

# Highway 3 Twinning, Talbotville Bypass and Highway 4 Widening Public Information Centre 2

Preliminary Design, Detail Design and  
Class Environmental Assessment Study

GWP 3041-22-00 & 3042-22-00

[highway3elgin.ca](http://highway3elgin.ca)

Welcome to

# Public Information Centre 2



The purpose of this Public Information Centre is to present and gather your feedback on:

- Project background and the process being followed
- Evaluation of alternatives
- Preferred Plan for the Talbotville Bypass and Highway 4 Widening, and Highway 3 Twinning
- Potential detour plans and construction staging
- Potential impacts and proposed mitigation measures

Information related to this PIC is available on the project website [www.highway3elgin.ca](http://www.highway3elgin.ca)

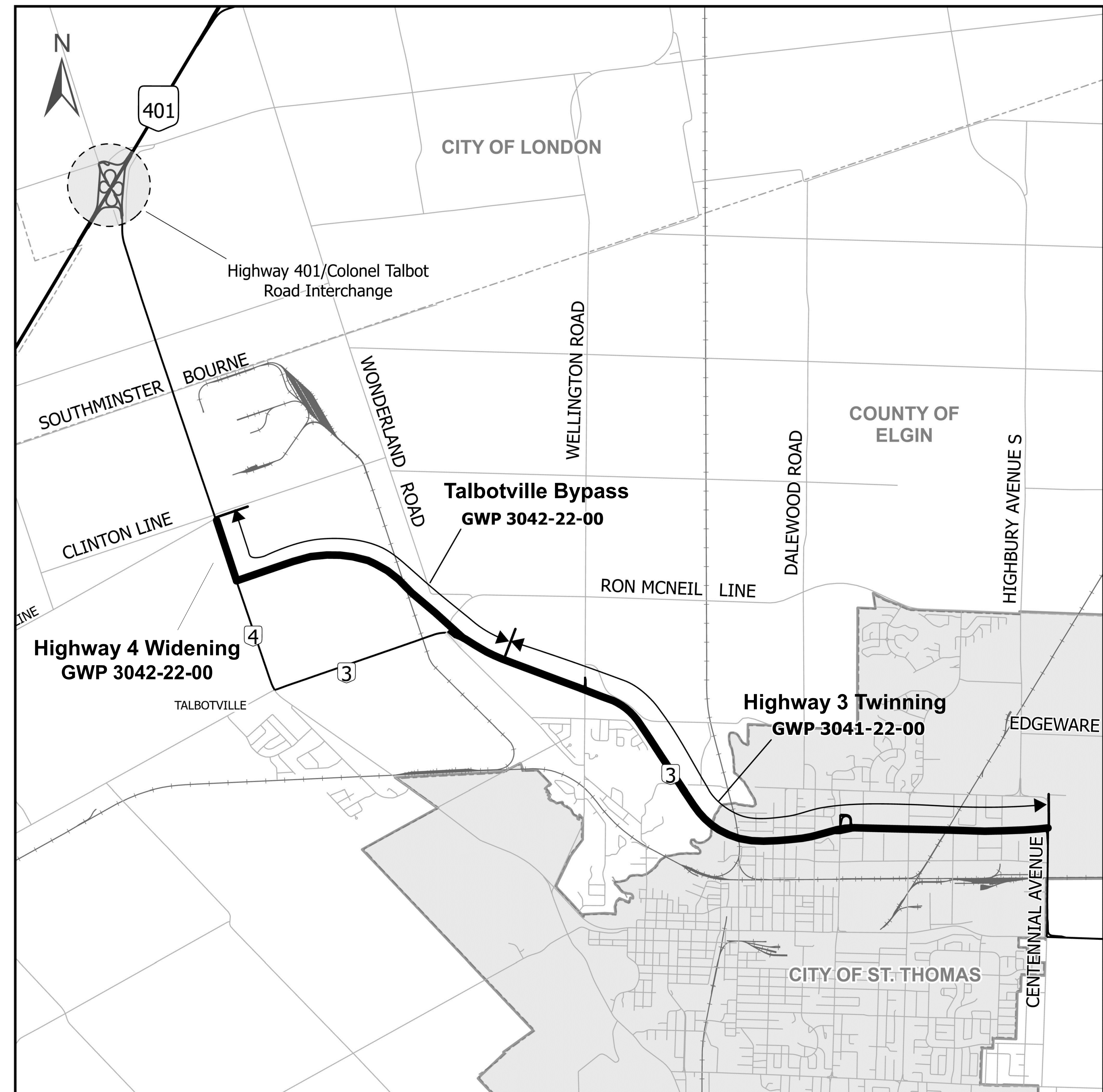
# About The Project

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design, Detail Design, and Class Environmental Assessment (Class EA) Study for improvements to Highway 3 from Highway 4 to Centennial Avenue in the City of St. Thomas. The study has been divided into two group work projects (GWPs).

- **Talbotville Bypass & Highway 4 Widening, Township of Southwold (GWP 3042-22-00)**
- **Highway 3 Twinning, City of St. Thomas, Municipality of Central Elgin, Township of Southwold (GWP 3041-22-00)**

This study is being carried out under the requirements of the Class Environmental Assessment for Provincial Transportation Facilities (2000), which is approved under the Ontario Environmental Assessment Act for provincial transportation projects of a defined scope and magnitude.

The MTO Class EA process is an approved process for highway planning, design, and construction projects.



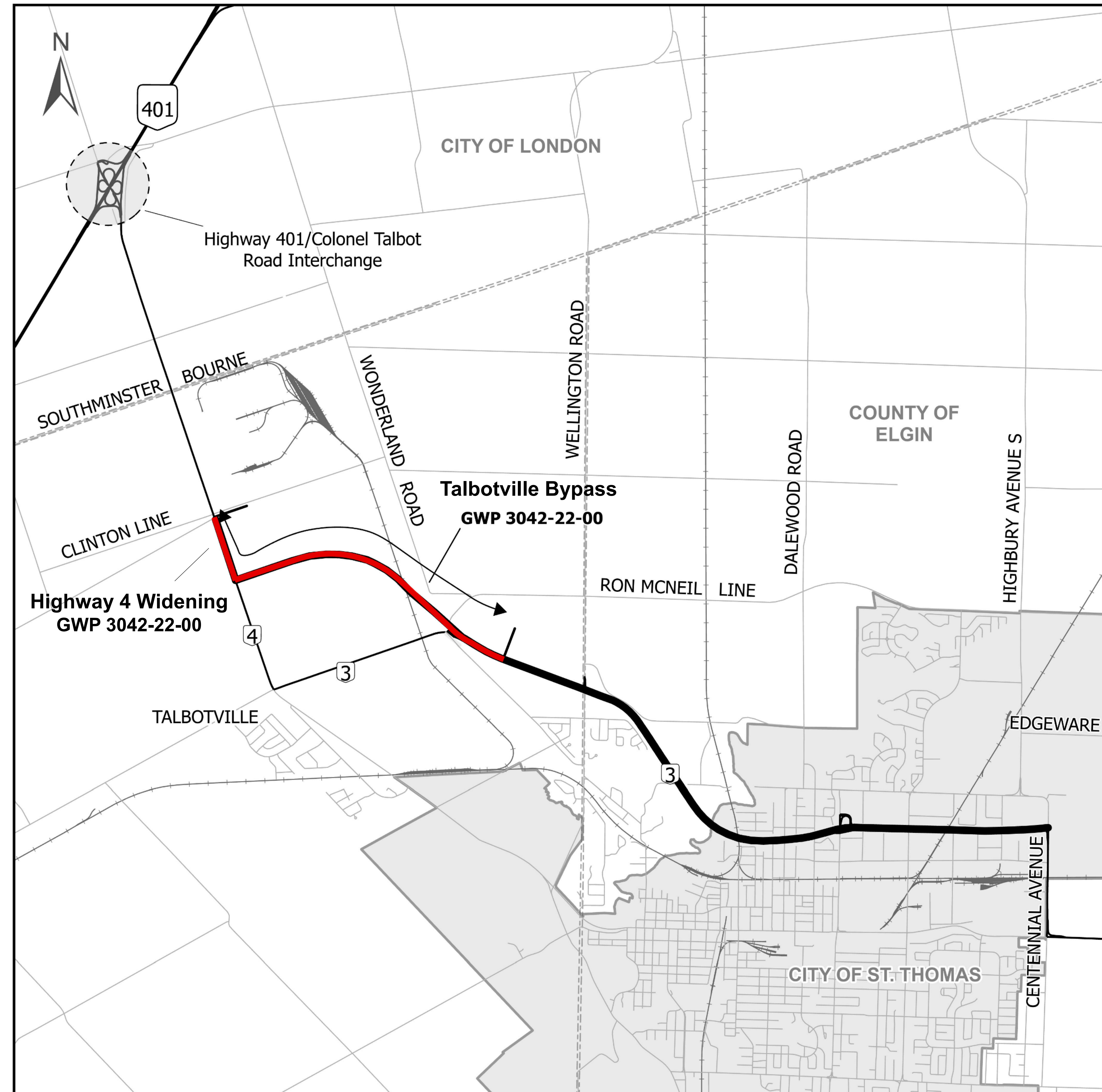
Study Area

# Highway 4 Widening & Talbotville Bypass

The **Highway 4 Widening and Highway 3 Talbotville Bypass** project includes the following improvements:

- Widening of existing Highway 4 from two to four-lanes (from the new Talbotville Bypass to Clinton Line)
- A new Highway 3 alignment bypassing Talbotville (also known as the Talbotville Bypass), connecting Highway 3 near Ron McNeil Line to Highway 4
- Roundabout at Highway 4 and Talbotville Bypass
- Interchange at Ron McNeil Line / Wonderland Road
- Associated drainage and infrastructure improvements to facilitate the construction of the bypass, including construction of new culverts, and bridges

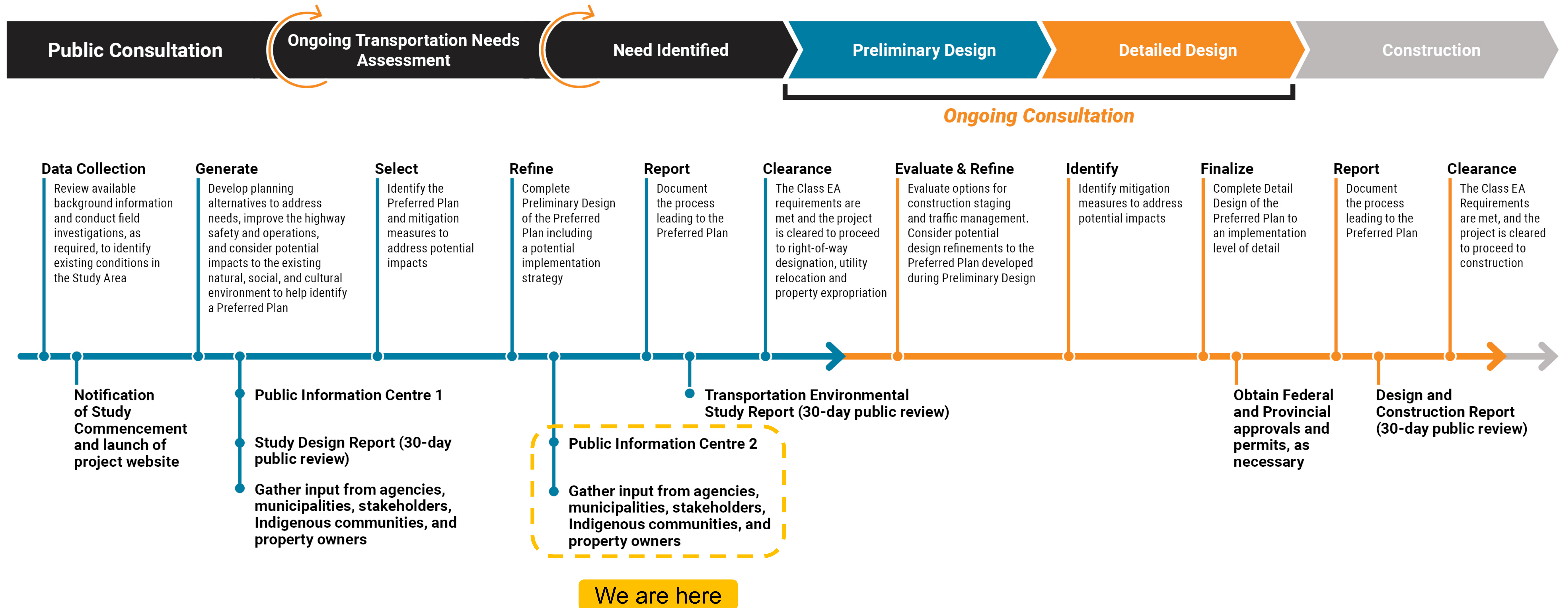
This project is being undertaken as a Group 'A' project, which is required for the construction of a new transportation facility and bypass.



# Class Environmental Assessment Process

## Group 'A' Project – Highway 4 Widening & Talbotville Bypass

### THE CLASS ENVIRONMENTAL ASSESSMENT PROCESS FOR GROUP 'A' PROJECTS



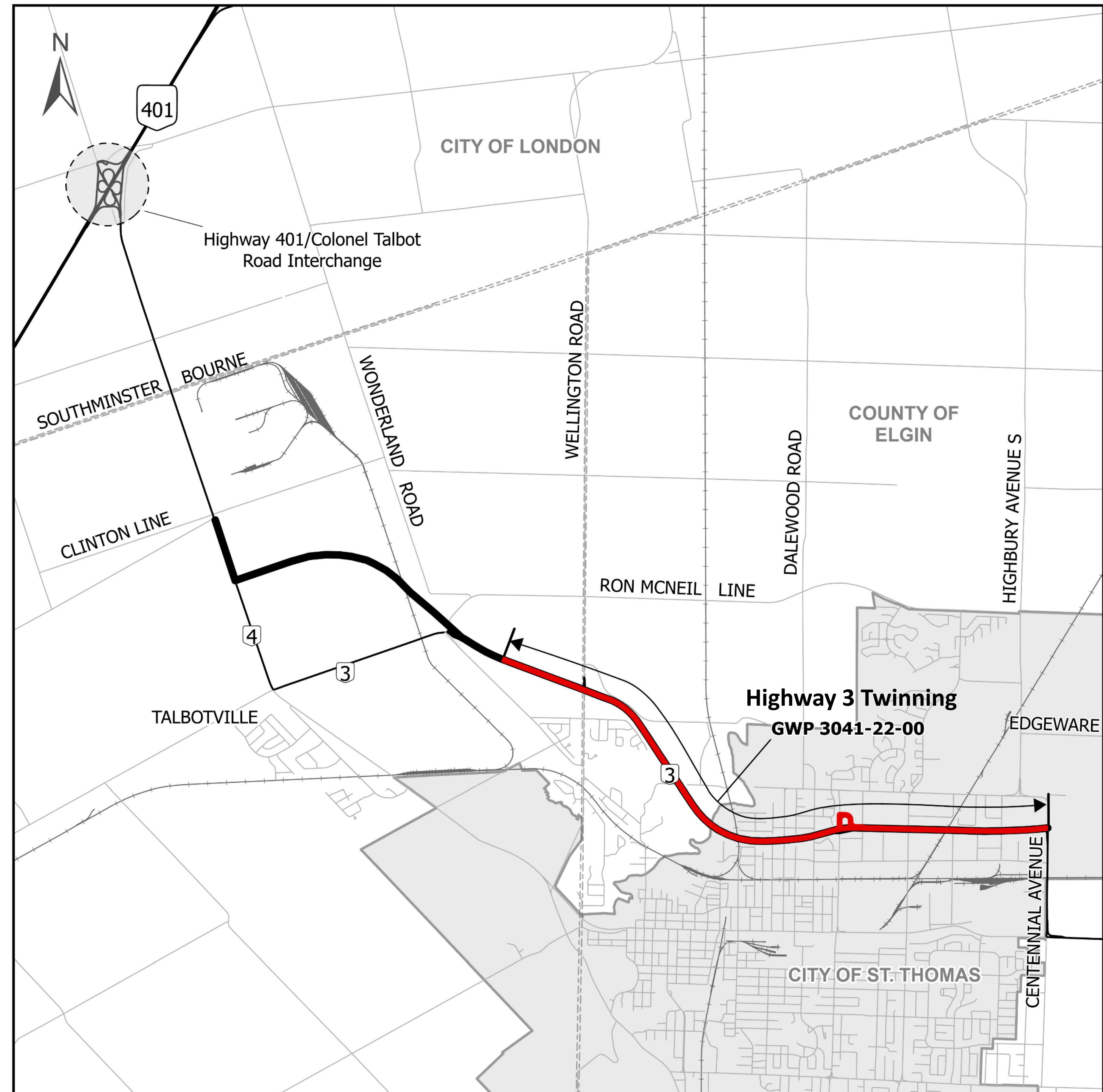
Consultation will continue throughout the Class EA process.

