



## REPORT TO COUNTY COUNCIL

**FROM:** Peter Dutchak, Director,  
Engineering Services

**DATE:** December 6, 2023

**SUBJECT:** Talbotville Bypass and Highway 3  
Twinning – Public Information Centre 2 - Update

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### RECOMMENDATIONS:

THAT the report titled “Talbotville Bypass and Highway 3 Twinning – Public Information Centre 2 – Update”, be received and filed; and,

THAT the list of comments identified in this report be sent to the Ministry of Transportation’s Study Design Team for consideration and inclusion in their Transportation Environmental Study Report (TESR).

### INTRODUCTION:

The Ontario Ministry of Transportation (MTO) is progressing with its Preliminary Design, Detailed Design and Class Environmental Assessment (Class EA) for improvements to Highway 3 from Highway 4 to Centennial Avenue. A second Public Information Centre (PIC) was held on November 22<sup>nd</sup>, 2023 and this report will summarize the information shared and recommend comments to be provided to the MTO.

Additional information regarding the study can be found through the following link:  
<http://www.highway3elgin.ca/>

### BACKGROUND AND DISCUSSION:

The MTO is planning improvements to the Highway #3 corridor between Highway #4 and Centennial Avenue. After the first PIC held on August 17, 2023, County Council submitted a list of comments regarding the project and design features. On November 21, 2023, staff received a response from the MTO’s consultant (Stantec) that confirmed receipt and consideration of these comments (see response attached). Generally, Council’s comments are either being considered or have been implemented into the preliminary design. Specifically, interchange design preferences have been incorporated into the preliminary design and other requested design features will be considered by the design team.

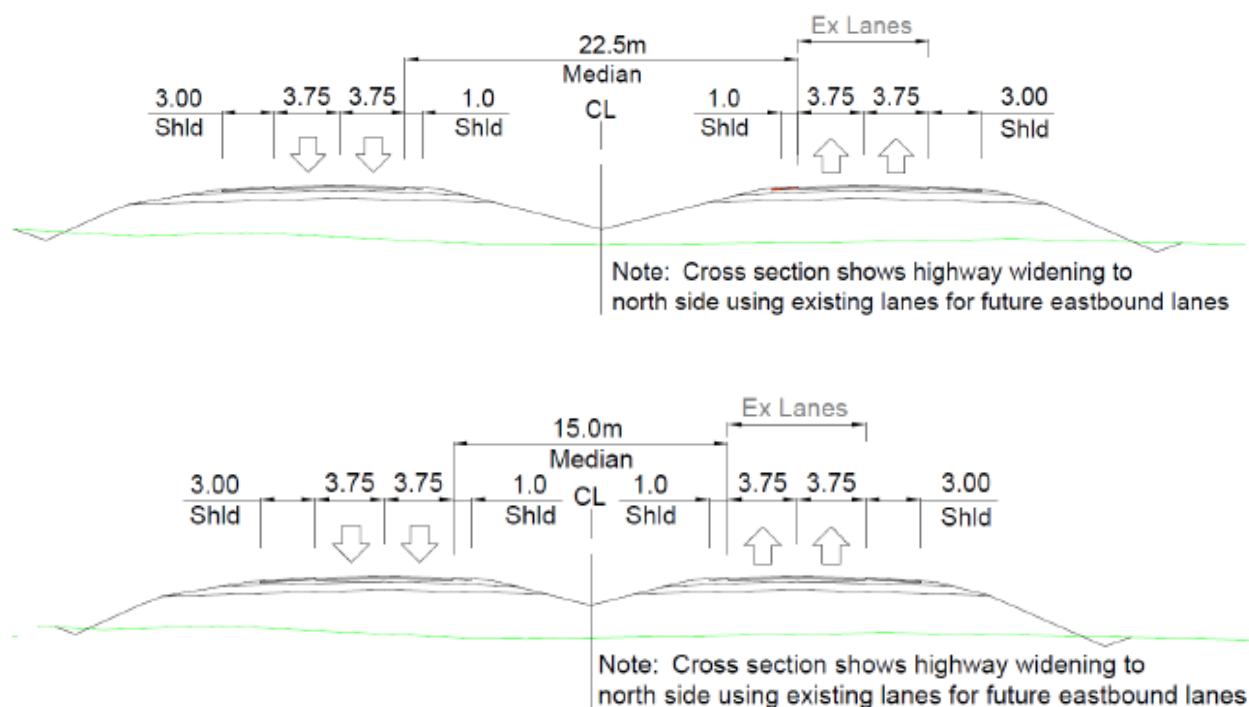
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Of note, the movement of agricultural equipment is being taken into consideration, however, agricultural equipment will remain prohibited from using Highway #3 and the proposed Talbotville Bypass for safety purposes. The posted speed limit along Highway #3 will be increased from 80km/h to 100km/h resulting from the divided highway cross section.

