February 13, 2018

City of London
300 Dufferin Avenue, P.O. Box 5035
London, Ontario
N6A 4L9

Attention: Ms. Jerri Bunn
Committee Secretary

Highway 401 and Highway 4 (Colonel Talbot Road) Interchange Improvements and Highway 4 and Glanworth Drive Underpass Replacements
Public Information Centre 3, Display Material Package

Dear Ms. Bunn:

The Ministry of Transportation, Ontario (MTO) retained Dillon Consulting Limited (Dillon) to complete the preliminary design, initial detailed design and Class Environmental Assessment for improvements to the Highway 401/Highway 4 interchange, including underpass replacements at Highway 4 and Glanworth Drive.

A third Public Information Centre (PIC) for the project was held on February 1, 2018. For your information, a copy of the display materials presented at the PIC and the Comment Form are enclosed.

Comments are being requested by March 1, 2018. Comments can be submitted by email, fax or mail using the contact information on the Comment Form attached. If you have additional questions or would like to speak with a project team member, please contact the undersigned at 519-438-1288, ext. 1307.

Sincerely,

DILLON CONSULTING LIMITED

Brandon Fox, BES
for Jeff Matthews, P.Eng.
Project Manager

BJF:amw

cc: Mr. Frank Hochstenbach, MTO
Ms. Heather Mitchell, MTO

Our file: 12-7110

DILLON CONSULTING

130 Dufferin Avenue
London, Ontario
Canada
N6A 5R2
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519.672.8209

Dillon Consulting Limited

ONTARIO MINISTRY OF TRANSPORTATION
Preliminary Design, Initial Detail Design and Class Environmental Assessment for the Highway 401 and 4 (Colonel Talbot Road) Interchange Improvements and Highway 4 and Glanworth Drive Underpass Replacements

Public Information Centre 3 – Comment Form

Please complete this form and return it to Dillon Consulting Limited. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information all comments will become part of the public record.

Agency: (If applicable) _____

Name: _____

Mailing Address: _____

_____

_____

_____

❒ I/we prefer to receive information by email.

E-mail: _____

Comments/ Questions/ Concerns (use back if more space needed):

_____

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_____

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_____

_____

Please deposit this form in the comment box or return this form by **March 1**, **2018**, to:

Dillon Consulting Limited
130 Dufferin Avenue, Suite 1400
London, Ontario, N6A 5R2

Tel: 519-438-6192
Fax: 519-672-8209
E-mail: hwy401londonbridges@dillon.ca

Attention: Brandon Fox, BES
File No. 12-7110

DILLON
CONSULTING

HIGHWAY 401/HIGHWAY 4 INTERCHANGE IMPROVEMENTS, AND HIGHWAY 4 AND GLANWORTH DRIVE UNDERPASS REPLACEMENTS

Preliminary Design, Initial Detail Design And Class Environmental Assessment

PUBLIC INFORMATION CENTRE 3

February 1, 2018

DILLON CONSULTING

Ontario

Accessibility

Under the *Integrated Accessibility Standards Regulation* (2011), the Ministry of Transportation, Ontario (MTO) is committed to excellence in serving all customers, including people with disabilities, and to ensuring the Class Environmental Assessment process is accessible to all participants. This Public Information Centre incorporates the following accessibility features:

- Accessible venue location for people with disabilities. The venue includes wheelchair ramps, elevators , reserved seating , accessible washrooms and parking.
- For people requiring assistance, project team members will:
  - Verbally explain presentation board content
  - Assist with written submission of comment forms
- Reading aids are available, including magnifying glasses
- Presentation boards and materials printed in large, legible font
- We welcome people with disabilities and their service animals.