# Highway 3 Twinning

The **Highway 3 Twinning** project includes the following improvements:

- Twinning of Highway 3 through St. Thomas to the Township of Southwold (Centennial Avenue to Ron McNeil Line)
- Interchange at Wellington Road
- Improvements to First Avenue interchange
- Connection to proposed Centennial Avenue roundabout (study being completed by others)
- Twinning of Kettle Creek Bridge
- Associated drainage improvements (culverts and sewers), rehabilitation of existing bridges and assessment for noise barriers and retaining walls, as required

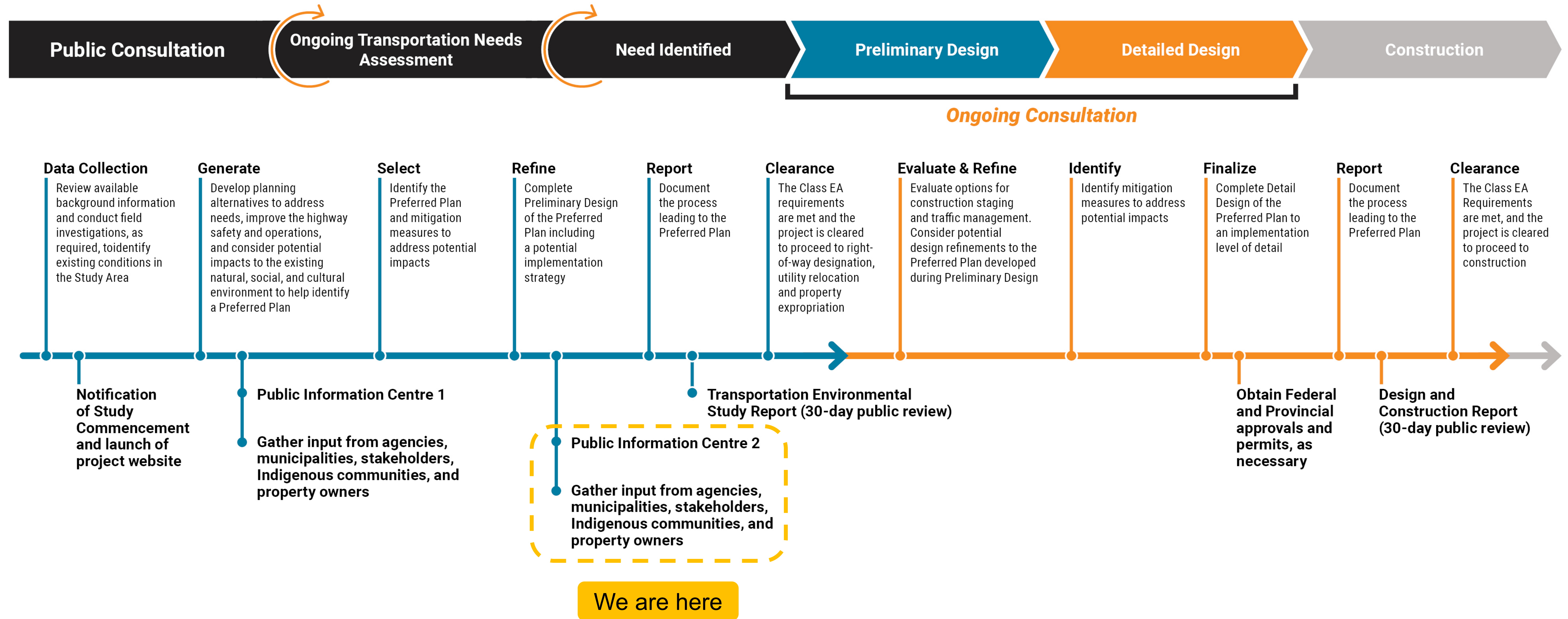
This project is being undertaken as a Group 'B' project, which is required for major improvements to existing provincial transportation facilities, such as improvements to interchanges where there may be major footprint modifications, and highway improvements where significant modification to the "footprint" beyond the roadbed of an existing highway is proposed.



# Class Environmental Assessment Process

## Group 'B' Project – Highway 3 Twinning

### THE CLASS ENVIRONMENTAL ASSESSMENT PROCESS FOR GROUP 'B' PROJECTS



Consultation will continue throughout the Class EA process.

# Public Information Centre 1 Summary

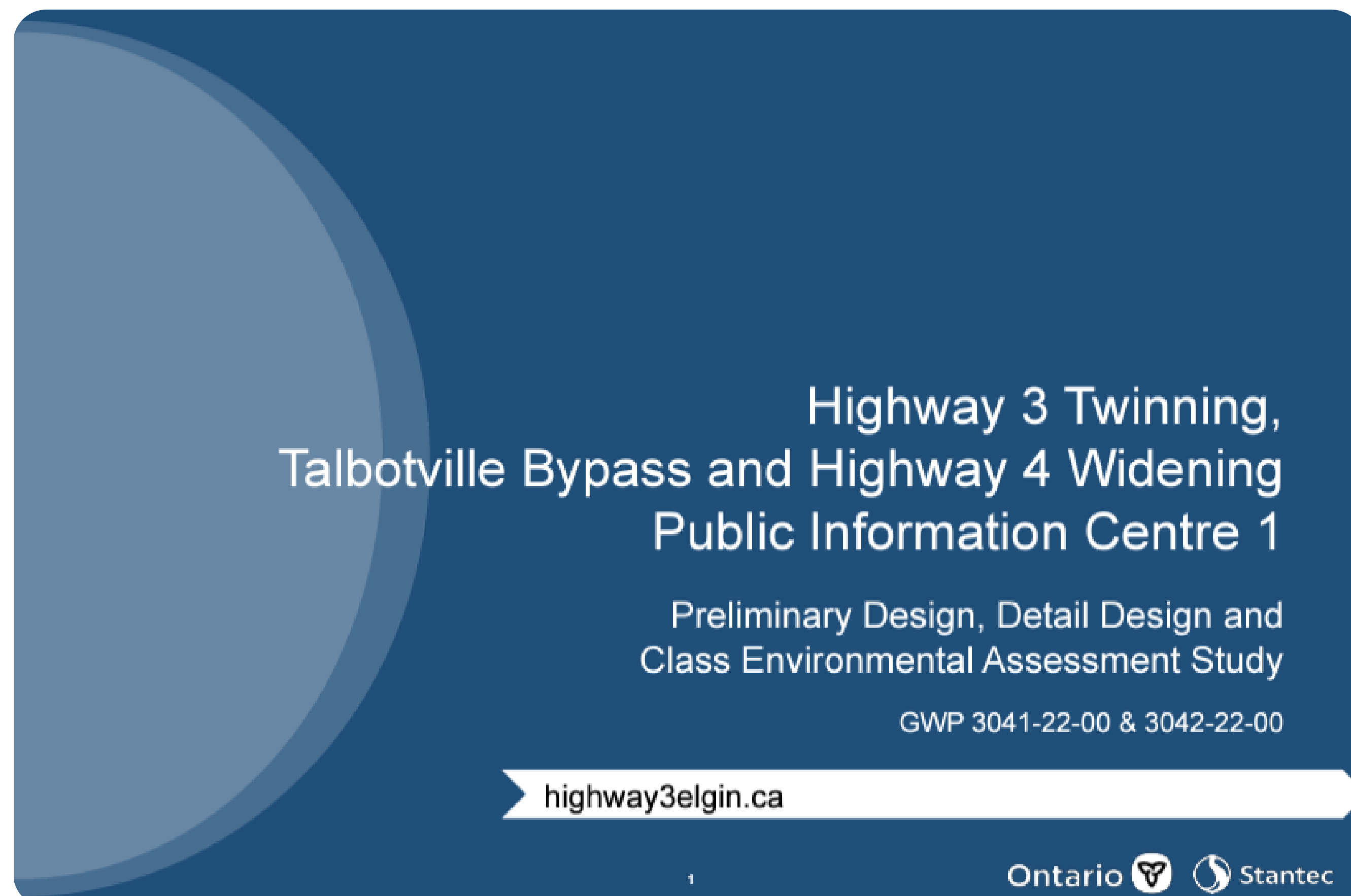
**Public Information Centre 1 was held on August 17, 2023, to present and gather feedback on:**

- Project background and the Class EA process
- Transportation needs and opportunities in the study area
- Existing study area conditions
- Evaluation process and criteria
- Preliminary alternative median width configurations
- Preliminary alternative interchange configurations

## What did we hear?

- What are the impacts to property
- Why we need access to property
- Concerns about increased traffic volumes
- Interest in safety
- Concerns at Clinton Line/Longhurst Line at Highway 4
- Movement of agricultural equipment
- Concerns about highway noise
- Impacts to the surrounding road network

The Public Information Centre 1 presentation materials are available on the project website, including a summary of comments received and responses ([www.highway3elgin.ca](http://www.highway3elgin.ca)).





# Evaluation Process

## Step 1 – Identify Evaluation Factors & Criteria

Evaluation criteria were established through public input, similar projects, provincial guidelines and existing conditions.

## Step 2 - Screen Alternatives

Several alternatives were identified and screened based on their ability to satisfy the engineering or environmental goals of the evaluation process. These were presented at PIC 1. The feasible alternatives were carried forward for more detailed evaluation against the evaluation criteria and are presented at PIC 2.

