WELLINGTON COUNTY

ROAD 124

TOWNSHIP ROAD 1 TO FIFE ROAD

PUBLIC INFORMATION CENTRE

WELLINGTON COUNTY ROAD 124 CLASS EA

Welcome

Welcome to the **Public Information Centre 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 preferred alternatives and any other comments or concerns*.

What is the Purpose of this Pubic Information Centre

- Present the Various Alternatives to address the existing congestion and pavement condition on County Road 124.
- Obtain feedback on the various alternatives being presented.
- Address any questions or concerns you may have regarding this project.

What Problem(s) Are Being Solved

Each Class EA must have a Problem or Opportunity Statement.

County Road 124 – Problem/Opportunity Statement

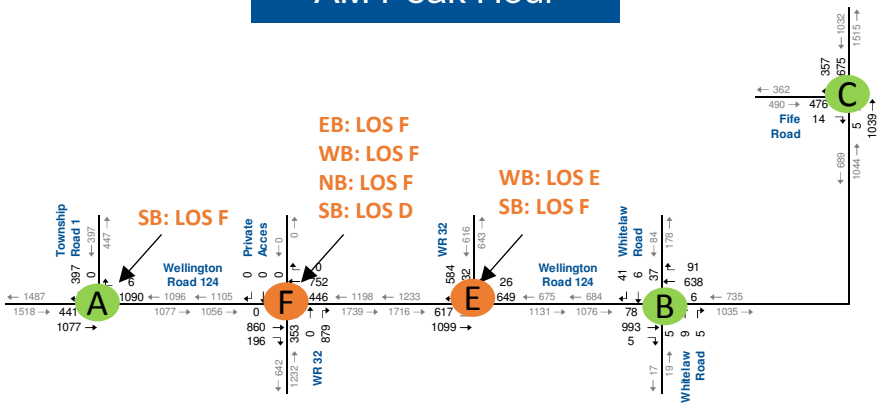
Wellington County Road 124 from Township Road 1 to Fife Road is in need of improvements to address existing traffic deficiencies including poor/deteriorating levels of service at the intersections with Wellington Road 32 North and 32 South, as well as plan for future growth along this important corridor.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

LEVEL OF SERVICE (2041)

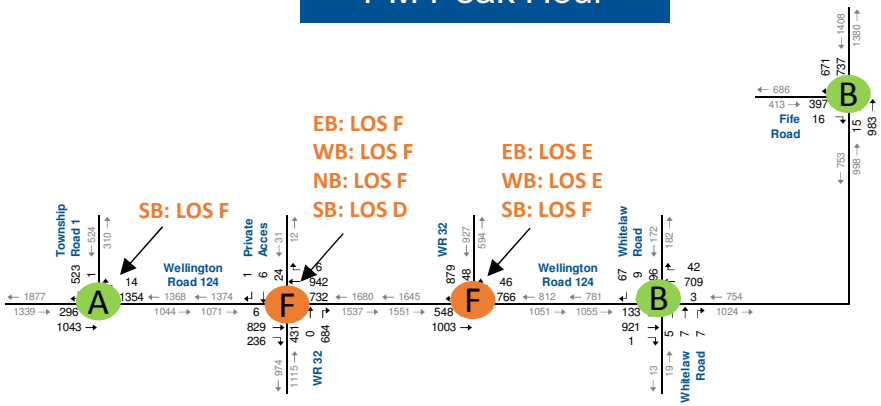
EXISTING LANE CONFIGURATIONS – NO IMPROVEMENTS

LOS (Delay) (s)	DESCRIPTION	LOS (Delay) (s)	DESCRIPTION
A (<10)	Little to no delay	D (35 – 55)	Frequent queuing and delay
B (10-20)	Minimal delay	E (55 – 80)	Increased queuing and delay
C (20–35)	Some queuing and delay	F (>80)	Significant queuing and delay

AM Peak Hour



PM Peak Hour



What Studies Have Been Completed?

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

What Alternatives Are Being Considered?

