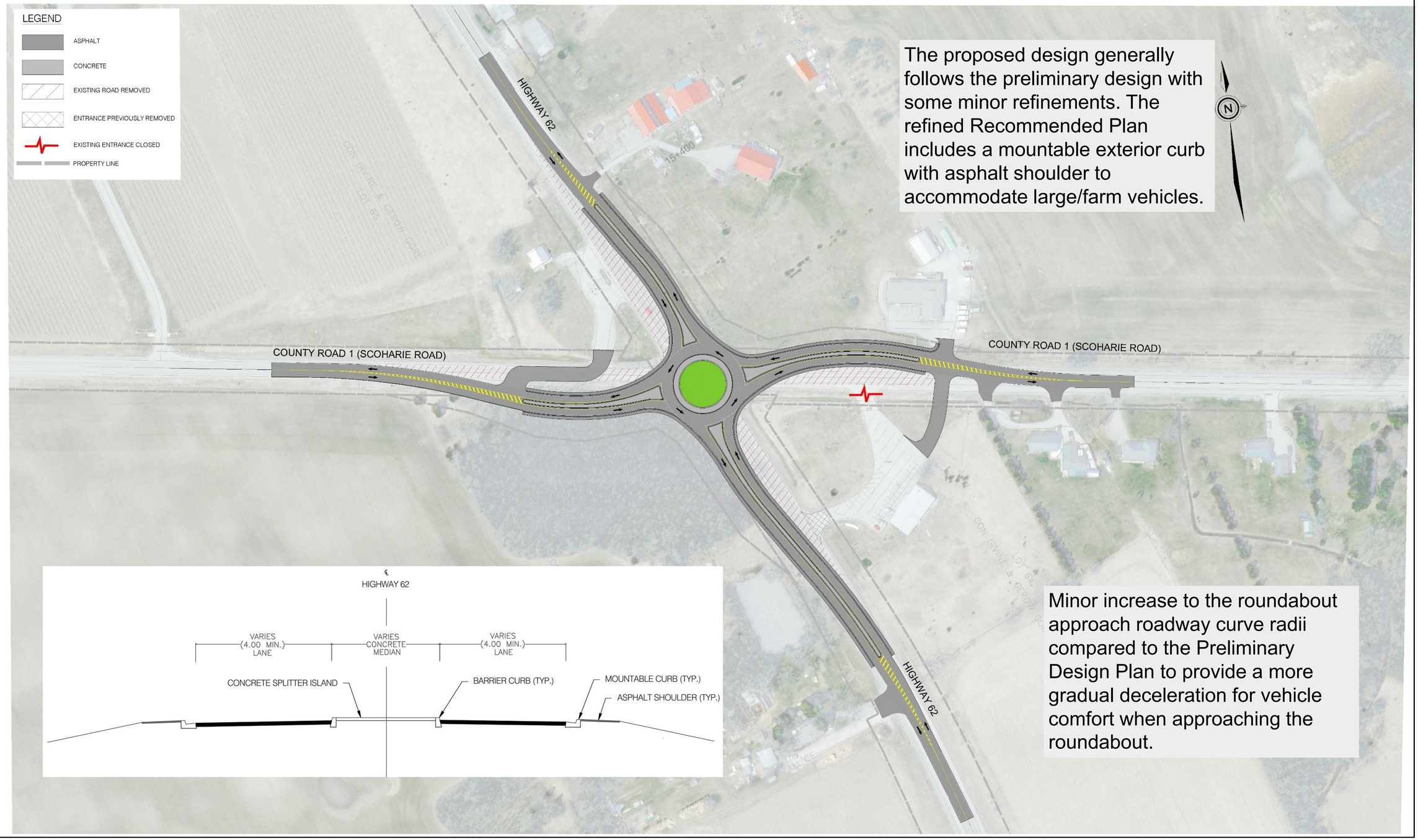
Natural Environment Investigations

- Terrestrial
- Species at Risk

Socio-Economic Investigations

- Businesses
- Archaeology
- Contamination
- Groundwater

Refined Recommended Plan



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Highway 62 and Prince Edward County Road 1
Intersection Improvements
Detailed Design