## Step 3 - Evaluate Alternatives

The evaluation process considered a range of engineering and environmental (natural, socio-economic and cultural) factors in the study area. Alternatives were evaluated using a comparative analysis based on the evaluation criteria and consideration of the advantages and disadvantages of each alternative. The evaluation process provides an objective approach to the analysis and evaluation of each alternative.

## Step 4 - Rank Alternatives

Each alternative was ranked to provide an overall recommendation (Most Preferred, Moderately Preferred, Least Preferred). This is the basis for identifying the Preferred Plan.

## Step 5 – Preferred Plan

Following the completion of the evaluation process, the preliminary design of the preferred alternatives was progressed. The Preferred Plan is presented at this PIC in the following slides.

## Factors & Criteria

### Highway Engineering

- Traffic Operations
- Geometrics & Safety
- Constructability
- Utilities
- Total Cost

### Natural Environment

- Terrestrial Ecosystem
- Species of Conservation Concern, Species at Risk
- Fish & Fish Habitat

### Socio-Economic Environment

- Property
- Business Operations / Viability
- Noise
- Air Quality
- Contamination
- Stormwater

### Cultural Environment

- Cultural Heritage Resources
- Archaeological Resources

# Short List of Alternatives

The following alternatives were carried forward from Public Information Centre 1 for further evaluation using the factors and criteria presented on the previous display board:

## Highway 3 Median Width

- Alternative 2: 15.0m median
- Alternative 3: 22.5m median

## Highway 4 Intersection

- Alternative 2: Roundabout Offset of Highway 4
- Alternative 3: Roundabout Highway 3 Bypass to Highway 4 Mainline

## Ron McNeil / Wonderland Road Interchange

- Alternative 2: Parclo A2
- Alternative 3: Parclo A3 (Ford Road closed with cul-de-sac)
- Alternative 6: Parclo A (Ford Road closed with cul-de-sac)

## Wellington Road Interchange

- Alternative 1: Parclo A4 (On Existing Alignment)
- Alternative 2: Parclo A4 (Alignment Shifted to West)
- Alternative 3: Parclo A4 (Larger Inner Loop on South Side)
- Alternative 4: Parclo AB
- Alternative 5: Diamond

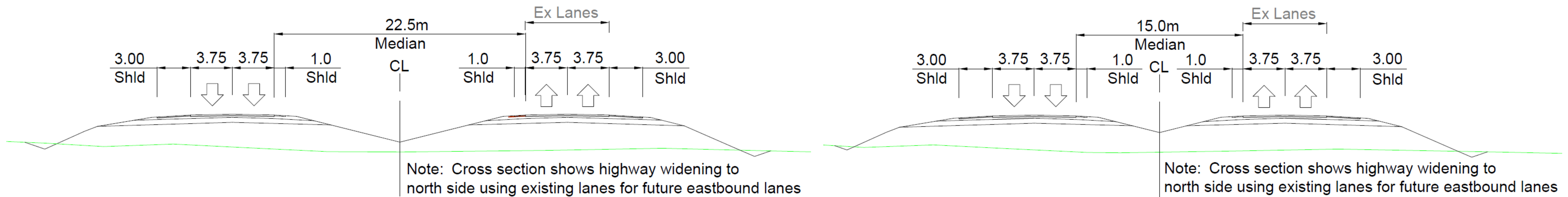
## First Avenue Interchange

- Alternative 2: Parclo A2 North, Existing Ramps South

# Highway 3 Median Width

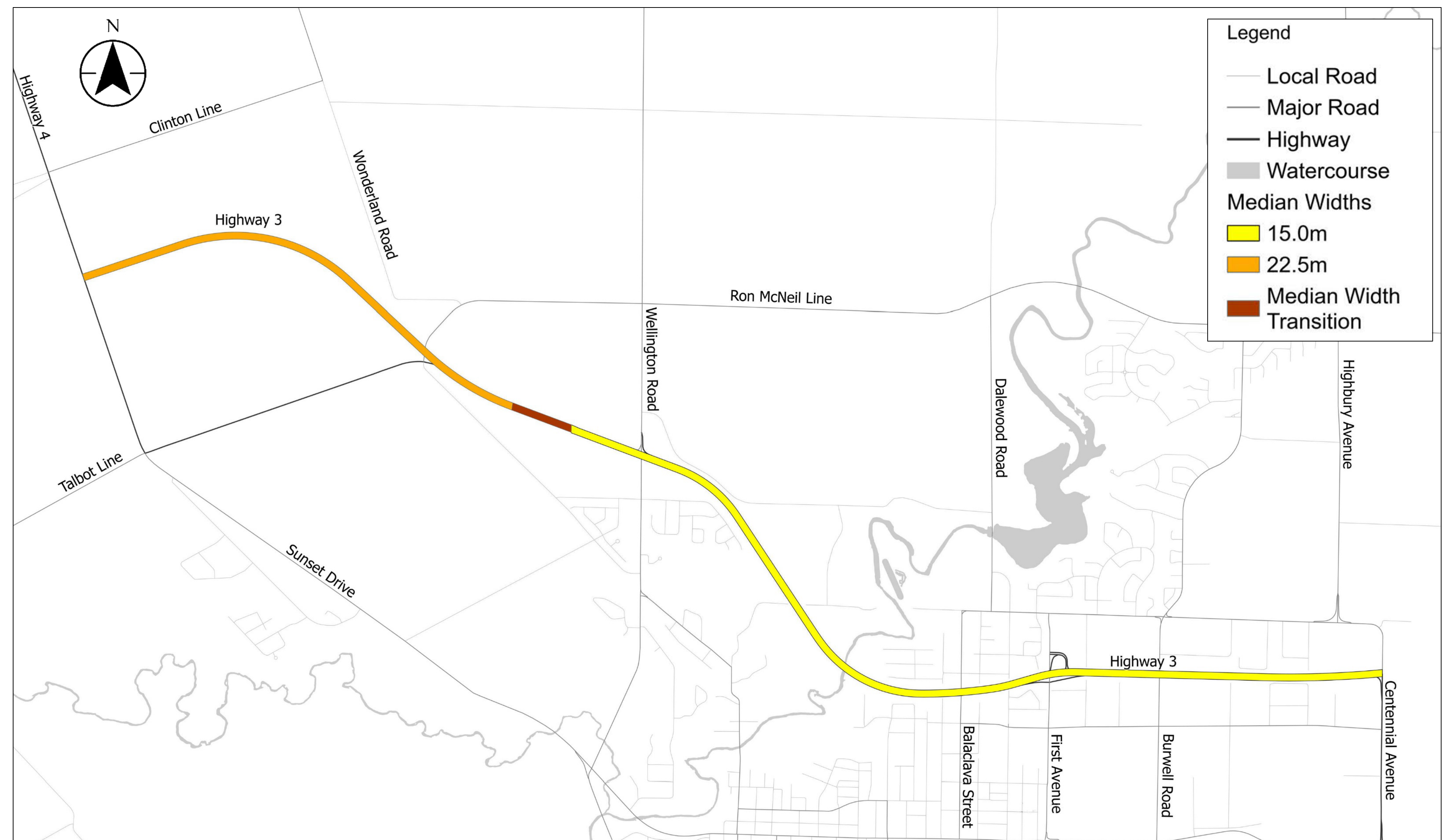
## Why are two different median widths being considered?

- The 22.5m median width is the standard for divided highways and will be implemented along Highway 3 where feasible.
- The 15.0m median width will be implemented where the road footprint has constraints (i.e., property impacts).






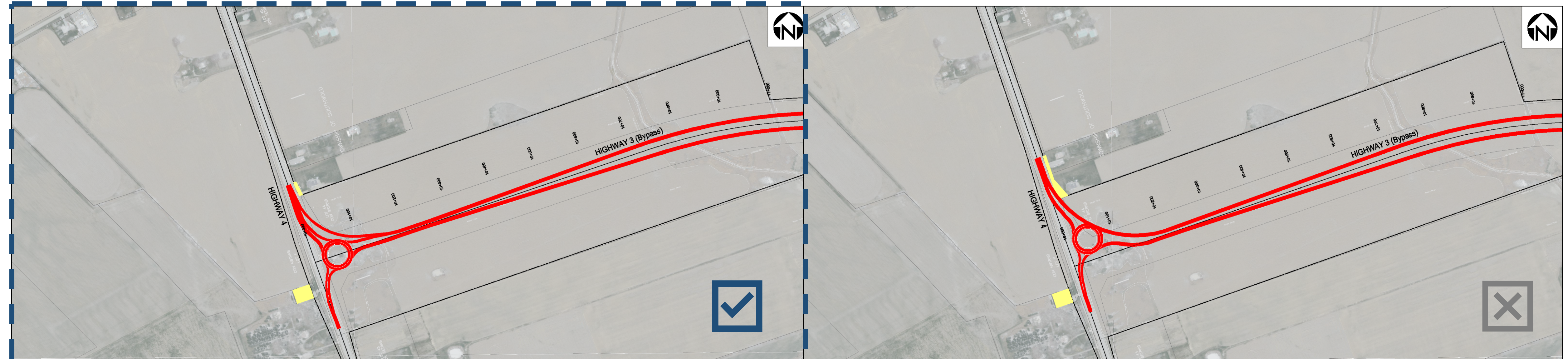
## The Preferred Plan

- The 22.5m median width will be used in the Bypass section.
- The 22.5m median width will transition to the 15.0m median width just west of Wellington Road. The 15.0m median width was extended further west to reduce property impacts at the Lyndhurst Subdivision.
- The 15.0m median width is used in the constrained/developed section east of Kettle Creek.