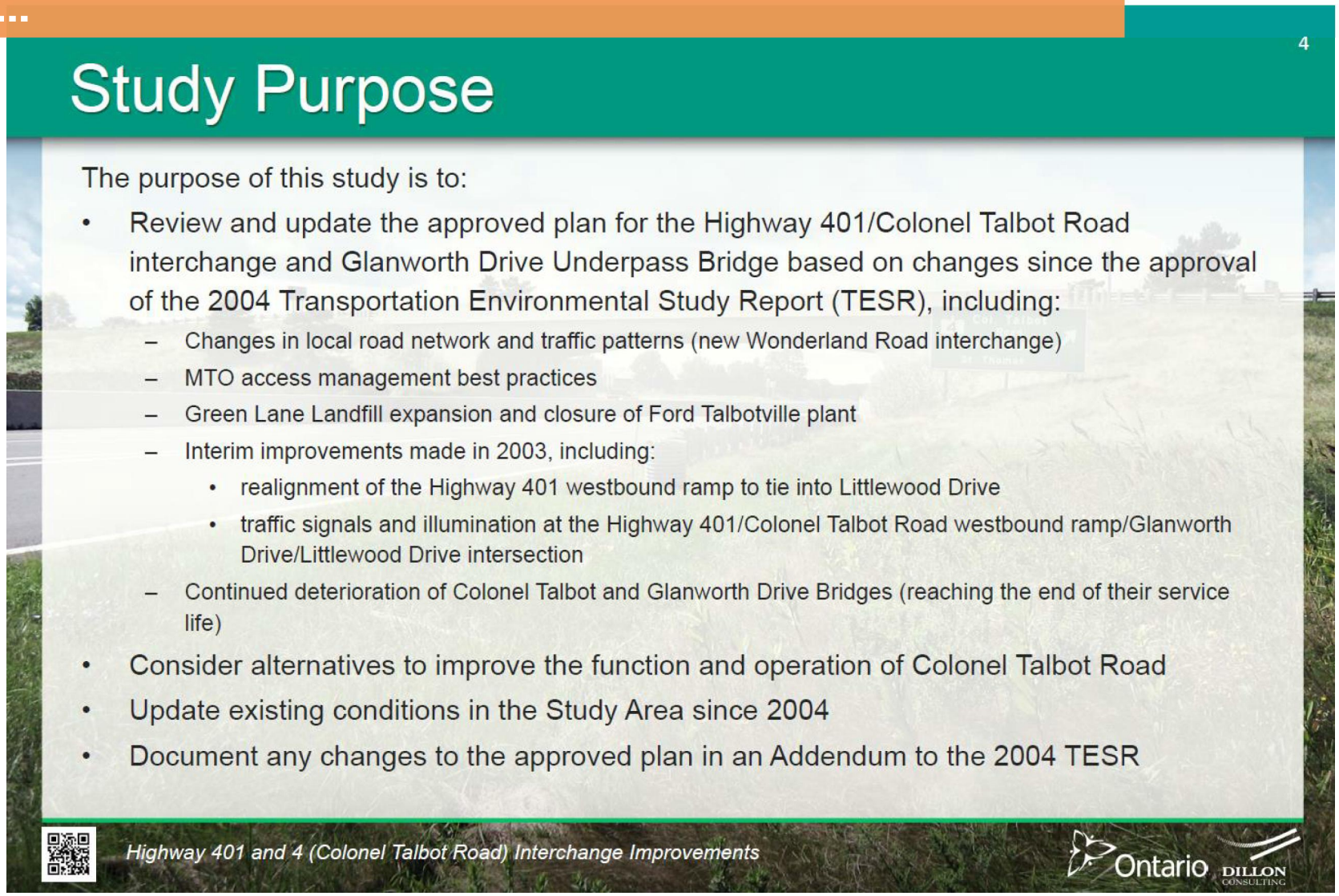
Welcome

Today's Objectives

- **PROVIDE** an update on work completed to date
- **SUMMARIZE** the input received to date
- **DISPLAY** alternatives considered
- **PRESENT** the comparative evaluation of alternatives and technically preferred alternative
- **OUTLINE** the next steps in the study.

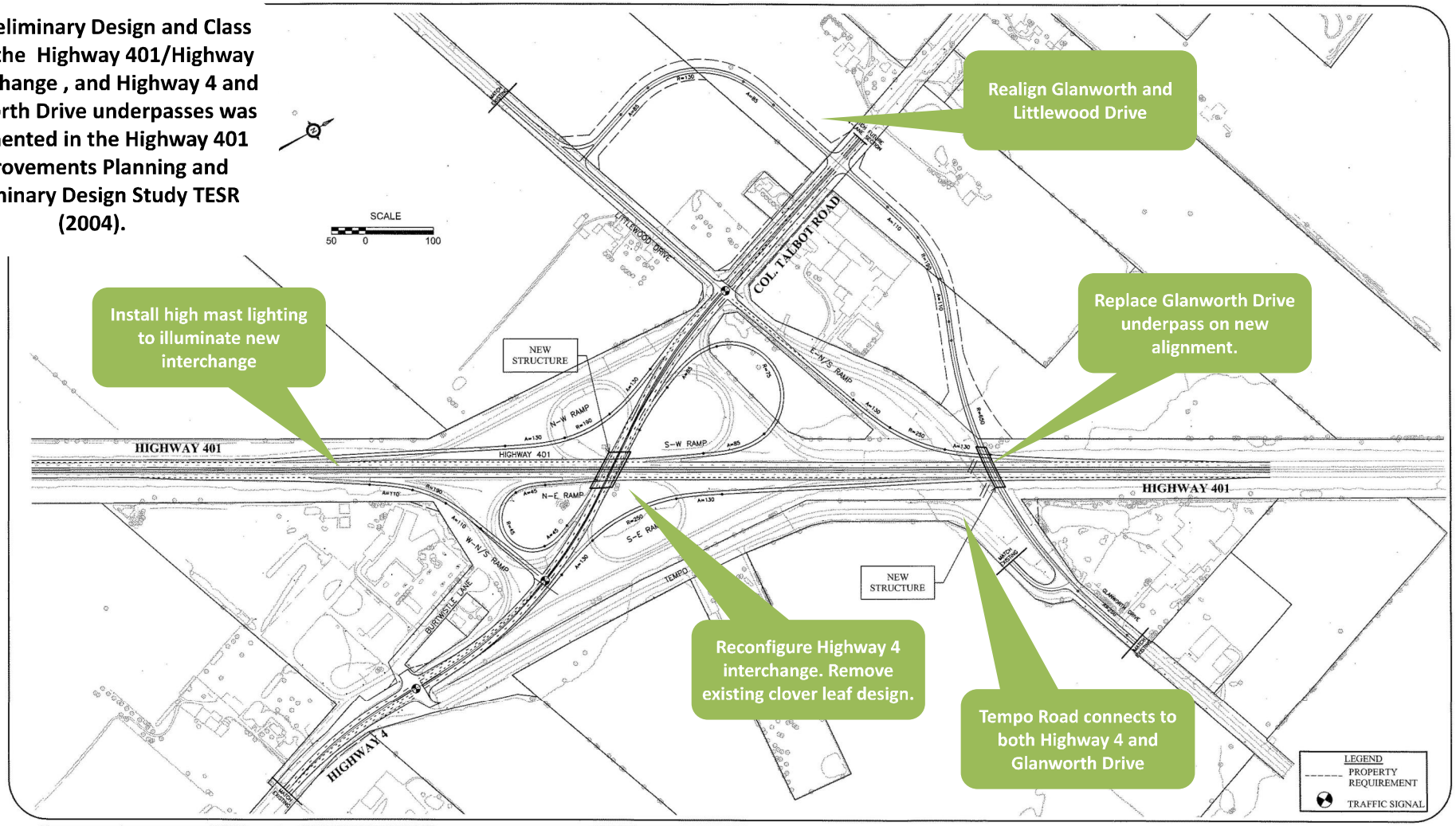
Study Purpose

As presented at PICs in 2013, the purpose of this study is to...



2004 Approved Plan Overview

The Preliminary Design and Class EA for the Highway 401/Highway 4 Interchange , and Highway 4 and Glanworth Drive underpasses was documented in the Highway 401 Improvements Planning and Preliminary Design Study TESR (2004).



