

**Highway 3 Twinning, Talbotville Bypass and Highway 4 Widening  
Frequently Asked Questions**

<b>Overall Project</b>	
What is the purpose of the project?	<ul style="list-style-type: none"> <li>The County of Elgin and St. Thomas area is growing. Improvements to Highway 3, including the proposed Talbotville Bypass, are being planned to support industrial, commercial, and residential growth in the area. It will aim to address projected travel demand and aid in network connectivity in the area. Major sectors of the area municipality's economies are dependent on the efficient movement of goods and reducing conflicts between truck traffic, railways, and commuter/local traffic.</li> </ul>
<b>Proposed Improvements</b>	
What are the proposed improvements to Highway 4 between Clinton Line and the proposed Talbotville bypass?	<ul style="list-style-type: none"> <li>As part of this project, Highway 4 will be widened to four lanes from the proposed Talbotville Bypass towards Clinton Line (approximately 600 m). The four lanes will tie into the highway approximately 125 m south of the Clinton Line intersection. As the preliminary design and environmental assessment process progresses, we will be assessing the existing and future projected traffic volumes, and the need for improvements in the area between Clinton Line and the proposed bypass.</li> </ul>
Will the speed limit of Highway 3 be increased after construction of the proposed improvements?	<ul style="list-style-type: none"> <li>Ministry of Transportation staff will review the need for adjustments to the speed limits of Highway 3 and Highway 4 in the Study Area based on the proposed improvements.</li> </ul>
Is the construction of an additional entrance to the Lyndhurst subdivision being considered as part of the proposed improvements?	<ul style="list-style-type: none"> <li>Under the Ministry of Transportation's Highway Access Management Guidelines, the Ministry would not be able to permit direct access to Highway 3 from Lyndhurst subdivision. Access to Lyndhurst subdivision is a municipal matter, and changes to access are beyond the scope of this study.</li> </ul>
Are there plans to extend Highway 3 to the east of Centennial Avenue?	<ul style="list-style-type: none"> <li>An eastward extension of Highway 3 is beyond the scope of this study; however, the City of St. Thomas is undertaking a study for the construction of a major arterial roadway connection to the east of Highway 3/Centennial Avenue. More information can be found <a href="#">here</a>. The Ministry is also looking to undertake a Planning, Preliminary Design, and Environmental Assessment Study for improvements to Highway 3, east of St. Thomas. The timing of this study will be subject to funding and approvals. No information on the timing or extent of the study is available at this time.</li> </ul>
Are there plans to extend Highbury Avenue South and/or widen Highbury Avenue?	<ul style="list-style-type: none"> <li>An extension of Highbury Avenue South is beyond the scope of this study; however, our project will tie into the planned roundabout at Highbury Avenue, which is being completed as part of the Highbury Avenue Widening Study being undertaken by the City of St. Thomas (<a href="#">click here for more information</a>). The City of St. Thomas is also undertaking a study for the construction of a major arterial roadway connection to the east of Highway 3/Centennial Avenue (<a href="#">click here for more information</a>).</li> </ul>
What was the process for screening out improvement alternatives, as presented at Public Information Centre 1?	<ul style="list-style-type: none"> <li>The Class Environmental Assessment process requires consideration of 'reasonable alternatives' to address the identified challenges and opportunities of the study. A list of design alternatives was developed and assessed by the Project Team prior to Public Information Centre 1, and those alternatives that did not meet current Ministry standards, had large impacts to property, the natural environment, or utilities, and/or had other outstanding conflicts were screened out from further consideration. This preliminary assessment of alternatives can be found on the Public Information Centre 1 displays, <a href="#">linked here</a>.</li> </ul>
Will the CN Rail crossing west of Wonderland Road be affected by the proposed improvements?	<ul style="list-style-type: none"> <li>The existing CN Rail at-grade crossing of Highway 3 will be retained. The proposed Talbotville bypass includes a new grade-separated crossing of CN Rail.</li> </ul>
Will Ford Road be closed as a result of the proposed improvements?	<ul style="list-style-type: none"> <li>The preferred interchange alternative at Highway 3 and Ron McNeil Line includes the permanent closure of Ford Road at Highway 3.</li> </ul>
Will a median barrier be installed along the twinned section of Highway 3?	<ul style="list-style-type: none"> <li>Several Highway 3 and Talbotville bypass cross-section alternatives are proposed, some of which include the construction of a median barrier between the eastbound and westbound lanes. The need for a median barrier will be reviewed and</li> </ul>