# Highway 4 Intersection Alternatives

**LEGEND**  
 New roadway  
 Limit of MTO right of way  
 Potential Property Impacts



Factors / Criteria	Alternative 2: Roundabout – Offset East of Highway 4 (with east to north bypass lane)	Alternative 3: Roundabout – Highway 3 Bypass to Highway 4 Mainline (without east to north bypass lane)
Highway Engineering	Most Preferred	Moderately Preferred
Natural Environment	Moderately Preferred	Least Preferred
Socio-Economic Environment	Most Preferred	Moderately Preferred
Cultural Environment	Moderately Preferred	Least Preferred
<b>PREFERRED ALTERNATIVE</b>		




**Alternative 2: Roundabout – Offset East of Highway 4 (with east to north bypass lane)** is recommended for the Highway 4 intersection for the following reasons:

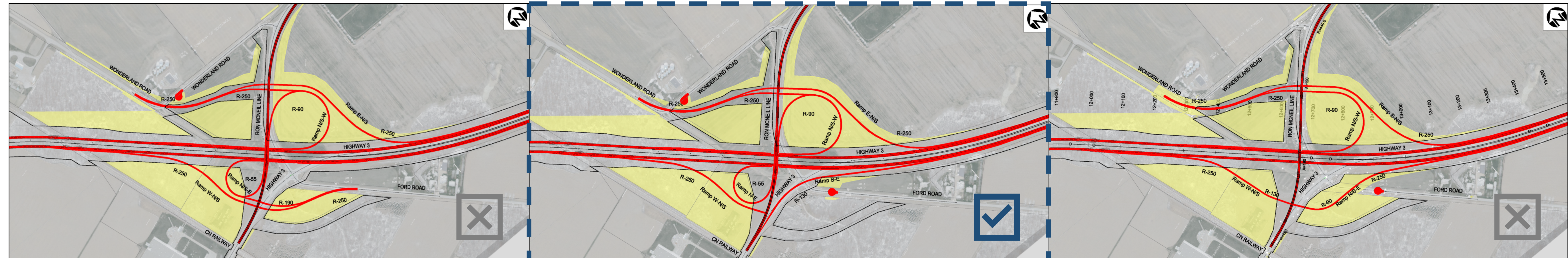
- Provides the highest traffic capacity due to the bypass lane for traffic travelling from an east to north direction.
- Minimizes collision severity in comparison to an at-grade intersection.
- Easier to construct with reduced impacts to Highway 4 traffic.
- Slightly smaller footprint and reduces impacts to property.
- Free-flow east to north bypass lane reduces traffic noise (e.g., braking, accelerating).



**Rendering of Proposed Highway 4 Intersection**  
 This is a conceptual rendering only. The design is subject to change.

# Ron McNeil Line / Wonderland Road Interchange Alternatives

**LEGEND**  
 New roadway  
 Limit of MTO right of way  
 Potential Property Impacts



Factors / Criteria	Alternative 2: Parclo A2	Alternative 3: Parclo A3 (Ford Road closed with cul-de-sac)	Alternative 6: Parclo A/Diamond (Ford Road closed with cul-de-sac)
Highway Engineering	Least Preferred	Most Preferred	Moderately Preferred
Natural Environment	Least Preferred	Moderately Preferred	Moderately Preferred
Socio-Economic Environment	Least Preferred	Moderately Preferred	Most Preferred
Cultural Environment	Least Preferred	Moderately Preferred	Moderately Preferred
<b>PREFERRED ALTERNATIVE</b>			




**Alternative 3: Parclo A3 (Ford Road closed with cul-de-sac)** is recommended for the Ron McNeil Line / Wonderland Road Interchange for the following reasons:

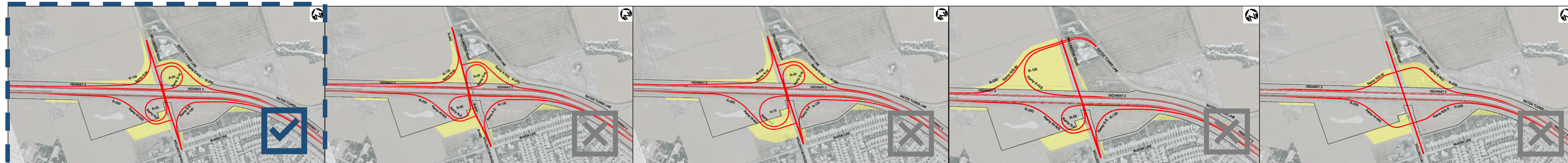
- Has the least number of conflict points between traffic movements and provides free-flow operations for most of the movements.
- Free-flow eastbound on-ramp eliminates a northbound left-turn movement which improves traffic operations and safety.
- Has the smallest footprint in the southeast quadrant; similar footprint as other alternatives in other quadrants.
- Bridge shoulder widths will accommodate cyclists.



**Rendering of Proposed Ron McNeil Line / Wonderland Road Interchange**  
 This is a conceptual rendering only. The design is subject to change.

# Wellington Road Interchange Alternatives

**LEGEND**  
 New roadway  
 Limit of MTO right of way  
 Potential Property Impacts



Factors / Criteria	Alternative 1: Parclo A4 (on existing alignment)	Alternative 2: Parclo A4 (alignment shifted west)	Alternative 3: Parclo A4 (larger inner loop on south side)	Alternative 4: Parclo AB	Alternative 5: Diamond
<b>Highway Engineering</b>	Most Preferred	Moderately Preferred	Moderately Preferred	Least Preferred	Least Preferred
<b>Natural Environment</b>	Moderately Preferred	Moderately Preferred	Least Preferred	Least Preferred	Most Preferred
<b>Socio-Economic Environment</b>	Moderately Preferred	Moderately Preferred	Least Preferred	Moderately Preferred	Most Preferred
<b>Cultural Environment</b>	Moderately Preferred	Moderately Preferred	Least Preferred	Least Preferred	Most Preferred
<b>PREFERRED ALTERNATIVE</b>					

**Alternative 1: Parclo A4 (On Existing Alignment)** is recommended for the Wellington Road Interchange for the following reasons:

- Has the least number of conflict points between traffic movements and provides free-flow operations for most of the movements.
- Free-flow on-ramps eliminate left-turn movements which improves traffic operations and safety.
- Has the smallest footprint in the southwest quadrant; similar footprint as the other Parclo A4 alternatives in other quadrants.
- Provides straight alignment approaching intersection with McBain Line and Water Tower Line.
- Construction staging is similar for all Parclo A4 alternatives.
- The Parclo A4 is most preferred for the highway engineering factors, which outweigh the benefits of the Diamond Interchange.