There are three Main Categories of Alternatives being considered:

CROSS SECTION

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

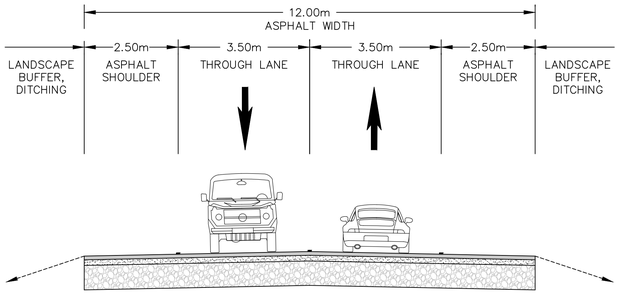
NUMBER OF LANES

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

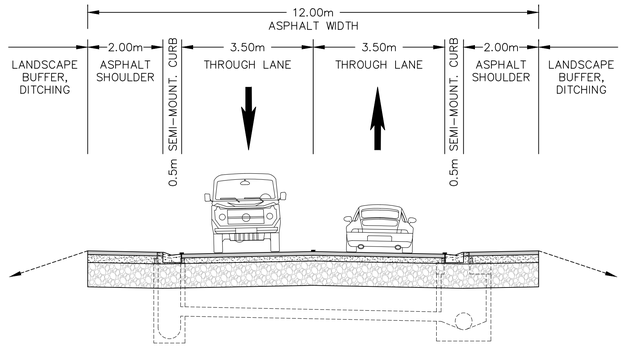
INTERSECTION IMPROVEMENTS

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

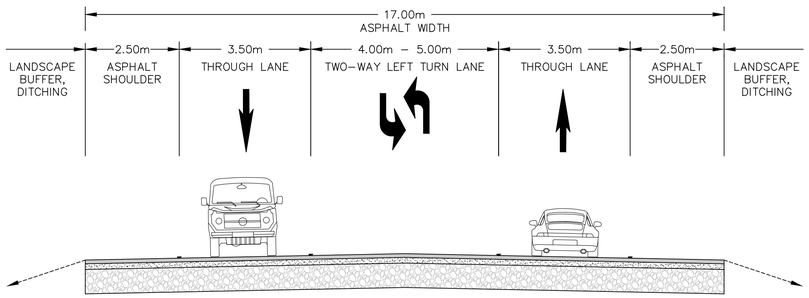
CROSS SECTION ALTERNATIVES



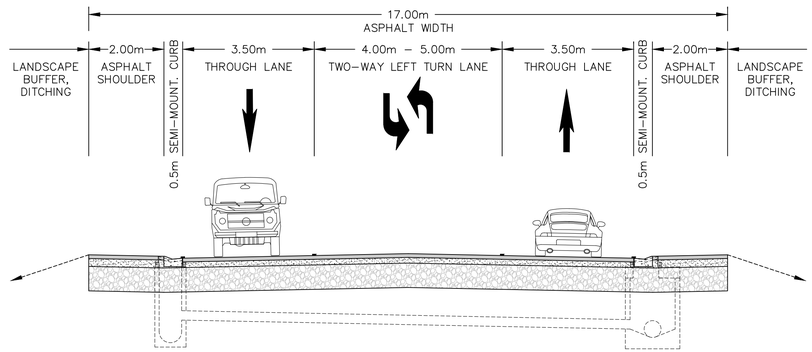
RURAL 2 LANE SECTION



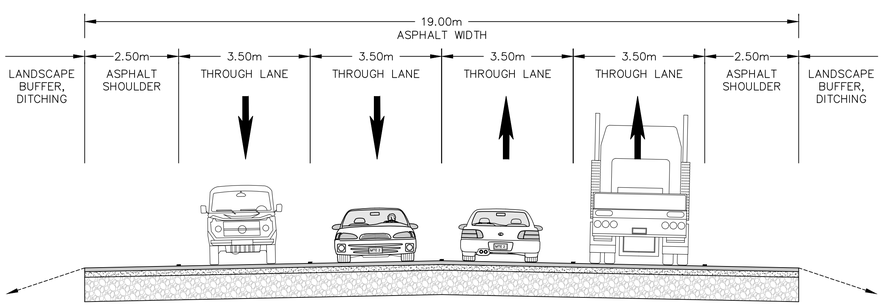
URBAN 2 LANE SECTION



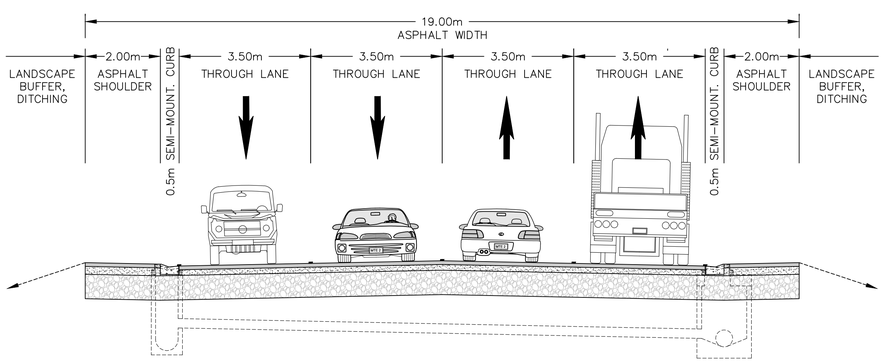