Ontario Ministry of Transportation URS	HIGHWAY 401 IMPROVEMENTS PLANNING STUDY Highway 4 Easterly to Highbury Avenue G.W.P. 476-89-00	Highway 4/Col. Talbot Road Interchange Recommended Plan (2021)	FIGURE 9

Consultation To Date

- Two Public Information Centres (June and November 2013)

- Separate meetings with interested agencies, stakeholder groups and community associations including:

    - Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA)
    - City of London
    - Township of Southwold
    - Municipality of Central Elgin
    - County of Elgin
    - Local business owners/operators
    - Lambeth Community Association
    - London Agricultural Advisory Committee
    - Potentially impacted landowners.

- Over 500 comments and submissions have been received to date for the project.

Thank You, your input is appreciated and valued!

What We've Heard to Date

- Glanworth Drive functions as a regional artery for agricultural operations; direct east/west travel should be a priority movement accommodated by any improvement, supporting local agricultural operations
- Speed differential between traffic and farm equipment on Highway 4 is not desirable
- Cul-de-sacs on Tempo Road are not desirable
- Highway 4 interchange should be designed to facilitate both north/south and east/west movement of agricultural equipment (traffic signals, shoulder design, turning lanes)
- Local road realignments should not restrict opportunities for expansion of existing local businesses
- Interchange ramp reconfigurations should minimize potential increases in noise for adjacent businesses and residents.

Project Update

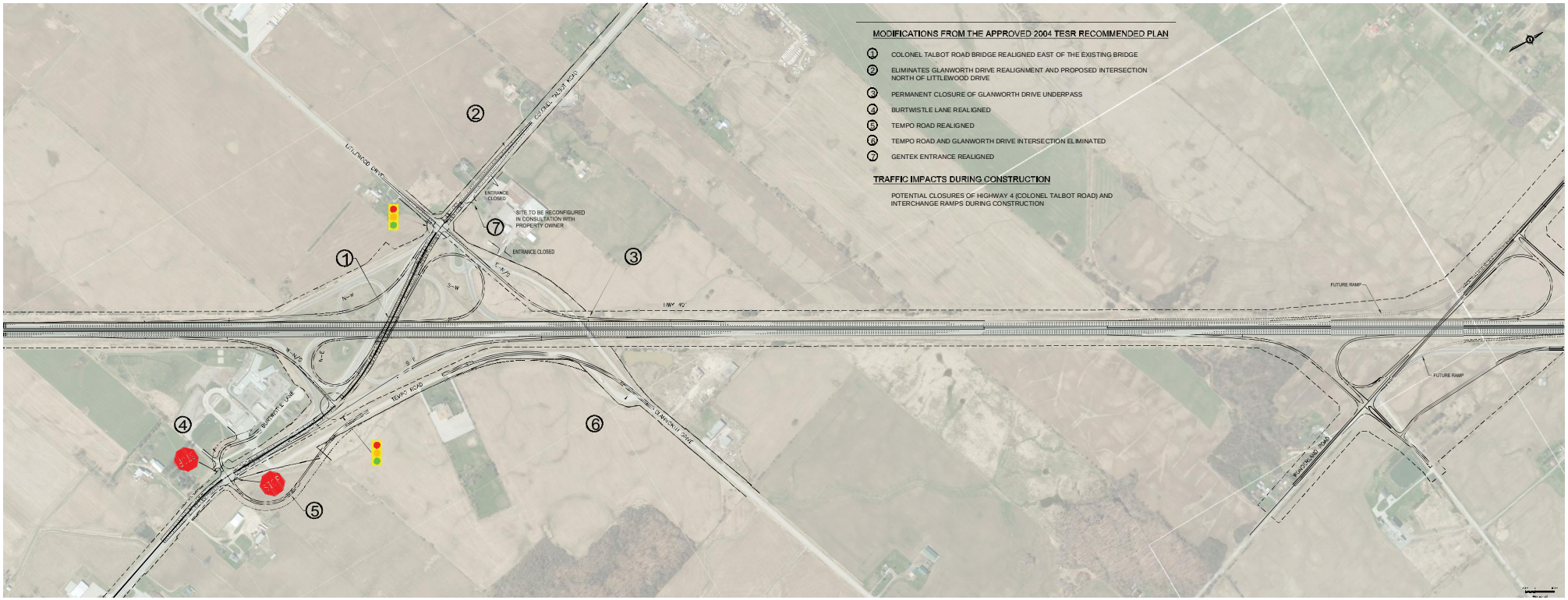
Since the last Public Information Centre (November 2013) the project team has completed:

- Additional field studies
- Additional traffic counts, and analysis
- Traffic simulation modelling
- Additional consultation with interested stakeholders, community groups, and agencies
- Development of two additional alternatives and updated the comparative evaluation
- Identified a technically preferred alternative.

Alternative 1 – Interchange Improvements with Glanworth Drive and Littlewood Drive Realigned