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	determined as the study progresses. More information about the cross-section alternatives can be found on the Public Information Centre 1 displays, <a href="#">linked here</a> .
Are improvements proposed at Highway 401?	<ul style="list-style-type: none"> <li>Highway 401 is outside of the Study Area for this study. However, the Ministry is undertaking improvements at the Highway 401 and Colonel Talbot Road interchange, with construction expected to start in 2024.</li> </ul>
Will Wonderland Road and/or Wellington Road be widened to four lanes?	<ul style="list-style-type: none"> <li>The widening of Wonderland Road and/or Wellington Road is beyond the scope of this assignment; however, interchanges are proposed at Highway 3 and Ron McNeil Line/Wonderland Road, and Highway 3 and Wellington Road. More information about the interchange alternatives can be found on the Public Information Centre 1 and 2 displays, <a href="#">linked here</a>.</li> </ul>
Are there any short-term improvements expected at the Highway 3 and Wellington Road intersection to address concerns about the lack of advanced turns?	<ul style="list-style-type: none"> <li>In addition to work undertaken pertaining to this project, Ministry staff will review the operation of the traffic signals at this location to determine if operational improvements are needed at this time.</li> </ul>
<b>Intersection/Interchange Improvements</b>	
What are the proposed improvements at the Highway 3 and Wellington Road intersection? Will Water Tower Line be affected by the proposed improvements?	<ul style="list-style-type: none"> <li>Several interchange alternatives are proposed at Highway 3 and Wellington Road, including Parclo A4, Parclo AB, and Diamond type interchanges. Minor improvements to Water Tower Line may be required to facilitate construction of the proposed interchange, depending on which alternative is selected. More information about the interchange alternatives can be found on the Public Information Centre 2 displays, <a href="#">linked here</a>.</li> </ul>
Are improvements proposed at the Highway 3 and Yarmouth Centre Road intersection?	<ul style="list-style-type: none"> <li>The Highway 3 and Yarmouth Centre Road intersection is outside of the Study Area for this assignment. However, the City of St. Thomas is undertaking a study for the construction of a major arterial roadway connection to the east of Highway 3/Centennial Avenue. More information can be found <a href="#">here</a>.</li> </ul>
Are improvements proposed at the intersection of Sunset Road and Talbot Line?	<ul style="list-style-type: none"> <li>The Sunset Road and Talbot line intersection is outside of the Study Area for this assignment. However, the City of St. Thomas is undertaking a study for the construction of a major arterial roadway connection to the east of Highway 3/Centennial Avenue. More information can be found <a href="#">here</a>.</li> </ul>
What are the proposed improvements at the Highway 3 and First Avenue interchange?	<ul style="list-style-type: none"> <li>One Highway 3 and First Avenue interchange alternative is being carried forward for evaluation. The alternative includes a Parclo A2 interchange configuration to the north of Highway 3 and maintaining the existing ramps to the south of Highway 3. More information can be found on the Public Information Centre 2 displays, <a href="#">linked here</a>.</li> </ul>
What will the new connection at the proposed Talbotville bypass and Highway 4 look like?	<ul style="list-style-type: none"> <li>The proposed improvements include the construction of a roundabout to connect Highway 4 to the new Talbotville bypass. More information about the roundabout alternatives can be found on the Public Information Centre 2 displays, <a href="#">linked here</a>.</li> </ul>
Are improvements proposed at the existing intersection of Highway 3 and Highway 4 in Talbotville?	<ul style="list-style-type: none"> <li>The existing intersection of Highway 3 and Highway 4 in Talbotville is outside of the Study Area for this assignment.</li> </ul>
Is a roundabout still being considered at the Highway 3 and Ron McNeil Line/Wonderland Road intersection?	<ul style="list-style-type: none"> <li>A roundabout is no longer being considered by the Project Team at this location, as an interchange better supports the anticipated traffic volumes, connections to the existing sideroads, the proposed twinned portion of Highway 3, and the proposed Talbotville bypass.</li> </ul>
What are the proposed improvements at the Highway 3 and Centennial Avenue intersection?	<ul style="list-style-type: none"> <li>The City of St. Thomas is undertaking a <a href="#">separate study</a> for the widening of Highbury Avenue, which includes the construction of a roundabout at the Highway 3 and Centennial Avenue intersection. The proposed improvements under the Highway 3 Twinning assignment will tie into the proposed roundabout at this intersection.</li> </ul>
<b>Noise</b>	
Will there be a noise barrier wall constructed between Highway 3 and residential areas?	<ul style="list-style-type: none"> <li>Noise assessments are being undertaken as part of the study. This work is ongoing, and findings will be presented as the study progresses, including the need for noise barrier walls along the highway corridor. The noise assessment will use</li> </ul>