Proposed Plan

SCALE 1:2000

Conceptual Landscape Plan

HUFF ESTATES WINERY & INN

COMMERCIAL LOT (PORKY'S PLACE)

COMMERCIAL LOT (PRINCE EDWARD COUNTY WINE TOURS)

COMMERCIAL LOT (VEENSTRA & LLOYD'S PLUMBING)

COMMERCIAL LOT (TASTE OF COUNTRY)

RESIDENTIAL LOT

RESIDENTIAL LOT

RESIDENTIAL LOT

POND

UTILITY POLE, TYP.

DECIDUOUS TREE PLANTING, TYP.
50-60mm CALIPER NATIVE, URBAN & SALT TOLERANT DECIDUOUS TREE PLANTINGS OUTSIDE LIMIT OF PROPOSED ROADWAY DRAINAGE SWALE(S). PLANTINGS TO BE ESTABLISHED IN ACCORDANCE WITH REQUIRED UTILITY (HYDRO LINE) OFFSETS. REFER TO NOTE 2.

OVERHEAD HYDRO LINE, TYP.
HYDRO POLES & LINES ANTICIPATED TO REMAIN. 6M CLEARANCE ZONE DEMONSTRATED (REFER TO HYDRO ONE TREE PLANTING GUIDELINES)

SEEDMIX, TYP.
APPROPRIATE MTO APPROVED SEED MIX FOR DISTURBED AREAS INCLUDING BUT NOT LIMITED TO: ROADSIDE SALT TOLERANT MIX & NATIVE GRASS / WILDFLOWER MIX

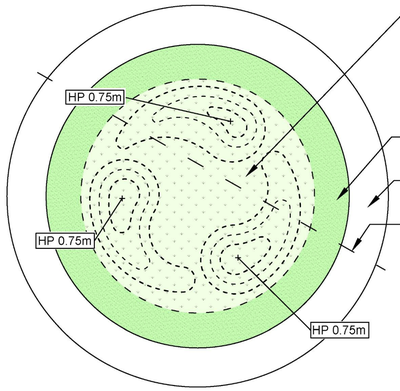
CONIFEROUS TREE PLANTING, TYP.
200cm HEIGHT NATIVE, URBAN & SALT TOLERANT CONIFEROUS TREE PLANTINGS OUTSIDE LIMIT OF PROPOSED ROADWAY DRAINAGE SWALE(S). PLANTINGS TO BE ESTABLISHED IN ACCORDANCE WITH REQUIRED UTILITY (HYDRO LINE) OFFSETS. REFER TO NOTE 2.

WOODLOT EDGE REINSTATEMENT PLANTINGS
REFER TO NOTE 2.

ANTICIPATED LIMIT OF DISTURBANCE
REFER TO ROADWAY DESIGN

"LOW" LANDSCAPE ZONE, TYP.
REFER TO NOTE 2.

ROUNDABOUT WITH LANDSCAPE ISLAND
REFER TO ENLARGEMENT.



"HIGH" CENTRAL ISLAND LANDSCAPE ZONE
SCREEN VIEWS ACROSS ROUNDABOUT WITH BERMS AND VEGETATION AS REQUIRED. ENSURE A SUBTLE, LOW MAINTENANCE DESIGN WHICH DOES NOT CONTRIBUTE TO DRIVER DISTRACTION WHILE SERVING AS A MECHANISM TO ALERT APPROACHING DRIVERS TO THE PRESENCE OF THE ROUNDABOUT.

"LOW" LANDSCAPE ZONE
LOW-LEVEL SEEDMIX. REFER TO NOTE 2.