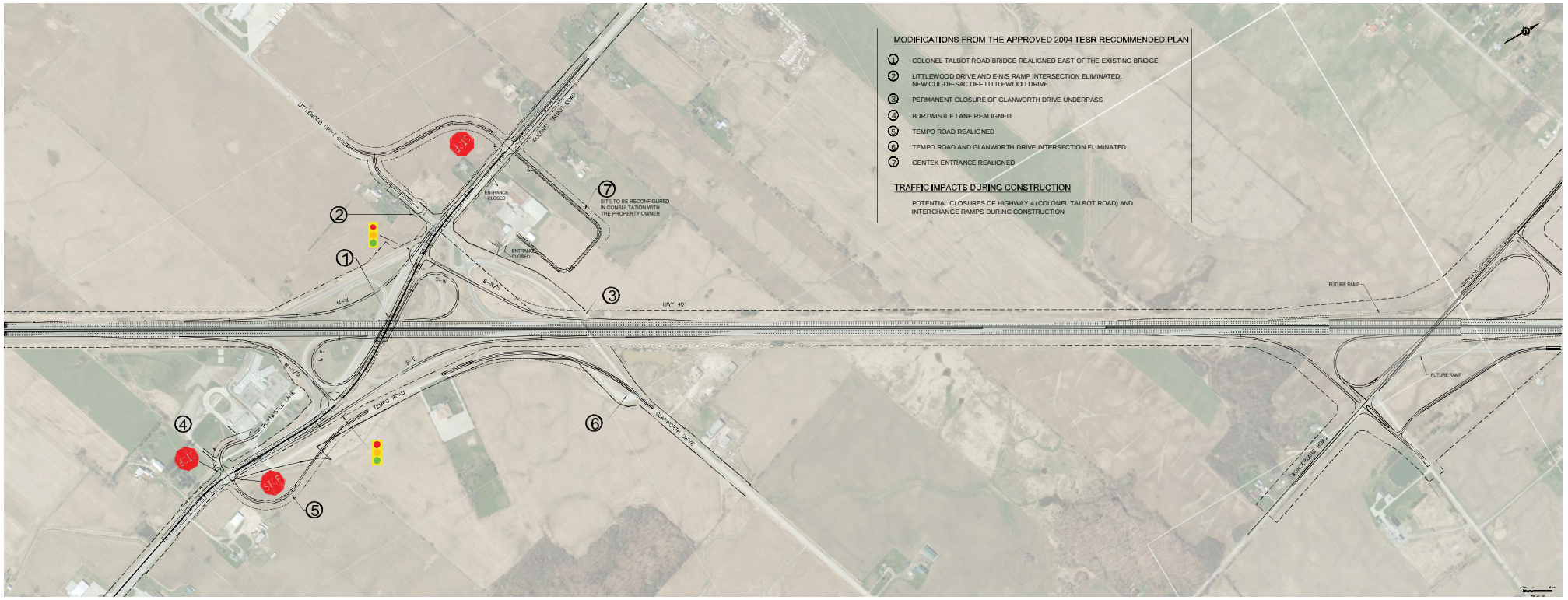
This alternative was previously presented at PIC #2

Alternative 2 – Interchange Improvements with Permanent Closure of Glanworth Drive Bridge



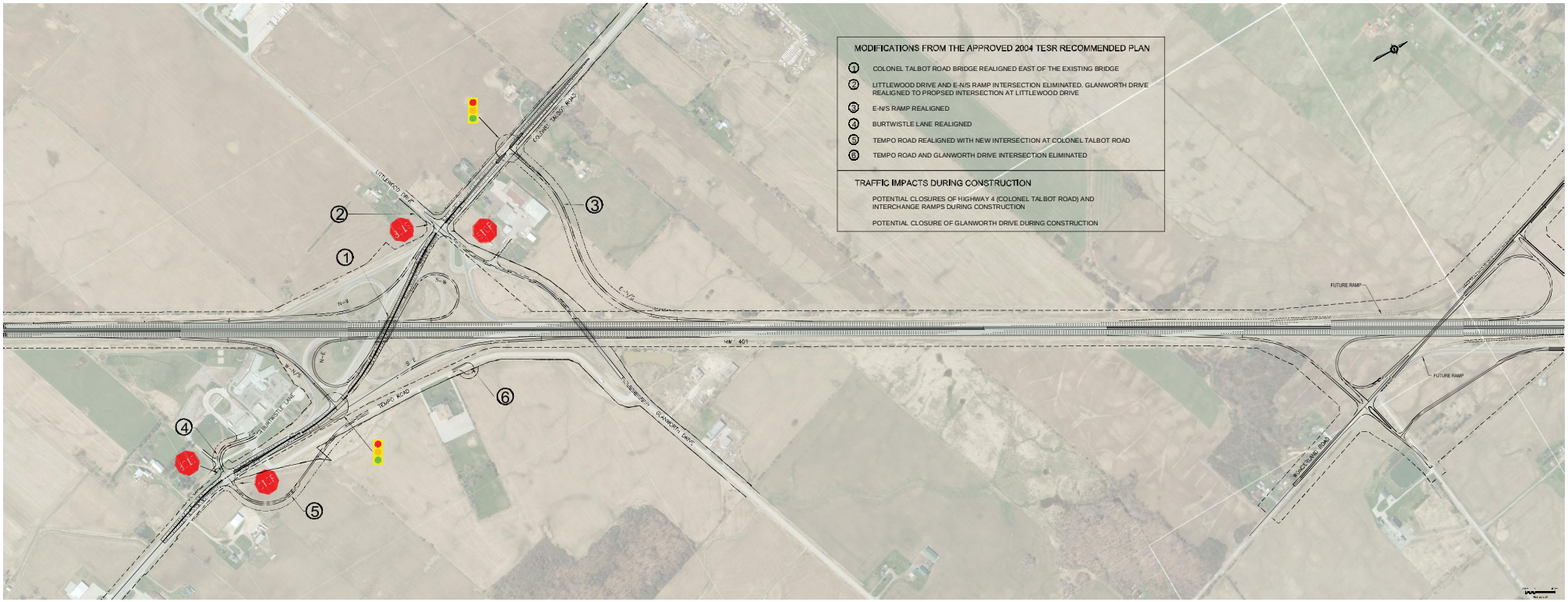
This alternative was previously presented at PIC #2

Alternative 3 – Interchange Improvements with Permanent Closure of Glanworth Drive Bridge and Littlewood Drive Realigned