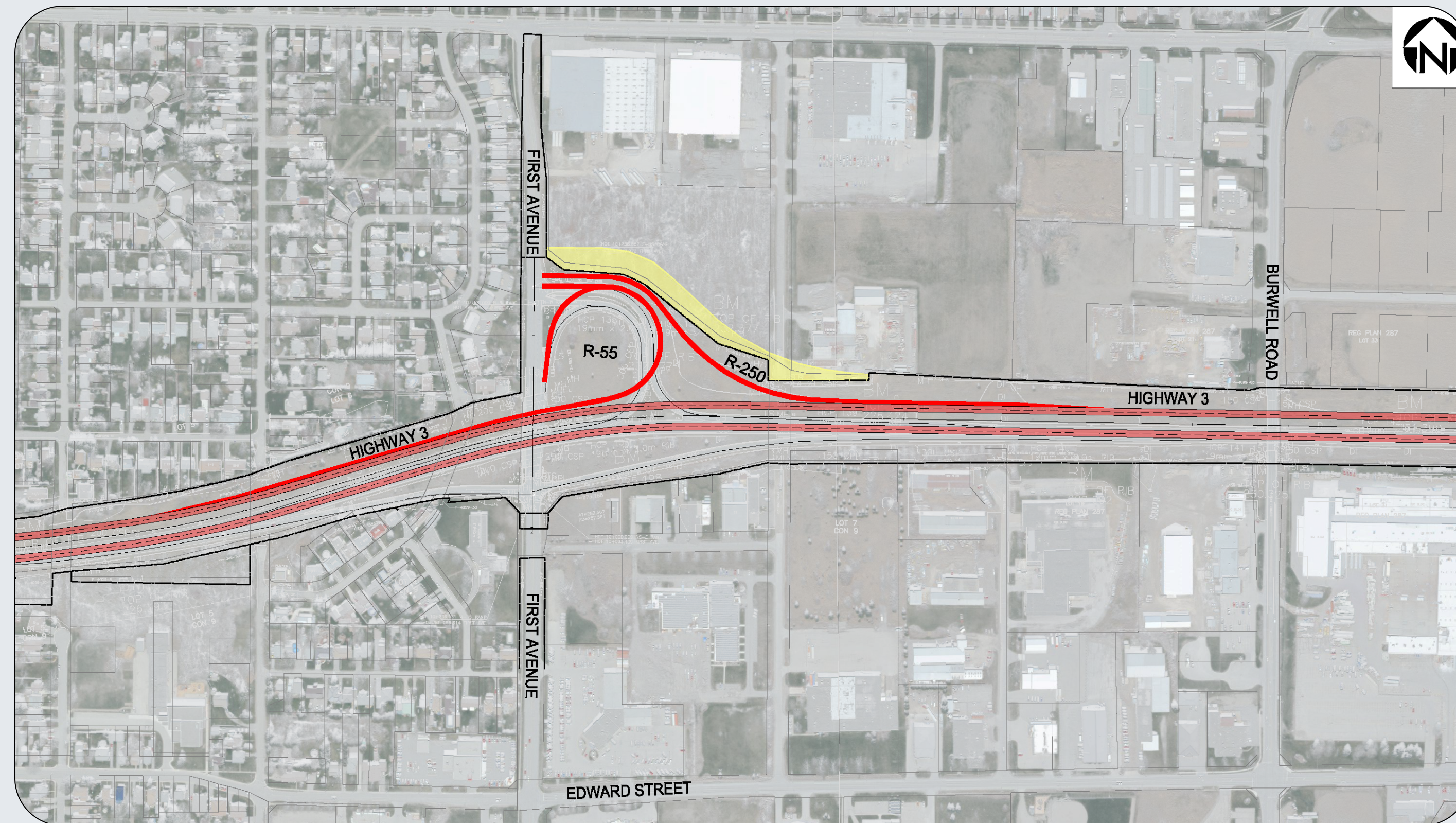
**Rendering of Proposed Wellington Road Interchange**  
 This is a conceptual rendering only. The design is subject to change.

# First Avenue Interchange

Two alternatives for the First Avenue Interchange were presented at Public Information Centre 1:

- Alternative 1: Minor Improvements
- Alternative 2: Parclo A2 North, Existing Ramps South

Alternative 1: Minor Improvements was screened out from further consideration.



**Rendering of Proposed First Avenue Interchange**

This is a conceptual rendering only. The design is subject to change.

**Alternative 2: Parclo A2 North, Existing Ramps South** is recommended for the First Avenue Interchange for the following reasons:

- Westbound on-ramp radius meets the minimum design standard.
- This alternative is consistent with the new westbound lane alignment.

# Preferred Plan

The **Preferred Plan** includes the following:

- Realignment of Clinton Line/Longhurst Line at the Highway 4 intersection
- Highway 4 widening
- Highway 4 roundabout connecting to Talbotville Bypass
- 22.5m median width with two lanes in each direction from Clinton Line to west of Wellington Road interchange
- 15.0m median width from west of Wellington Road to the eastern study area limit
- Parclo A3 interchange at Ron McNeil Line/Wonderland Road
- Shoulder widths on Ron McNeil Line/Wonderland Road will accommodate farm vehicles and future bike lanes
- Parclo A4 interchange at Wellington Road
- Twinning of Kettle Creek Bridge
- Improvements to First Avenue Interchange
- Alignment of Highway 3 to accommodate roundabout at Centennial Avenue being undertaken as part of a separate study by the City of St. Thomas

A copy of the Preferred Plan is provided in-person at PIC 2 and is available online at [www.highway3elgin.ca](http://www.highway3elgin.ca).

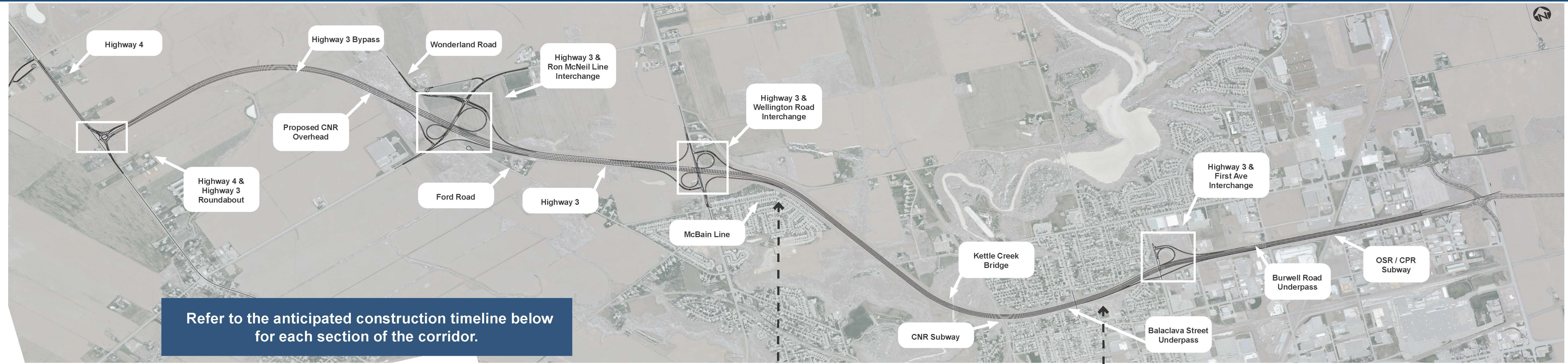


**Rendering of Proposed Kettle Creek Bridge**

This is a conceptual rendering only. The design is subject to change.



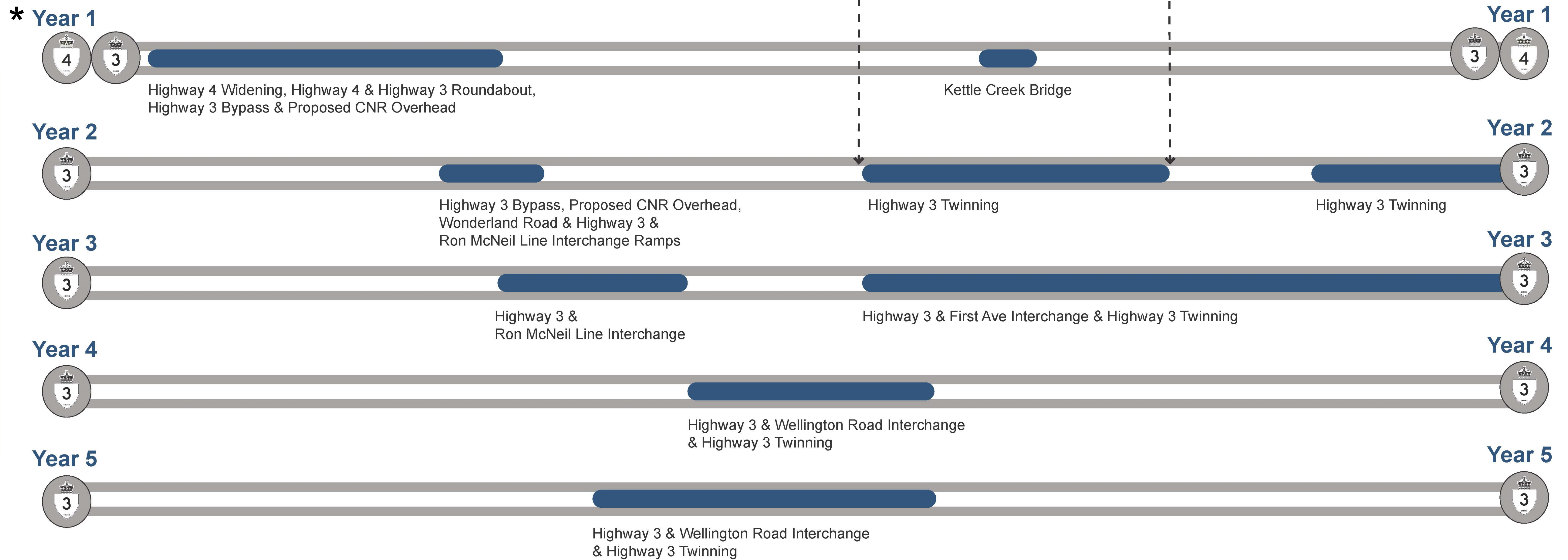
# Preliminary Construction Staging Sequence



Refer to the anticipated construction timeline below for each section of the corridor.

