



WELLINGTON COUNTY ROAD 124 CLASS EA – PIC #2

Welcome

Welcome to **Public Information Centre No. 2 for Wellington County Road 124** Between Township Road 1 and Fife Road

The Project is being planned under Schedule C of the Municipal Class Environmental Assessment (EA) Act.

We ask that you:

- ***Review the Display Boards***
- ***Ask any **questions** you have of the Project Team***
- ***Fill out a **Comment Sheet** with your comments or concerns about the project and the Preferred Alternative.***



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What is the Purpose of this Public Information Centre

- Present the ***Preferred Alternative*** developed based on public and agency feedback, to address the existing congestion and pavement condition on County Road 124.
- To obtain ***feedback*** on the Preferred Alternative, prior to approval by County of Wellington Roads Committee and Council.
- ***Address*** any questions or concerns you may have regarding this project, prior to filing the Environmental Study Report.



What Problem(s) Are Being Solved

Each Class EA must have a Problem or Opportunity Statement.

County Road 124 – Problem/Opportunity Statement

Wellington County Road 124 from Township Road 1 to Fife Road is in need of improvements to address existing traffic deficiencies including poor/deteriorating levels of service at the intersections with Wellington Road 32 North and Road 32 South, as well as plan for future traffic growth along this important corridor. Improvements must also address the existing pavement condition while providing safe public access to the greatest possible extent.



What Studies Have Been Completed?

- ✓ Traffic Study
- ✓ Natural Environment Constraints Report
- ✓ Stage 1 Archaeological Assessment
- ✓ Built Heritage and Cultural Landscape Assessment



What Alternatives Have Been Considered?

There are three Main Categories of Alternatives that have been considered:

CROSS SECTION

- **Rural** – Similar to existing cross-sections with paved shoulders and ditches
- **Urban** – Mountable Curb separating the traffic lanes and paved shoulders.

NUMBER OF LANES

- **2 Lane** – one lane in each direction with turn lanes at intersections as required.
- **3 Lane** – one lane in each direction with a centre two way left turn in selected areas.
- **4 Lane** – two lanes in each direction with turn lanes at intersections as required.

INTERSECTION IMPROVEMENTS

- **Signalized Intersections with Turn Lanes**
- **Roundabouts**



What is the Preferred Alternative?

A preferred alternative has been developed based on public and agency feedback and additional technical review. The “Preferred Alternative” drawing is illustrated as “**Preferred Alternative 6**”. In general, the Preferred Alternative is described as:

- ✓ The preferred **road cross-section** is a combination of two and three lane rural or urban cross section, with a four lane urban cross section including a centre median between the Road 32 Intersections. A three lane cross-section is shown in areas with multiple driveway accesses to improve safety for turning vehicles and reduce congestion for through vehicles.
- ✓ The **Road 32 Intersections** consist of a Roundabout at Road 32 North and at Road 32 South (i.e. two Roundabouts, similar to Alternative 5 at PIC No. 1). The **Road 32 Roundabouts** in the Preferred Alternative 6 have been modified somewhat from what was shown at PIC No. 1, to address public comments including private property and driveway access issues.
- ✓ For the **Road 32 South Roundabout**, there are three proposed options or alternatives (Alternatives 6A, 6B and 6C) presented for additional comment. Each alternative has different property impacts and access requirements.



Why is Alternative No. 6 Preferred?

- ✓ Areas with a **centre two way left turn lane** provide an area to turn in and out of properties in areas with multiple driveways. It provides safety benefits for turning vehicles and reduces delays for through traffic.
- ✓ Two lanes with areas of a center left turn lane will provide **sufficient capacity** for the anticipated volumes of traffic within the project limits.
- ✓ Although through traffic will experience less delays due to left turning vehicles not being in the through lanes as well as provide increased capacity, there are clear safety benefits of a centre left turn lane. **The existing 70 km/h speed limit is not proposed to be changed**
- ✓ A signalized intersection at the two Road 32 intersections have, or will reach their ultimate capacity due to the volumes and type of turning movements required. The two Roundabouts at the Road 32 Intersections, perform best with respect to **capacity, congestion and delays** on Road 124 and Road 32.



Why is Alternative No. 6 Preferred?

- ✓ Road 124 and **Whitelaw Road intersection will remain signalized** with upgrades and revised turn lanes, which will accommodate the forecasted traffic volumes and turning movements.
- ✓ Two Roundabouts at Road 32 are **slightly less expensive** than the Single Roundabout alternative, due to less pavement and less overall private property requirements.
- ✓ One of the important benefits of Roundabouts, is **improved safety** especially with respect to reducing high speeds and fatal/injury collisions. In concert with the roundabout alternatives, a center median between the two roundabouts is included to address access safety issues. Although only “right-in/right-out” movements are provided between the two roundabouts, “left turn” movements are provided by utilizing the roundabouts.
- ✓ The roundabouts will also **provide traffic flow benefits** at the Road 32 and Road 124 intersections due to their increase capacity compared to signalized intersections.



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How will some of the issues be addressed?

Will Speed Limits be increased?

There are no plans to increase the current speed limits. In the area of the roundabouts, speed limit reductions will be considered as part of detail design.

If property is required, how will the County obtain my property?

Once the project is approved, property impact plans will be developed detailing the exact property requirements. The County will meet with the property owners to initiate a process for a fair and equitable agreement for property acquisition for the property owners and the County. Most property acquisition agreements need to be approved by County Council as part of the Expropriations Act.

How are potential impacts to the natural environment being addressed?

A natural environment study has been completed as part of this study. Although the design has attempted to reduce or minimize impacts to the natural environment, some culvert extensions and replacements will be required. The Grand River Conservation Authority (GRCA), Ministry of Natural Resources and Forestry (MNR) and Fisheries and Ocean Canada (DFO) are aware of this study and approvals will be required from them prior to construction.



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NEXT STEPS

- ✓ Please **fill out a comment Sheet, and place in the comment box**, or send them to Don Kudo/Dave Hallman.
- ✓ After consideration of all comments received from the public and agencies in conjunction with other relevant approval and design standards, the Project Team will review the Evaluation and **present the Recommended Solution to Wellington County Roads Committee and Council in the Fall of 2019.**
- ✓ **Construction timing and staging** will be determined after project approval, and property acquisition timing is finalized.
- ✓ After project approval by Wellington County, the project will be **“filed” for public review for 30 days** under the Municipal Class EA process. *(All people on the mailing list or signed in tonight will receive a notice of Completion identifying the recommended alternative).*