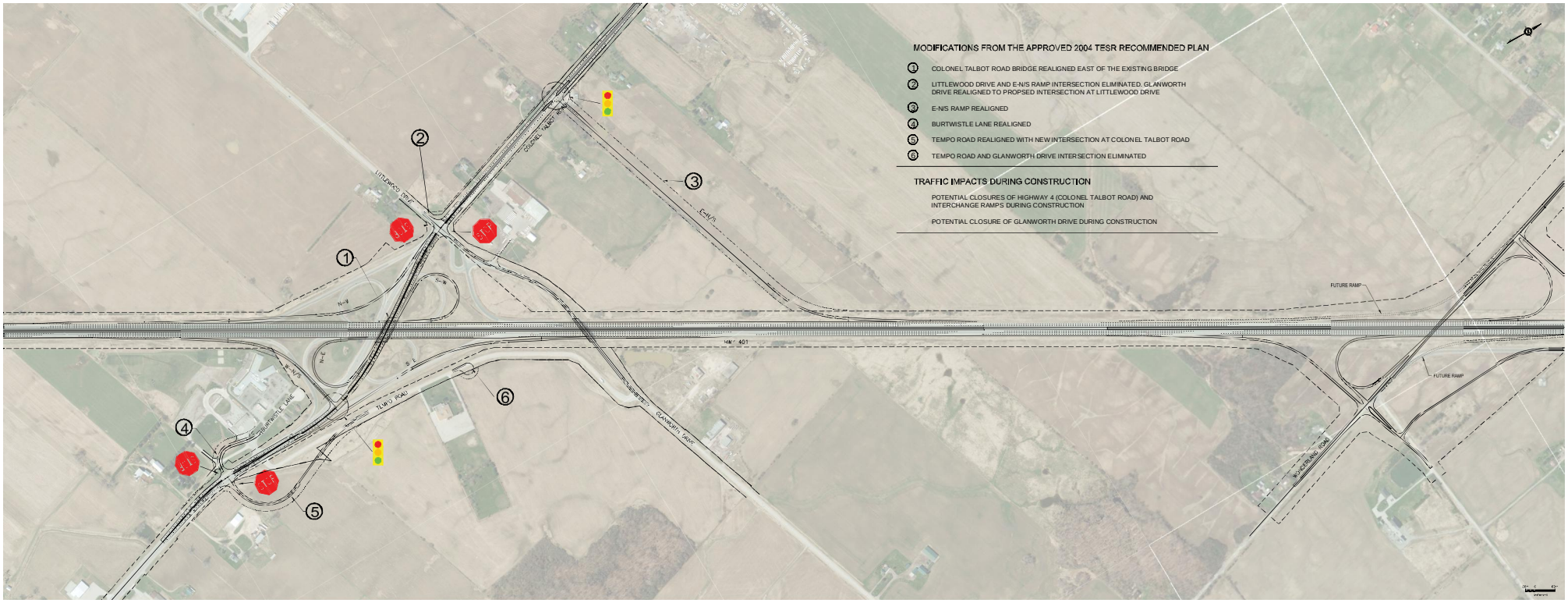
This alternative was previously presented at PIC #2

Alternative 4 – Interchange Improvements with Glanworth Drive Bridge



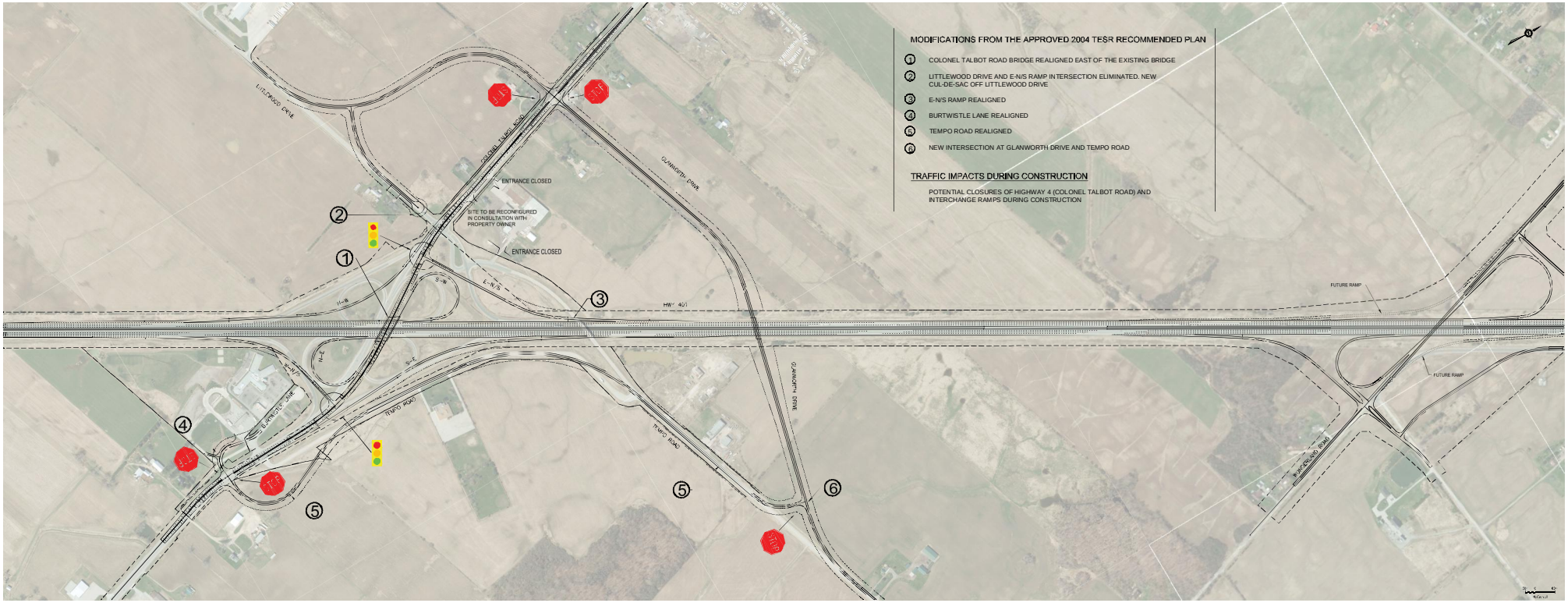
This alternative was previously presented at PIC #2

Alternative 5 – Glanworth Drive/Littlewood Drive Aligned & More Northerly Realignment of Westbound Exit (E-N/S Ramp)



