



Introduction

2004

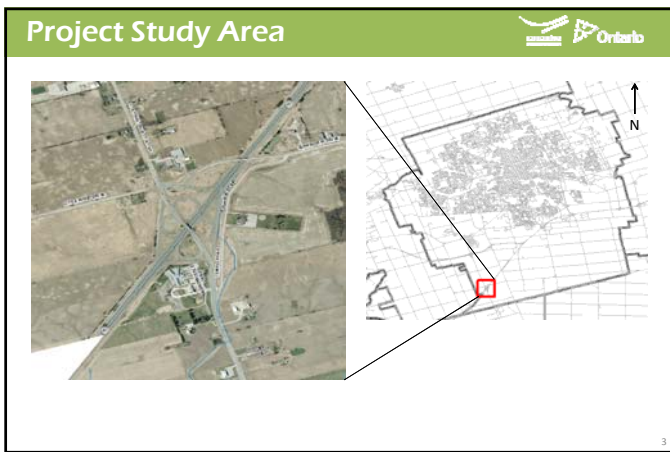
- Highway 401 Improvements Planning and Preliminary Design Study from 1.0 km west of Highway 4 (Col. Talbot Road) easterly to 1.0 km east of Highbury Avenue
 - Documented in Transportation Environmental Study Report (TESR)
 - Replacement of the Colonel Talbot Road and Glanworth Drive underpass bridges and other Highway 401 improvements
 - Environmental Clearance was received in February 2004.

2012

- MTO retained Dillon Consulting Limited to review and update the 2004 approved plan for the Highway 401/4 (Col. Talbot Road) interchange and Glanworth Drive Bridge based on:
 - Changes in the Study Area since the 2004 TESR was completed (Ford Talbotville, Wonderland Road interchange, etc.)
 - MTO's new Highway Access Management Guidelines (December 2013)

The purpose of the current Preliminary Design and Class Environmental Assessment Study is to develop a preferred alternative to improve the function and operation of the Interchange and Highway 4 (Col. Talbot Road)

2

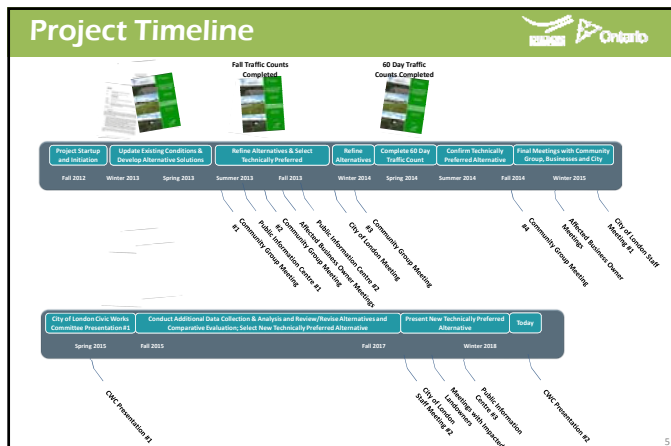


MTO Class Environmental Assessment Process

This project is subject to Ontario's Environmental Assessment Act and is being carried out in accordance with the requirements of the Class EA for Provincial Transportation Facilities (2000) as a Group "B" project.

Generally, Group "B" projects are considered major improvements to existing transportation facilities and require the preparation of a Transportation Environmental Study Report (TESR). The TESR Addendum, documenting preliminary design changes, will be available for a 30-day public review period.

4



Project Update

Since the last Civic Works Committee presentation (May 2015) the project team has completed:

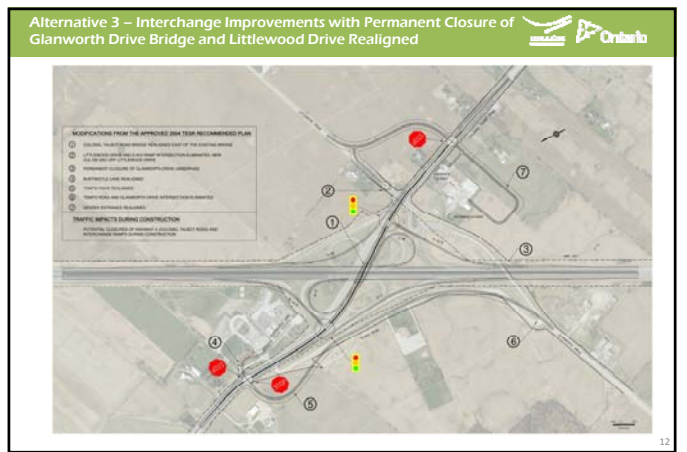
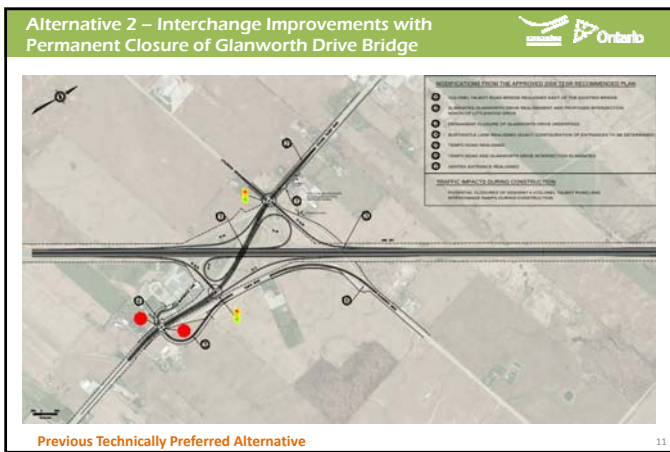
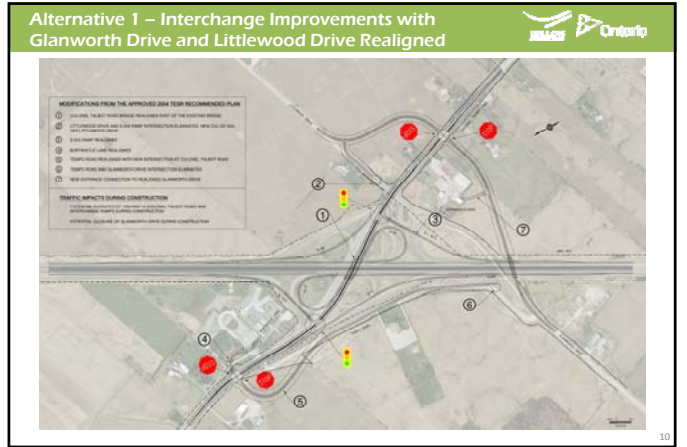
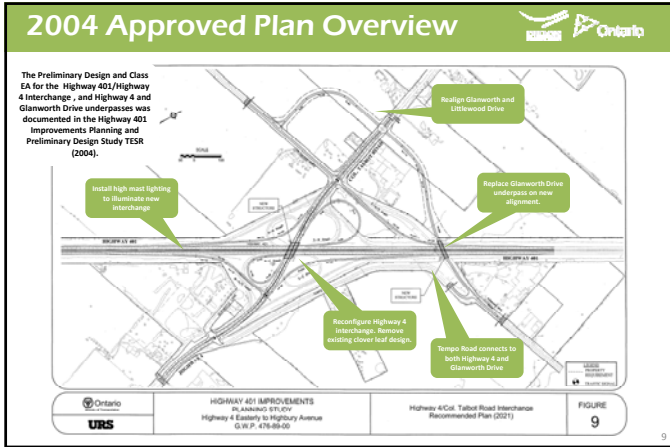
- Additional field studies
- Additional traffic counts, and analysis
- Traffic simulation modelling
- Additional consultation with interested stakeholders, community groups, and agencies
- Reviewed and updated the alternatives and the comparative evaluation
- Identified a new technically preferred alternative
- A third Public Information Centre (February 1, 2018).