RURAL 3 LANE SECTION



URBAN 3 LANE SECTION



RURAL 4 LANE SECTION



URBAN 4 LANE SECTION

-MS2.7

MTE FILE No: P:\P\41093\200\41093-200-MS2

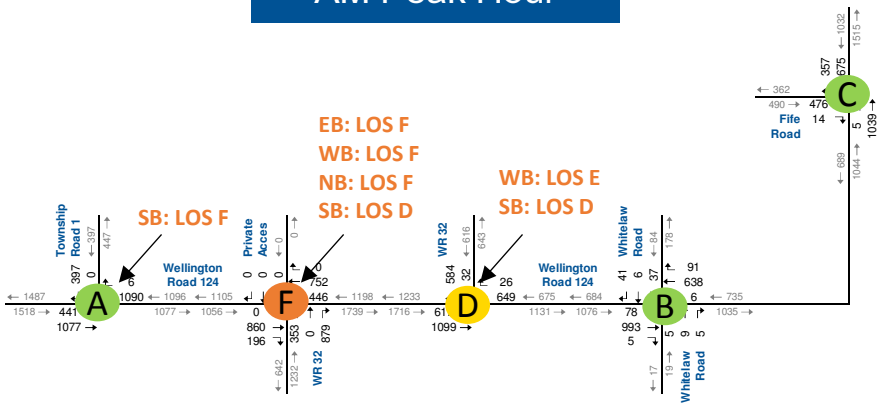
November 28, 2018 – 12:31 p.m. – Plotted By: nduimering

LEVEL OF SERVICE (2041)

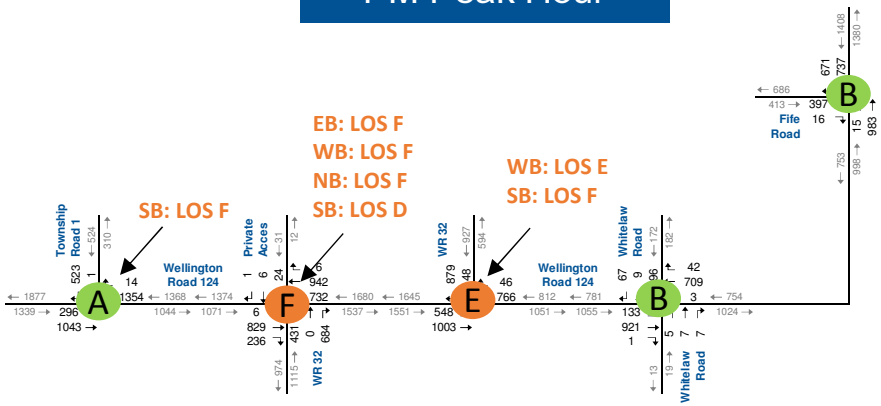
ALTERNATIVE 1 – TWO LANES

LOS (Delay) (s)	DESCRIPTION	LOS (Delay) (s)	DESCRIPTION
A (<10)	Little to no delay	D (35 – 55)	Frequent queuing and delay
B (10-20)	Minimal delay	E (55 – 80)	Increased queuing and delay
C (20–35)	Some queuing and delay	F (>80)	Significant queuing and delay