NEW Alternative

Alternative 6 – More Northerly Glanworth Drive/Littlewood Drive Realignment



NEW Alternative

Alternative Evaluation Criteria

Based on background information collected and feedback received from public consultation to date on the project, an updated comparative evaluation has been completed which includes the addition of two new alternatives. The following criteria were used to assess the alternatives and identify the technically preferred:

Evaluation Factors	Criteria Considered	What Was Measured
Transportation & Engineering	• Municipal Road Connectivity	• Ability for the alternative to maintain the existing municipal road network (municipal roads are all non-provincial highways including Glanworth Drive, Littlewood Drive, Tempo Road, Burtwistle Lane, etc.)
	• Engineering Standards, Practices and Policies	• Ability to adhere to highway design standards
	• Movement of Farm Machinery	• Ability for farm machinery to move across the provincial road network in a safe and reliable manner
	• New Infrastructure Requirements	• Ability to minimize the amount of new infrastructure created and ability to re-use existing infrastructure (e.g. built up embankments, berms, etc.)
	• Impacts to utilities	• Ability to minimize required utility relocations
	• Operation and Maintenance Costs	• Lowest overall operation and maintenance costs (short-term and long-term)

	Criteria Considered	What Was Measured
Natural Environment	• Impacts to Fish and Fish Habitat	• Ability to minimize impacts to existing fish and fish habitat
	• Impacts to Terrestrial Resources	• Ability to minimize impacts to wildlife or wildlife habitat and terrestrial species at risk

Alternative Evaluation Criteria Con't

Based on background information collected and feedback received from public consultation to date on the project, an updated comparative evaluation has been completed which includes the addition of two new alternatives. The following criteria were used to assess the alternatives and identify the technically preferred:

Evaluation Factors	Criteria Considered	What Was Measured
Socio-Economic Environment	• Impacts on existing and future land uses	• Impacts to residential, commercial, institutional and industrial land uses including both existing uses and future potential uses
	• Conformity with Provincial and Municipal Planning Policies	• Consistency with Provincial Policy Statement and local official planning policies
	• Short-Term Community Impacts	• Short-term impacts to community from construction operations
	• Long-Term Community Impacts	• Long-term impacts to the community from road realignments, closures or impacts to operations

	Criteria Considered	What Was Measured
Cultural Environment	• Archaeological Potential	• Amount of land impacted that has archaeological potential
	• Cultural Heritage Potential	• Impacts on built resources or cultural landscapes with heritage significance

Alternative Evaluation: Transportation & Engineering Factor Area

Below is a summary of the Comparative Evaluation completed for the Transportation & Engineering Factor Area. Note that for ease of public review the justification statements provided are intended to provide high level rationale on reasons one alternative was preferred over another. Not all considerations for each alternative are shown on this table. To discuss a specific justifications for an alternative or criteria measure please talk to a project team member.

Criteria	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6
Municipal Road Connectivity	✓ Glanworth/Littlewood connection maintained	× Severs direct connection of Glanworth/Littlewood	× Severs direct connection of Glanworth/Littlewood	✓ Glanworth/Littlewood connection maintained	✓ Glanworth/Littlewood connection maintained	✓ Glanworth/Littlewood connection maintained
Engineering Standards, Practices, and Policies	× Reduces driver visibility and does not fully comply with Access Management Guidelines	× Interchange ramps in close proximity to municipal road connections is not desirable and does not fully comply with Access Management Guidelines	× Does not fully comply with Access Management Guidelines	× Interchange ramps in close proximity to municipal road connections is not desirable and does not fully comply with Access Management Guidelines	× Reduces driver visibility and creates weaving potential on Highway 401 due to proximity of Wonderland Road. Does not fully comply with Access Management Guidelines	✓ Best meets access management guidelines. Driver visibility reduced due to proximity of Glanworth Drive bridge but less impact compared to other alternatives
Movement of Farm Machinery	✓ Movement maintained. Stop controlled intersection at Highway 4 creates potential delays	× Elimination of Glanworth Drive impacts ability of farm machinery to move east/west across Highway 401	× Elimination of Glanworth Drive impacts ability of farm machinery to move east/west across Highway 401	× Movement maintained. Stop controlled intersection at Highway 4 creates longer delays compared to Alternatives 1 or 6	× Movement maintained. Stop controlled intersection at Highway 4 creates longer delays compared to Alternatives 1 or 6	✓ Movement maintained. Stop controlled intersection at Highway 4 creates potential delays
New Infrastructure Requirements	× Requires most new infrastructure	✓ Requires least new infrastructure	× Requires moderate amount of new infrastructure	× Requires moderate amount of new infrastructure	× Requires moderate amount of new infrastructure	× Requires most new infrastructure
Impacts to Utilities	× Most impacts to existing utility infrastructure	✓ Least impacts to existing utility infrastructure	× Moderate impacts to existing utility infrastructure	✓ Least impacts to existing utility infrastructure	✓ Least impacts to existing utility infrastructure	× Moderate impacts to existing utility infrastructure
Operation and Maintenance Costs	× High maintenance costs (two bridges)	✓ Lower maintenance costs (one bridge)	✓ Lower maintenance costs (one bridge)	× High maintenance costs (two bridges)	× High maintenance costs (two bridges)	× High maintenance costs (two bridges)
Transportation & Engineering Factor Area Summary	**Alternative 2 or 6 are preferred. However, Alternative 6 is more preferred due to its ability to better address engineering standards and local community concerns surrounding movement of farm machinery.**					

Alternative Evaluation: Natural Environment Factor Area

Below is a summary of the Comparative Evaluation completed for the Natural Environment Factor Area. Note that the justification statements provided are intended to provide high level rationale on reasons one alternative was preferred over another. Not all considerations for each alternative are shown on this table. To discuss a specific justifications for an alternative or criteria measure please talk to a project team member.