Note: Prior to Year 1, advanced work such as utility relocations and vegetation clearing may begin

Anticipated Construction Timeline



\* Construction may commence as early as 2025 subject to funding and environmental approvals.

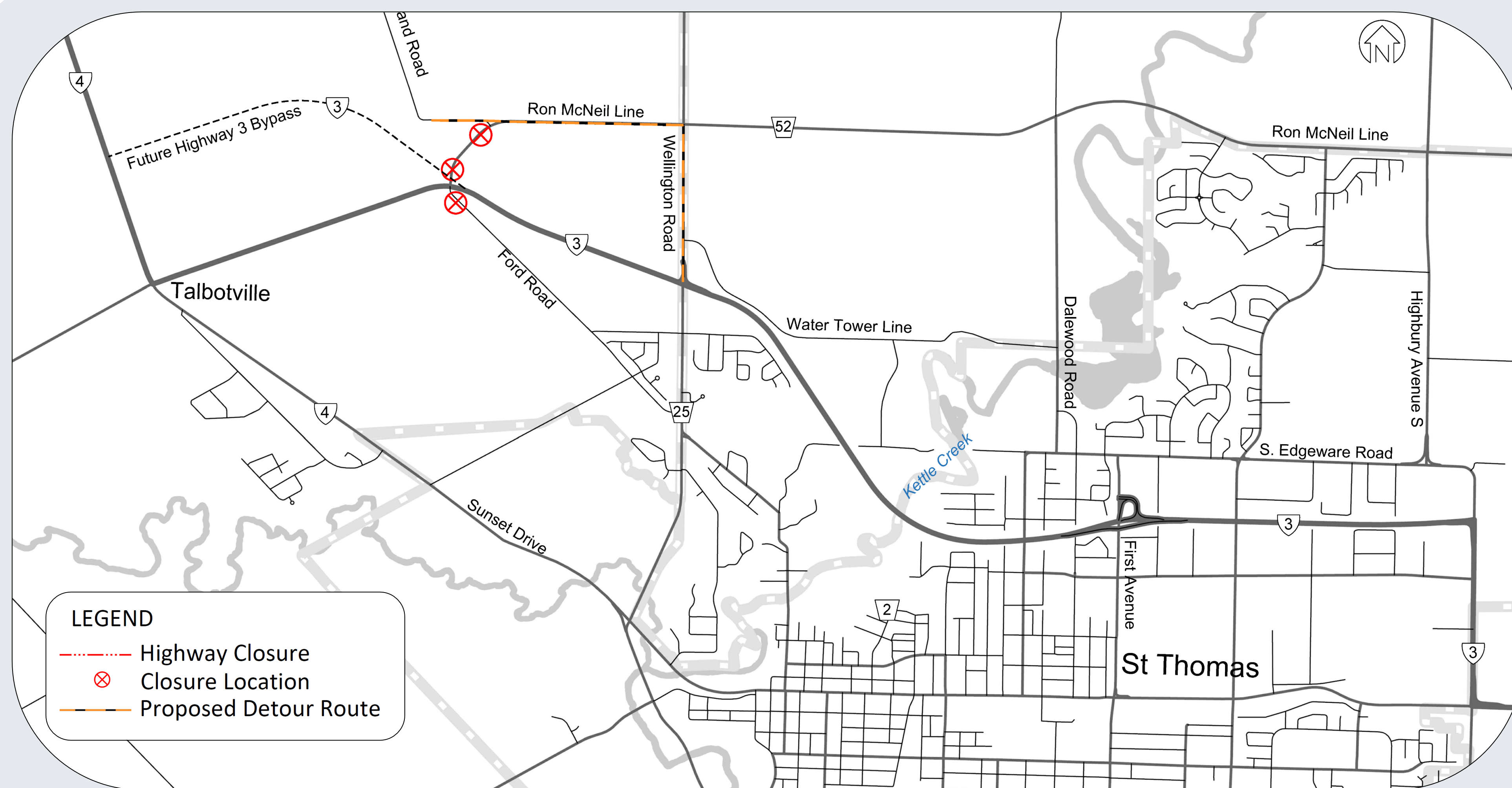
# Potential Road Closures and Detour Routes

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.

There are three main areas where temporary road closures and detour routes are required for construction:

- Ron McNeil Line / Wonderland Road Interchange (includes the permanent closure of Ford Road)
- Wellington Road Bridge
- Wellington Road Interchange

Additional temporary closures may be required for construction and will be confirmed during Detail Design.

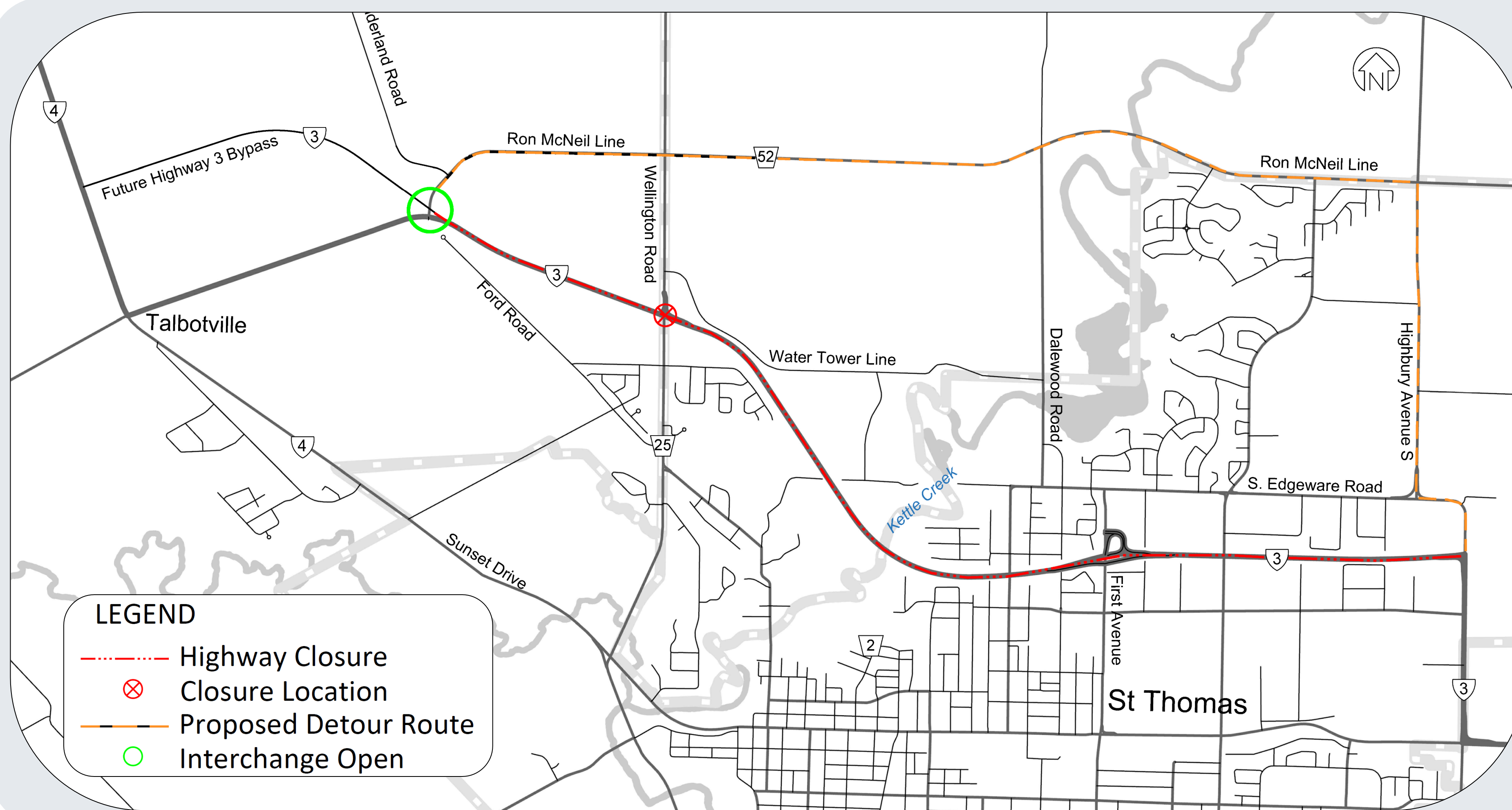


## Ron McNeil Line / Wonderland Road Interchange

Detour is required during the temporary closure of Ron McNeil Line for the construction of the interchange:

- Ron McNeil Line and Wonderland Road traffic to access Highway 3 via Wellington Road.