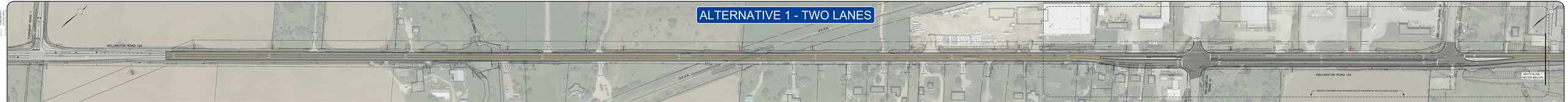
AM Peak Hour



PM Peak Hour



ALTERNATIVE 1 - TWO LANES


TOWNSHIP ROAD 1
WELLINGTON ROAD 124
ELLIS ROAD
GEAR
WELLINGTON ROAD 124
WELLINGTON ROAD 124
WELLINGTON ROAD 124

LEVEL OF SERVICE (2041)

ALTERNATIVE 2 – THREE LANES

LOS (Delay) (s)	DESCRIPTION	LOS (Delay) (s)	DESCRIPTION
A (<10)	Little to no delay	D (35 – 55)	Frequent queuing and delay
B (10-20)	Minimal delay	E (55 – 80)	Increased queuing and delay
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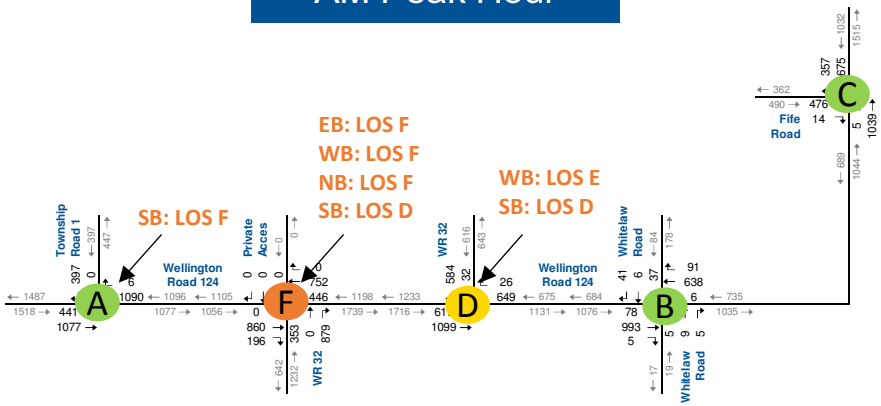
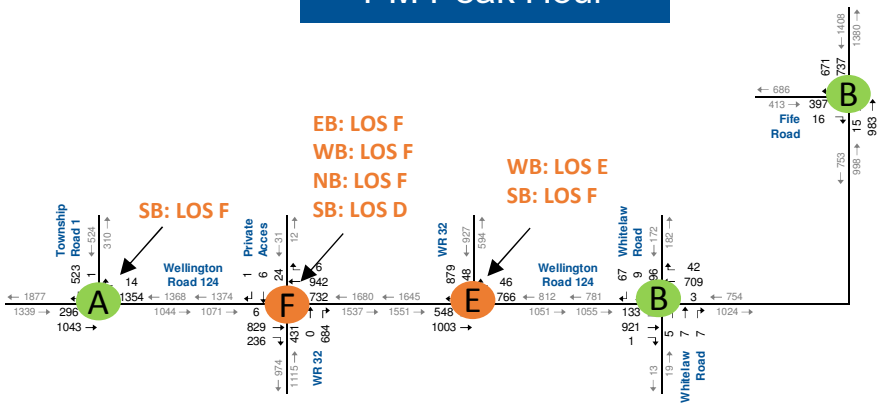
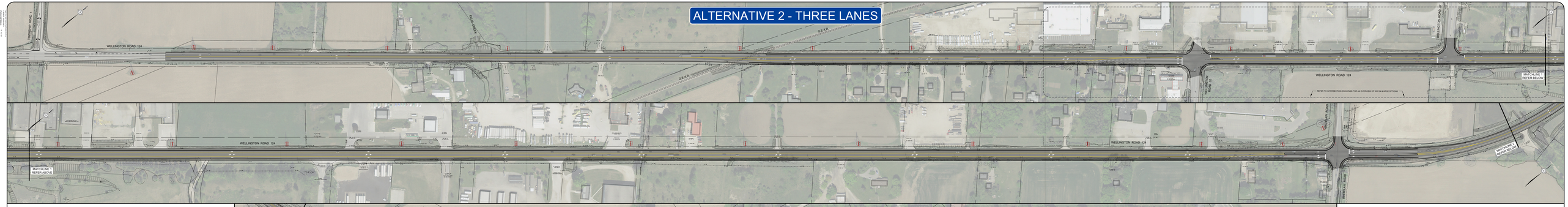
AM Peak Hour