Criteria	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6
Impacts to Fish and Fish Habitat	✗ New culvert at westbound exit ramp creates minor footprint impacts	✓ Removal of culverts at Glanworth Drive improves fish habitat compared to existing conditions	✓ Removal of culverts at Glanworth Drive improves fish habitat compared to existing conditions	✗ New culvert at westbound exit ramp creates minor footprint impacts	✗ New culvert at westbound exit ramp creates minor footprint impacts	✗ New culvert at westbound exit ramp creates minor footprint impacts
Impacts to Terrestrial Resources	✓ Minimal impacts to terrestrial resources	✓ Minimal impacts to terrestrial resources	✓ Minimal impacts to terrestrial resources	✓ Minimal impacts to terrestrial resources	✗ Requires removal of pond with Candidate Turtle Overwintering Habitat	✗ Requires removal of pond with Candidate Turtle Overwintering Habitat
Natural Environment Factor Area Summary	**Alternative 2 or 3 are preferred because they have the least potential to negatively impact the natural environment. It is noted that in all alternatives, the relative differences of impacts to the Natural Environment are not significant compared to other factor areas in the comparative evaluation.**					

Alternative Evaluation: Socio-Economic Factor Area

Below is a summary of the Comparative Evaluation completed for the Socio-Economic Factor Area. Note that the justification statements provided are intended to provide high level rationale on reasons one alternative was preferred over another. Not all considerations for each alternative are shown on this table. To discuss a specific justifications for an alternative or criteria measure please talk to a project team member.

Criteria	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6
Impacts on Existing and Future Land Uses	× Requires property from 4 residents, 2 commercial properties and 1 industrial property. Requires site plan modifications for industrial facility	✓ Requires property from 2 residents, and 2 commercial properties. Requires site plan modifications for industrial facility	× Requires property from 4 residents, and 2 commercial properties. Requires site plan modifications for industrial facility	× Requires property from 3 residents, 2 commercial properties and 1 industrial property. Requires site plan modifications for industrial facility	× Requires property from 6 residents, and 2 commercial properties . Requires site plan modifications for industrial facility	× Requires property from 7 residents, and 2 commercial properties . Requires site plan modifications for industrial facility
Conformity to Provincial and Municipal Planning Policies	× Not consistent with Provincial or Municipal Plans	✓ Consistent with Provincial and Municipal Official Plans	× Not consistent with Provincial or Municipal Plans	× Not consistent with Provincial or Municipal Plans	× Somewhat consistent with Provincial or Municipal Plans but less than Alternative 2	× Not consistent with Provincial or Municipal Plans
Short-Term Community Impacts	× Moderate staging impacts to provincial and local road users	✓ Least complex construction staging	✓ Least complex construction staging	× Most staging impacts to provincial and local road users	× Most staging impacts to provincial and local road users	× Moderate staging impacts to provincial and local road users
Long-Term Community Impacts	× Restricts business expansion opportunities	× Severs Glanworth/Littlewood connection restricting regional travel for agriculture	× Severs Glanworth/Littlewood connection restricting regional travel for agriculture and restricts business expansion opportunities	× Restricts business expansion opportunities	× Restricts business expansion opportunities	✓ Minimizes impacts on expansion opportunities and maintains regional connections
Socio-Economic Environment Factor Area Summary	**Alternative 2 is preferred because it has the fewest impacts to existing and future land uses, best conforms to land use planning policies and has the fewest short-term impacts to the local community.**					

Alternative Evaluation: Cultural Environment Factor Area

Below is a summary of the Comparative Evaluation completed for the Cultural Environment Factor Area. Note that the justification statements provided are intended to provide high level rationale on reasons one alternative was preferred over another. Not all considerations for each alternative are shown on this table. To discuss a specific justifications for an alternative or criteria measure please talk to a project team member.

Criteria	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6
Archaeological Potential	✓ Requires minimal amount of land with archaeological potential	✓ Requires minimal amount of land with archaeological potential	✓ Requires minimal amount of land with archaeological potential	✓ Requires minimal amount of land with archaeological potential	✓ Requires minimal amount of land with archaeological potential	× Requires the most land with archaeological potential
Cultural Heritage Potential	✓ Minimal impacts to cultural heritage resources	× Removes Glanworth Drive bridge impacting overall landscape	× Removes Glanworth Drive bridge impacting overall landscape	✓ Minimal impacts to cultural heritage resources	✓ Minimal impacts to cultural heritage resources	✓ Minimal impacts to cultural heritage resources
Cultural Environment Factor Area Summary	**Alternatives 1, 4 or 5 are preferred because they have the least potential to impact lands with potential cultural or archaeological resources. It is noted that in all alternatives, the impacts to the Cultural Environment are negligible compared to other factor areas in the comparative evaluation.**					