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	current and future traffic data to model the sound levels caused by road traffic with and without the proposed improvements. The noise assessment work is being undertaken in accordance with the Ministry of the Environment, Conservation and Parks' (MECP) draft document titled NPC-306, Methods to Determine Sound Levels Due to Road and Rail Traffic, published in December 2021.
<b>Consultation</b>	
Who has been contacted as part of the consultation process for this study?	<ul style="list-style-type: none"> <li>Indigenous communities, provincial agencies, municipalities, emergency services, utility companies, stakeholders, businesses, property owners, and members of the public have been contacted to review study information and provide input. Consultation for the study is ongoing and input is welcome at any time. All input received will be considered during the assessment and evaluation of alternatives and will be used to refine the proposed improvements to minimize potential issues, where feasible.</li> </ul>
Are local municipalities being consulted as part of this study?	<ul style="list-style-type: none"> <li>The Project Team has and will continue to communicate with the City of St. Thomas, Municipality of Central Elgin, Township of Southwold, and County of Elgin throughout the study.</li> </ul>
<b>Natural Environment</b>	
How are the effects on the environment considered (wildlife, fisheries, vegetation, air pollution)? What are the impacts on Kettle Creek and natural areas?	<ul style="list-style-type: none"> <li>The locations of significant environmental features are being taken into consideration during the generation, development, and evaluation of project alternatives, and will be considered in the selection of the technically preferred alternative. The project team will endeavor to avoid or minimize impacts to significant environmental features, where possible.</li> </ul>
<b>Active Transportation</b>	
Is active transportation being considered as part of this study?	<ul style="list-style-type: none"> <li>Shoulder widths on Ron McNeil Line Line/Wonderland Road will accommodate future bike lanes. Cycling will not be permitted on Highway 3.</li> </ul>
Are pedestrian bridges being considered as part of this study?	<ul style="list-style-type: none"> <li>The Ministry is discussing the need for pedestrian/cycling facilities with municipalities.</li> </ul>
Will the pedestrian sidewalks on Balaclava Street Bridge be closed?	<ul style="list-style-type: none"> <li>Balaclava Street Bridge will be rehabilitated as part of the proposed improvements and the sidewalks on each side of the bridge will be maintained. Staging of the rehabilitation may result in temporary closures of the bridge. Construction staging will be confirmed as the study progresses.</li> </ul>
<b>Property Impacts</b>	
What information is available to impacted property owners?	<ul style="list-style-type: none"> <li>Public Information Centre 1 and 2 displays, roll plans, and a brochure provide more information with regard to potential property impacts and are available for review on the Documentation Page of the project website, <a href="#">linked here</a>. The brochure provides an overview of the property acquisition process and contact information for staff at the Ministry of Transportation who may further assist property owners with any questions they have.</li> </ul>
Is consideration being given to potential impacts caused to homes as a result of construction/traffic vibrations, soil movement from re-grading of slopes, etc.?	<ul style="list-style-type: none"> <li>As part of the environmental assessment process, studies are being undertaken to identify values and assess potential impacts in the project area. These studies include natural heritage, cultural heritage resources, archaeology, geotechnical, foundations, and noise. This work is ongoing, and findings will be presented as the study progresses.</li> </ul>
<b>Project Schedule</b>	
When is construction scheduled to start and finish?	<ul style="list-style-type: none"> <li>The Ministry is currently working to complete the Preliminary Design and Class Environmental Assessment Study. Detail Design of the proposed improvements will proceed following completion of Preliminary Design and the publication of the <i>Transportation Environmental Study Report</i>. Construction will then follow the Detail Design and Class Environmental</li> </ul>

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	Assessment Study Phase. It is anticipated that construction will be completed in stages, and could begin as early as 2025, subject to funding and approvals. Details on the schedule will be provided as the study progresses.
<b>Traffic</b>	
Will traffic volumes be assessed after construction to determine the effects of the improvements on intersections and roads within/adjacent to the corridor?	<ul style="list-style-type: none"> <li>Traffic studies following construction of the proposed improvements are beyond the scope of this current assignment.</li> </ul>
How will the proposed improvements affect road users?	<ul style="list-style-type: none"> <li>The County of Elgin and St. Thomas area is growing. Improvements to Highway 3, including the proposed Talbotville Bypass, are being planned to support recent and future industrial, commercial, and residential growth in the area. It will aim to address projected travel demand and aid in network connectivity in the area. Major sectors of the area municipality's economies are dependent on the efficient movement of goods and reducing conflicts between truck traffic, railways, and commuter/local traffic.</li> <li>Road closures will be required during construction. Notification of road closures will be provided in advance of the implementation of detour routes. Detours and staging plans will be finalized during Detail Design, in consultation with municipalities and emergency service providers.</li> <li>There are three main areas where temporary road closures and detour routes are required for construction: <ul style="list-style-type: none"> <li>Ron McNeil Line / Wonderland Road Interchange (includes the permanent closure of Ford Road)</li> <li>Wellington Road Bridge</li> <li>Wellington Road Interchange</li> </ul> </li> <li>Additional temporary closures may be required for construction and will be confirmed during Detail Design.</li> </ul>
Will the movement of farm equipment be accommodated through the corridor?	<ul style="list-style-type: none"> <li>The Project Team is taking the accommodation of farm equipment into consideration while developing and assessing the design alternatives for each interchange/intersection. Please note that farm equipment will not be permitted to use the Talbotville Bypass and twinned section of Highway 3. Information about the interchange alternatives can be found on the Public Information Centre 1 displays, <a href="#">linked here</a>. The Project Team will be following applicable design standards for the sideroads that are impacted by the proposed improvements.</li> </ul>
Will farm equipment be accommodated at roundabouts?	<ul style="list-style-type: none"> <li>Yes. Traffic speeds within the roundabouts will be significantly lower than mainline speeds, and sightlines will be designed to allow for road users to identify slower-moving farm equipment and adjust their speed accordingly. Please note that farm equipment will not be permitted to use the Talbotville Bypass and twinned section of Highway 3.</li> </ul>