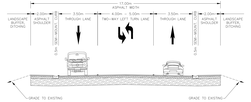


PM Peak Hour

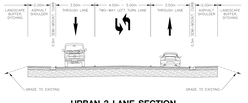


ALTERNATIVE 2 - THREE LANES





URBAN 3 LANE SECTION



URBAN 3 LANE SECTION

WELLINGTON ROAD 124 / WELLINGTON ROAD 10 (GUELPH TOWNSHIP ROAD 1 TO FIFE ROAD)

MTE

LEVEL OF SERVICE (2041)

ALTERNATIVE 3 – FOUR LANES

LOS (Delay) (s)	DESCRIPTION	LOS (Delay) (s)	DESCRIPTION
A (<10)	Little to no delay	D (35 – 55)	Frequent queuing and delay
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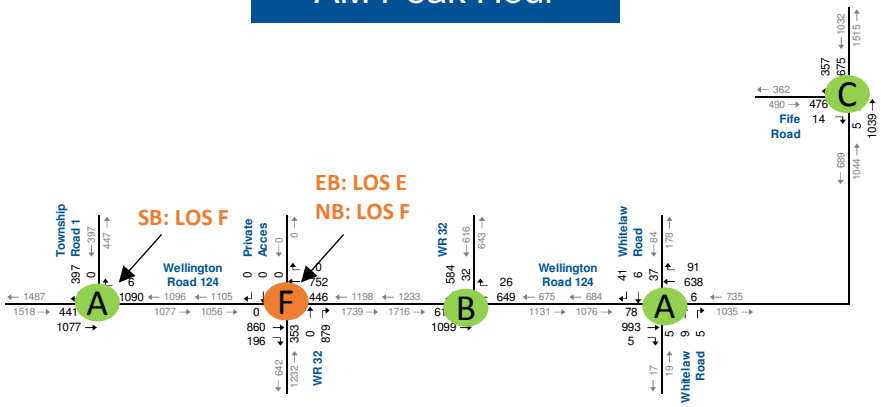
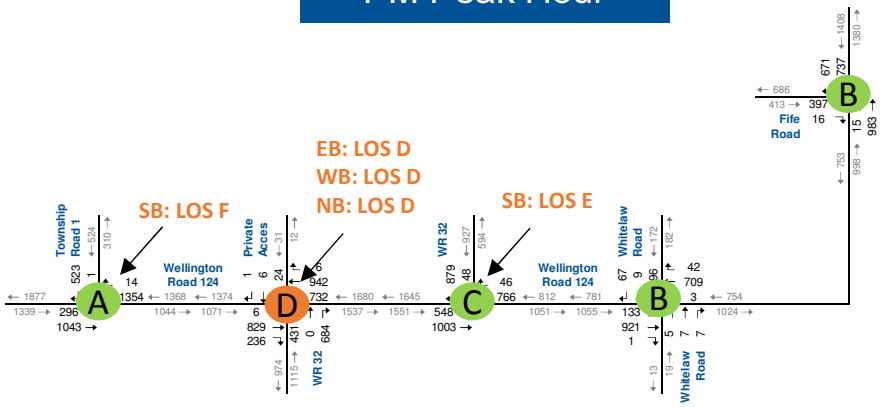
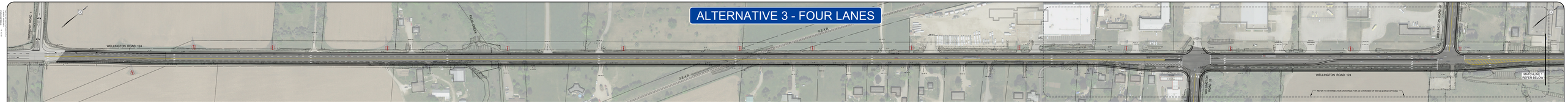
AM Peak Hour