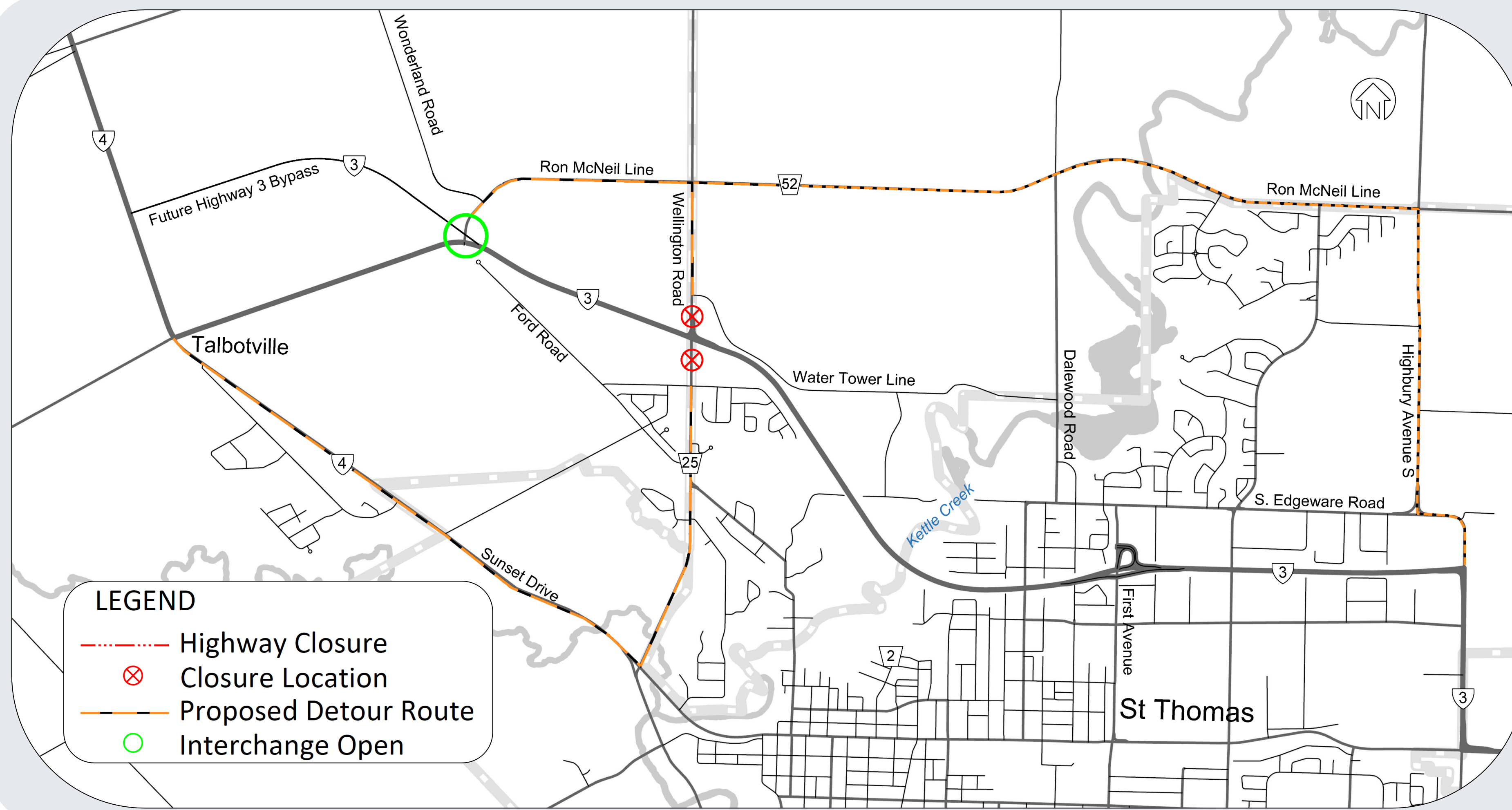
# Potential Road Closures and Detour Routes (cont'd)



## Wellington Road Bridge

Detour is required during the temporary closure of Highway 3 for the construction of the Wellington Road Bridge:

- Highway 3 will be closed between Ron McNeil Line and Centennial Avenue.
- Highway 3 traffic will detour via Ron McNeil Line, Highbury Avenue South and Centennial Avenue.



## Wellington Road Interchange

Detour is required during the temporary closure of Wellington Road for the construction of the interchange:

- Wellington Road traffic north of Highway 3 will detour via Ron McNeil Line, Highbury Avenue South and Centennial Avenue.
- Wellington Road traffic south of Highway 3 will detour via Sunset Drive and Highway 4.

# Property Acquisition Process

**Impacts to private property have been identified in association with the Preferred Plan.**

MTO is committed to working with property owners to make sure they understand the property acquisition process and their rights. Property owners are entitled to fair compensation and will be treated in a consistent manner. The Ministry will contact all affected property owners and make offers to purchase based on an independent market appraisal. An MTO Real Estate Officer will meet with you one-on-one, discuss property value and compensation, answer your questions and listen to your concerns.

For more information on the property acquisition process, please reference the Property Brochure available in-person at PIC 2, and available for download on the project website at [www.highway3elgin.ca](http://www.highway3elgin.ca). Alternatively, you may contact the MTO Property Supervisor below:

**Susan McKay**

**Property Supervisor**

Ministry of Transportation

659 Exeter Road

London, Ontario N6E 1L3

Tel: 519-319-0527

Email: [Susan.McKay2@ontario.ca](mailto:Susan.McKay2@ontario.ca)

# Potential Impacts and Proposed Mitigation Measures

Impacts resulting from this project will be minimized to the extent possible. Investigations are ongoing and will continue during Detail Design to help confirm environmental impacts, refine mitigation measures, and support obtaining required permits and approvals.



## Archaeological Resources

A Stage 2 Archaeological Assessment is ongoing for areas identified as retaining archaeological potential. Stage 3 Archaeological Assessments are required where significant archaeological resources have been recovered.



## Utilities

Utility conflicts with the Preferred Plan will be determined. Relocations or mitigation measures will be completed in advance of construction through consultation with individual utility organizations.



## Noise Impacts

The potential changes in traffic noise associated with the Preferred Plan is currently being reviewed. A Noise Assessment is being completed in accordance with Provincial guidelines to determine if measures are required to mitigate potential increases in traffic noise (i.e., noise wall, landscaping, etc.).



## Air Quality

An Air Quality Assessment is being completed in accordance with Provincial guidelines to assess the potential changes in local and regional air quality, and to determine if mitigation measures are required (i.e., landscaping, etc.).



## Natural Environment

Trees and vegetation will need to be removed and will be minimized to the extent possible. A landscape design plan is being developed to identify opportunities for new plantings and landscape enhancements. Targeted species surveys are ongoing for species that have the potential to be present. Mitigation measures to protect wildlife will be identified.

# Next Steps in the Process

**The steps below will be completed following this PIC:**

- Review, consider and respond to comments received
- Confirm the Preferred Plan
- Confirm the impacts and proposed mitigation measures
- Prepare the Transportation Environmental Study Reports (TESRs)
- Issue Notice of Study Completion and file TESRs for 30-day public comment period (spring/summer 2024)

## **Transportation Environmental Study Report**

The Environmental Assessment and Preliminary Design process for the Talbotville Bypass, widening of Highway 4 and twinning of Highway 3 will be summarized in separate TESR for each project (one for the bypass, one for the twinning).

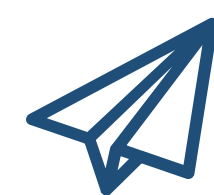
The purpose of the TESR is to describe the project, document input received from the public, external ministries, relevant stakeholders, agencies and municipalities, provide an overview of the alternatives considered during the study, document the evaluation of the alternatives, the Preferred Plan, and impacts and mitigation measures. The TESRs will be made available for a 30-day public review.

Following the Preliminary Design and TESR review period, the Detail Design process for the Preferred Plan will commence.

# Ways to Provide Your Feedback



Visit the Study website:  
<http://www.highway3elgin.ca/>



Email [comments@highway3elgin.ca](mailto:comments@highway3elgin.ca)



Contact by telephone:

**Kevin Welker, P.Eng.**  
Consultant Project Manager  
Stantec Consulting Ltd.  
Tel: (519) 675-6652

**Deanna Pizycki, P.Eng.**  
Senior Project Engineer  
Ministry of Transportation, Project Delivery West  
Tel: (519) 859-7492

All media inquiries shall be directed to MTO's Communications Branch at (416) 327-1158 or [mto.media@ontario.ca](mailto:mto.media@ontario.ca).

**We would appreciate receiving your comments by December 7, 2023.  
Thank you for your interest in this study!**

## Freedom of Information and Protection of Privacy Act

Comments and information regarding this study are being collected to satisfy the requirements of the Ontario Environmental Assessment Act, and in accordance with the Freedom of Information and Privacy Act. With the exception of personal information, all comments will become part of the public record.