CONCRETE TRUCK APRON
AS REQUIRED

EXISTING OVERHEAD BEACON & LINE
TO BE REMOVED

ENLARGEMENT PLAN
ROUNDABOUT LANDSCAPE ISLAND
SCALE: 1:500

LEGEND

WOODLOT EDGE REINSTATEMENT PLANTINGS
REFER TO NOTE 2

BOULEVARD (ROW) TREE PLANTING
8-9m SPACING AS APPROPRIATE. REFER TO NOTE 2.

OVERHEAD HYDRO LINE
REFER TO HYDRO ONE PLANTING GUIDELINES.

ANTICIPATED LIMIT OF MTO APPROVED SEEDMIX

ANTICIPATED LIMIT OF "LOW" LANDSCAPE ZONE
LOW-LEVEL SEEDMIX. REFER TO NOTE 2.

SEED MIXES WILL BE REVIEWED WITH THE MINISTRY AND CONFIRMED IN THE FINAL LANDSCAPE PLAN.

0 20 60 100m
1:2000

Notes:

1. Existing vegetation:
- It is recommended to preserve and protect large healthy trees, and adjacent private vegetation and compensate with new trees where removals are required / unavoidable.
- It is recommended that hazardous (dead & declining) Ash trees within and immediately adjacent the project limits are removed and replaced with new tree plantings as appropriate.

2. Proposed vegetation:
- Locate in accordance with roadway requirements to maintain adequate sight distances and visibility to the roundabout approaches. Adhere to the landscape guidelines laid out in the TAC Canadian Roundabout Design Guide (2017). Maintain a 600mm (max.) height within critical visibility areas.
- Locate in accordance with Hydro One tree planting guidelines.
- Select urban & salt tolerant low maintenance native species appropriate to the rural setting.
- Maintain / frame sight-lines to existing commercial signs (permanent) and commercial and residential access lane(s).
- Consider roadside salt tolerant and native grass / wildflower seed mixes.
- Screen private residences from the roadway as desired by the local resident(s).
- Disturbed forest / woodlot edges to be reinstated / planted with a diverse selection of native reforestation plantings appropriate to the local soil and roadside conditions including salt and drought tolerance.

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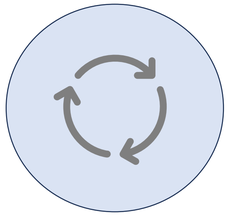
Highway 62 and Prince Edward County Road 1
Intersection Improvements
Preliminary Design Study &
Class Environmental Assessment
GWP 4077-20-00

Concept Landscape Plan
Highway 62 & County Road 1

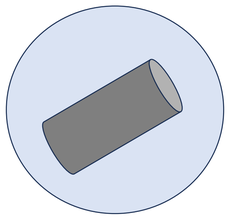
SHEET 2

Construction Staging and Traffic Management

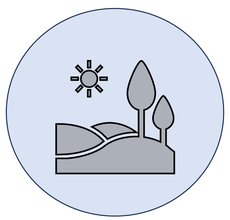
Construction is planned to commence in Spring 2027 and includes:



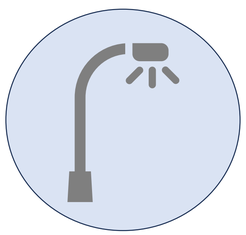
Construction of a new single lane roundabout, including new advance signage and construction of new driveways/entrances to affected businesses



Culvert replacements and reconstruction of ditches to new alignment to accommodate the roundabout



Landscaping along approaches and in central island



New illumination at the roundabout

Construction will require:

- Lane shifts including temporary hot mix asphalt to provide additional width.
- Daytime single lane closures with flagging to maintain two-way traffic.
- Short duration overnight closures of the intersection may be required.

Access to adjacent properties will be maintained at all times during construction.

Advance signage will be in place throughout construction to notify the travelling public.

Roundabouts

What do these signs mean?

Slow down, the roundabout is 300m ahead.

Directional guide signs show the exits and where they will take you.

Choose the correct lane based on which direction you want to go. Keep to the right of the Central Island.