PIC 2 was held on November 22<sup>nd</sup> with an agency only session in the afternoon followed by a public session held in the evening with 122 attendees from the public. Highlights from PIC 2 are as follows:

The proposed Highway #3 cross section is proposing to utilize 2 different median width designs in order to reduce property impacts.

Generally, the wider median (22.5 metre) is proposed west of Wellington Road to Highway #4 and the narrower (15 metre) median width is proposed from Wellington Road easterly to Centennial Avenue. These proposed design cross sections are shown below.



A digital rendering of the proposed roundabout at where the proposed Talbotville Bypass will connect to Highway #4 is shown below.



A digital rendering of the proposed interchange of Ron McNeil Line/Wonderland Road is shown below which incorporates a cul-de-sac at Ford Road.





A digital rendering of the proposed interchange at Wellington Road is shown below.



A digital rendering of the proposed twinning of the Kettle Creek Bridge shown below.



The preliminary construction staging sequence has been developed over a five (5) year timeline, commencing as early as 2025 subject to funding and environmental approvals, and as follows:

**Year 1** – Highway 4 widening, Highway 4 Roundabout, Highway 3 Bypass and CNR overhead structure, Kettle Creek Bridge.

**Year 2** – Highway 3 Bypass, CNR overhead structure, Ron McNeil Line/Wonderland Road interchange ramps, Highway 3 twinning (east of Wellington Road).

**Year 3** – Ron McNeil Line/Wonderland Road interchange, Highway 3 twinning, First Ave. interchange.

**Year 4** – Highway 3 twinning, Wellington Road interchange.

**Year 5** – Highway 3 twinning, Wellington Road interchange.

It is anticipated that the entire project will encompass a number of construction contracts and have fluctuating impacts to County roads which will serve as construction detours at times when necessary. Construction detour routes and sequencing will be developed throughout the design phases and with staff input. Long duration detours on County roads is not anticipated at this time.

The MTO have requested to receive comments emanating from the information provided in PIC 2 by December 7, 2023. Staff recommends forwarding the following list of comments based on information provided to date for Council's consideration:

1. That construction detours utilizing County roads be minimized in duration where possible.
2. That all County roads considered to be utilized as construction detour routes have a formal assessments completed to determine their current state of repair and as a benchmark of condition prior to use as detour routes.
3. That County roads used as construction detour routes be restored to their pre-detour condition at project completion.
4. That cul-de-sacs be designed so that municipal service vehicles (i.e. plow trucks, garbage trucks) can turn around in one movement.
5. That traffic signalization be implemented at the intersection of Clinton Line and Highway #4 to facilitate the movement of agricultural equipment.

The County will have another opportunity to comment in 2024 when the Transportation Environmental Study Report (TESR) is circulated for public comment.

#### **FINANCIAL IMPLICATIONS:**

None anticipated.

#### **ALIGNMENT WITH STRATEGIC PRIORITIES:**

Serving Elgin	Growing Elgin	Investing in Elgin
<input checked="" type="checkbox"/> Ensuring alignment of current programs and services with community need.  <input type="checkbox"/> Exploring different ways of addressing community need.  <input checked="" type="checkbox"/> Engaging with our community and other stakeholders.	<input checked="" type="checkbox"/> Planning for and facilitating commercial, industrial, residential, and agricultural growth.  <input type="checkbox"/> Fostering a healthy environment.  <input type="checkbox"/> Enhancing quality of place.	<input checked="" type="checkbox"/> Ensuring we have the necessary tools, resources, and infrastructure to deliver programs and services now and in the future.  <input type="checkbox"/> Delivering mandated programs and services efficiently and effectively.

**Additional Comments:** None.

#### LOCAL MUNICIPAL PARTNER IMPACT:

None.

#### COMMUNICATION REQUIREMENTS:

A link to the MTO's project page that includes material presented during their public information sessions will be available on the County's website.

#### CONCLUSION:

The Ontario Ministry of Transportation (MTO) is progressing with its Preliminary Design, Detailed Design and Class Environmental Assessment (Class EA) for improvements to Highway 3 from Highway 4 to Centennial Avenue. A second Public Information Centre (PIC) was held on November 22<sup>nd</sup>, 2023 which showcased proposed cross section designs, interchange layouts and a preliminary 5-year construction staging sequence.

Public comment is also requested at this point in the Class EA process and this report has provided comments for Council's consideration to be circulated to the MTO.

All of which is Respectfully Submitted

Approved for Submission

Peter Dutchak  
Director, Engineering Services

Don Shropshire  
Chief Administrative Officer/Clerk