Comparative Evaluation Summary

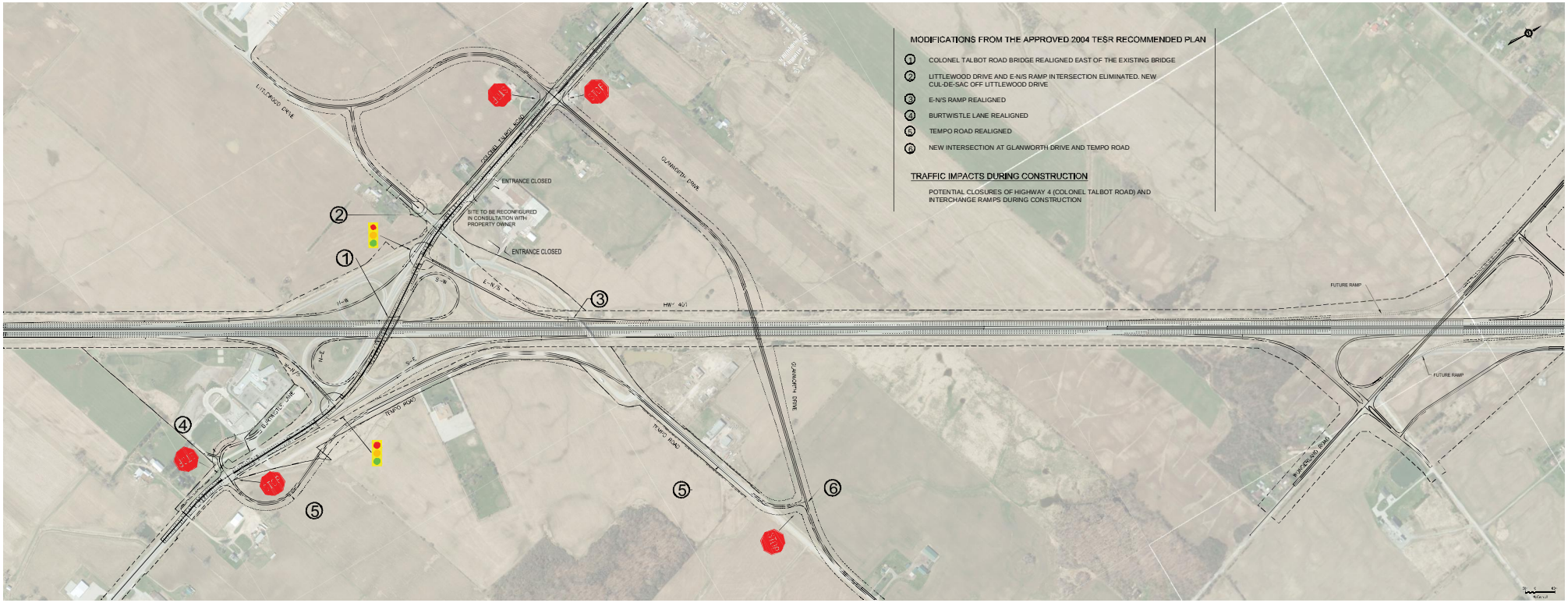
Transportation & Engineering Factor Area Summary	Alternative 6 is preferred because it best meets MTO Practices, Policies and guidelines while best maintaining local road networks and providing a reliable and efficient route for the movement of farm machinery.
Natural Environment Factor Area Summary	Alternative 2 or 3 are preferred because they have the least potential to negatively impact the natural environment. It is noted that in all alternatives, the impacts to the Natural Environment are negligible compared to other factor areas in the comparative evaluation.
Socio-Economic Environment Factor Area Summary	Alternative 2 is preferred because it has the fewest impacts to existing and future land uses, best conforms to land use planning policies and has the fewest short-term impacts to the local community.
Cultural Environment Factor Area Summary	Alternatives 1, 4 or 5 are preferred because they have the least potential to impact cultural or archaeological resources. It is noted that in all alternatives, the impacts to the Cultural Environment are negligible compared to other factor areas in the comparative evaluation.

Based on the comparative evaluation of alternatives, using a reasoned argument method, Alternative 6 has been selected as the Technically Preferred Alternative.

Alternative 6 is technically preferred over Alternative 2 because it:

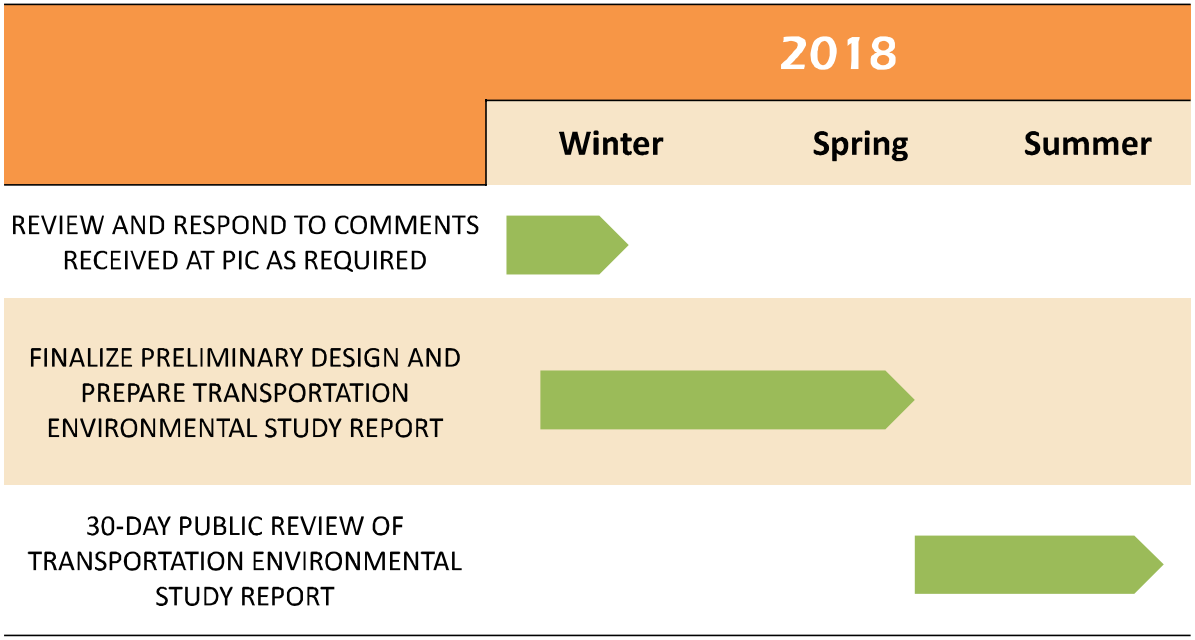
- Adheres to engineering standards, policies and practices
- best maintains the local road network
- offers potential benefits for future development opportunities
- provides an efficient route for the movement of farm machinery
- addresses concerns of local stakeholders, as heard through public consultation activities

Technically Preferred Alternative



Alternative 6

Next Steps



THANK YOU FOR ATTENDING

More information about the project can be found online at www.hwy401londonbridges.ca

Your input is important to the outcome of this project.
Please complete a comment form and return it by

February 15, 2018

Information on this project is being collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.