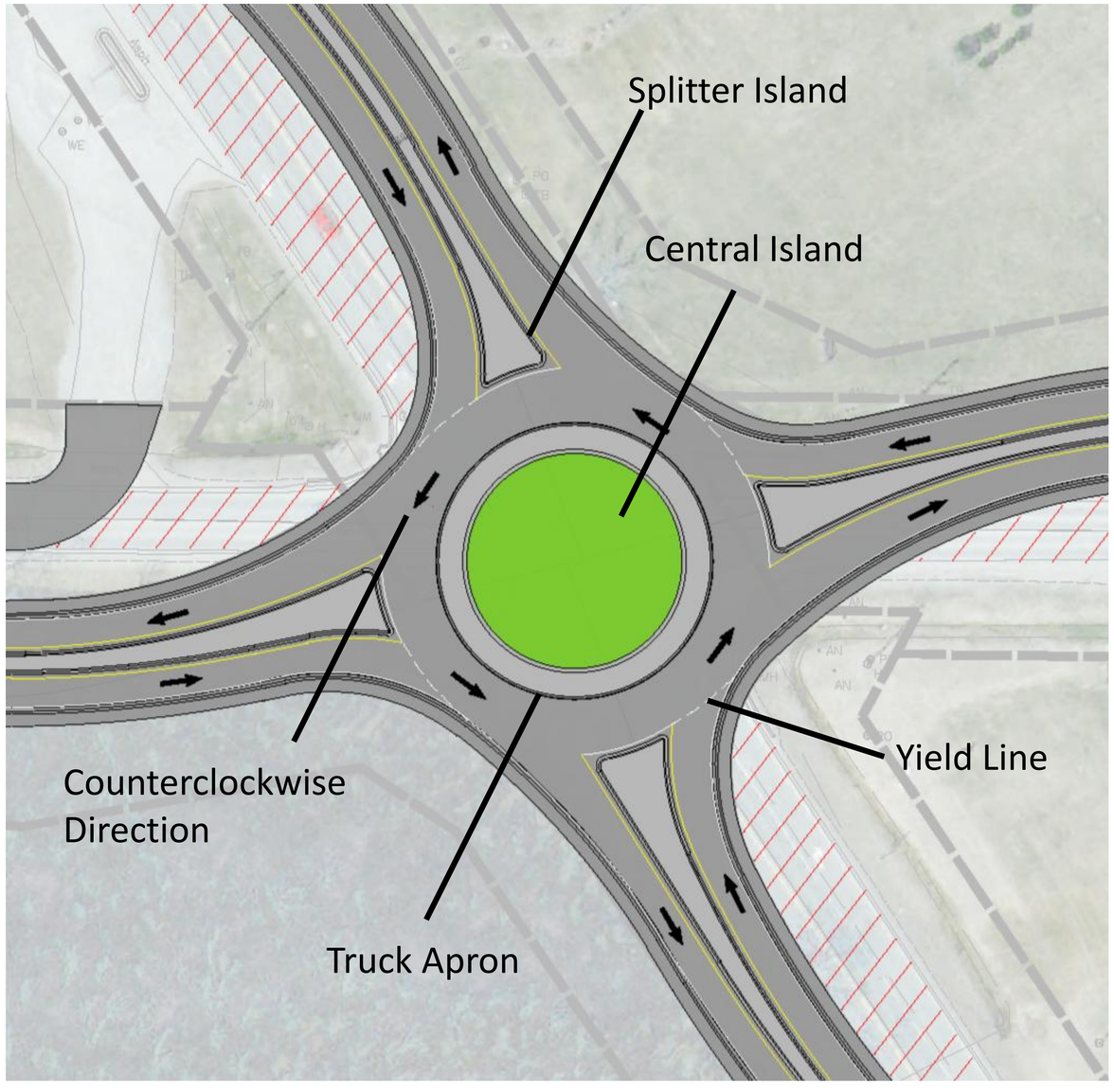
Yield to all traffic in the roundabout, wait for an adequate gap, and then enter the circulatory roadway. Traffic inside the roundabout always has the right-of-way. In the roundabout travel only in a Counterclockwise Direction.