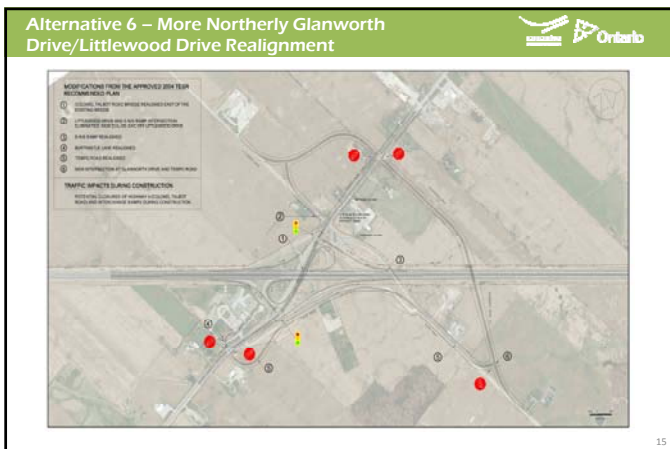
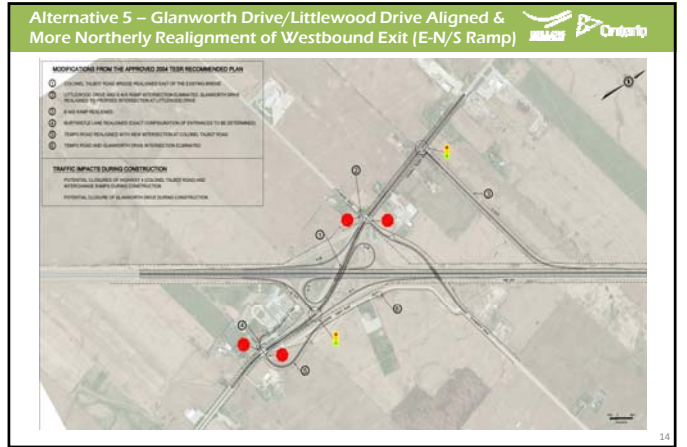
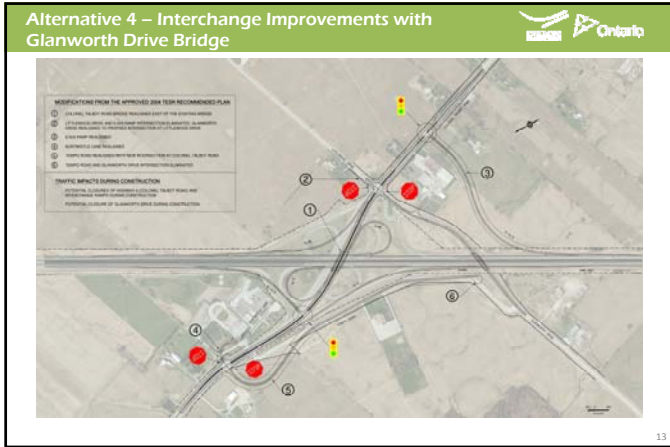
Consultation To Date

- Three Public Information Centres (June and November 2013, and February 2018)
- Separate meetings with interested agencies, stakeholder groups and community associations including:
 - Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA)
 - City of London
 - County of Elgin
 - Township of Southwold
 - Municipality of Central Elgin
 - London Agricultural Advisory Committee
 - Local business owners/operators
 - Lambeth Community Association
 - Potentially impacted landowners.
- Over 500 comments and submissions have been received to date for the project.

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.





Updated 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

**Alternative 6:
New Technically Preferred Alternative**

Technically Preferred Alternative

MODIFICATIONS FROM THE APPROVED 2014 EIR RECOMMENDED PLAN

1. PROPOSED
2. REVISED
3. DELETED
4. NEW

TRAFFIC IMPACTS DURING CONSTRUCTION

Alternative 6

17

Next Steps

	2018		
	Winter	Spring	Summer
REVIEW AND RESPOND TO COMMENTS RECEIVED AT PIC 3 AS REQUIRED	[Green arrow pointing right]		
FINALIZE PRELIMINARY DESIGN AND PREPARE TRANSPORTATION ENVIRONMENTAL STUDY REPORT	[Green arrow pointing right]		
30-DAY PUBLIC REVIEW OF TRANSPORTATION ENVIRONMENTAL STUDY REPORT			[Green arrow pointing right]

THANK YOU

18