These signs mark the exits from the roundabout and show the road name and its destination. As you approach your intended exit, signal right and carefully exit the roundabout. Watch for pedestrians and cyclists crossing the roadway.

Do not drive beside large trucks when approaching or within the roundabout. Large trucks may need both lanes to pass through the roundabout.

What is a Roundabout?

A roundabout is an intersection at which all vehicular traffic circulates counter-clockwise around a central island. Drivers yield at entry and vehicles already in the roundabout have the right-of-way.



How to Use a Roundabout:

Through Traffic: Yield to traffic in the roundabout, stay to the right and continue through.

U-Turn: Yield to traffic in the roundabout, stay to the right and continue around the roundabout and exit on the same road you entered on.

Left Turn: Yield to traffic in the roundabout, travel three-quarters of the way around the roundabout and make your turn.

Right Turn: Yield to traffic in the roundabout, stay to the right and complete your turn.

Potential Impacts and Proposed Mitigation Measures During Construction

The Recommended Plan may result in potential impacts to existing vegetation and wildlife habitat, tree removal, property entrance changes, temporary traffic delays and other impacts. Proposed mitigation measures are presented below for each type of impact:

Property Access/Entrance Impacts

Proposed Mitigation Measures:

- Maintain access to private entrances and sideroads during construction

Impacts to Terrestrial Environment

Proposed Mitigation Measures:

- Timing restrictions for vegetation clearing
- Minimize vegetation removal and damage
- Registration and conservation plan for potential Species at Risk present, if required

Construction Noise and Air Quality

Proposed Mitigation Measures:

- Noise mitigation measures for construction equipment, proper maintenance of equipment, and limit unnecessary noise and idling
- Dust suppression and controls during construction and limiting exposed areas

Traffic Delays

Proposed Mitigation Measures:

- Minimize traffic impacts through staged construction
- Provide advance notification of construction start
- Lane closures will be controlled by flag persons when workers are present and restored to two lanes when workers are not present

Archaeological Resources

Proposed Mitigation Measures:

- If archaeological resources are encountered during construction, all activities impacting archaeological resources will cease and the Ministry of Citizenship and Multiculturalism will be contacted immediately
- A Stage 1 and 2 Archaeological Assessment was completed and no resources were found.

Landscaping and Vegetation Impacts

Proposed Mitigation Measures:

- A detailed landscape plan will be developed and refined which documents impacts to vegetation and proposed restoration plans

Next Steps

The following tasks will be completed after this PIC:

- Review, consider and respond to the comments received at and following the Public Information Centre
- Refine construction and staging plans
- Prepare and provide the Design Construction Report for Fall 2026
- Construction is anticipated to take place in Spring 2027

What is a Design and Construction Report?

The Design and Construction Report will document the project's final design and construction staging. It will document the recommended improvements, consultation undertaken, and potential environmental issues and mitigation measures associated with the Recommended Plan. The report will be made available on the project website at www.hwy62pec1.ca for a 30-day public and agency comment period.

Thank You!

Ways to provide your comments:

- Complete the comment form
- Email comments@hwy62pec1.ca
- Contact Project Team Members:

Visit the study website:
www.hwy62pec1.ca

Mark McCulloch, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
1331 Clyde Ave. #300,
Ottawa, ON K2C 3G4
Tel: (613) 703-7724
comments@hwy62pec1.ca

Ben Goernert, P.Eng.
Senior Project Engineer
Ministry of Transportation Project Delivery East
1355 John Counter Boulevard, Postal Bag 4000
Kingston ON K7L 5A3
Toll-free: 1-800-267-0295
comments@hwy62pec1.ca

We would appreciate receiving your comments by September 16, 2026