PM Peak Hour



ALTERNATIVE 3 - FOUR LANES

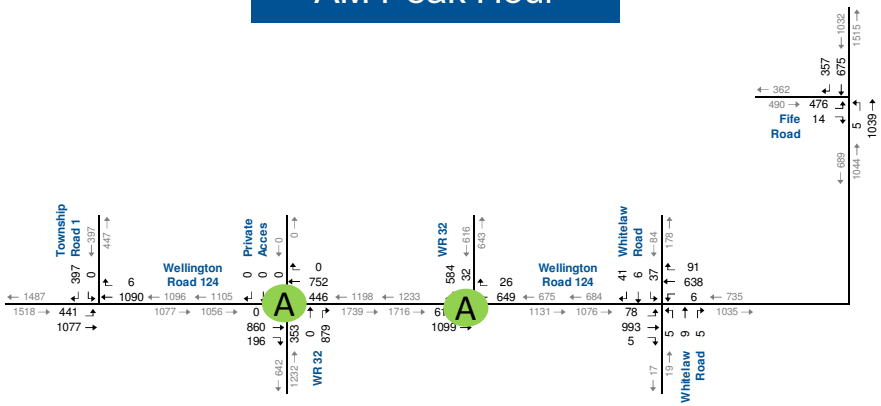

TOWNSHIP ROAD 1
WELLINGTON ROAD 124
ELLIS ROAD
GEAR
WELLINGTON ROAD 124
WELLINGTON ROAD 124
WELLINGTON ROAD 124

LEVEL OF SERVICE (2041)

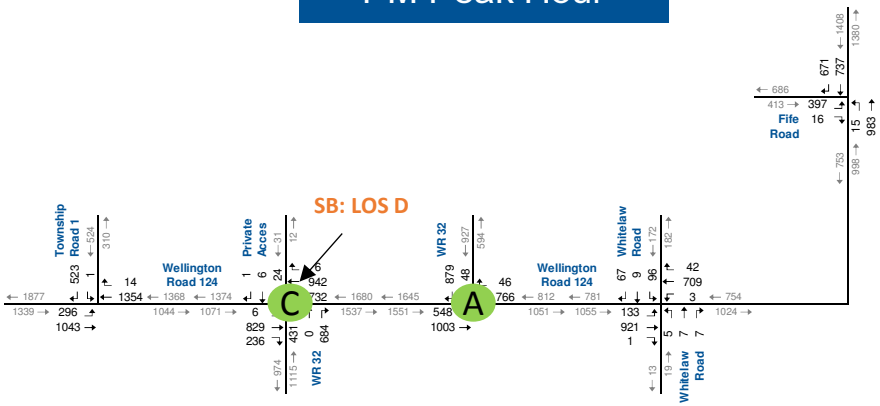
ALTERNATIVE 4 – TWO ROUNDABOUTS

LOS (Delay) (s)	DESCRIPTION	LOS (Delay) (s)	DESCRIPTION
A (<10)	Little to no delay	D (35 – 55)	Frequent queuing and delay
B (10-20)	Minimal delay	E (55 – 80)	Increased queuing and delay
C (20–35)	Some queuing and delay	F (>80)	Significant queuing and delay

AM Peak Hour

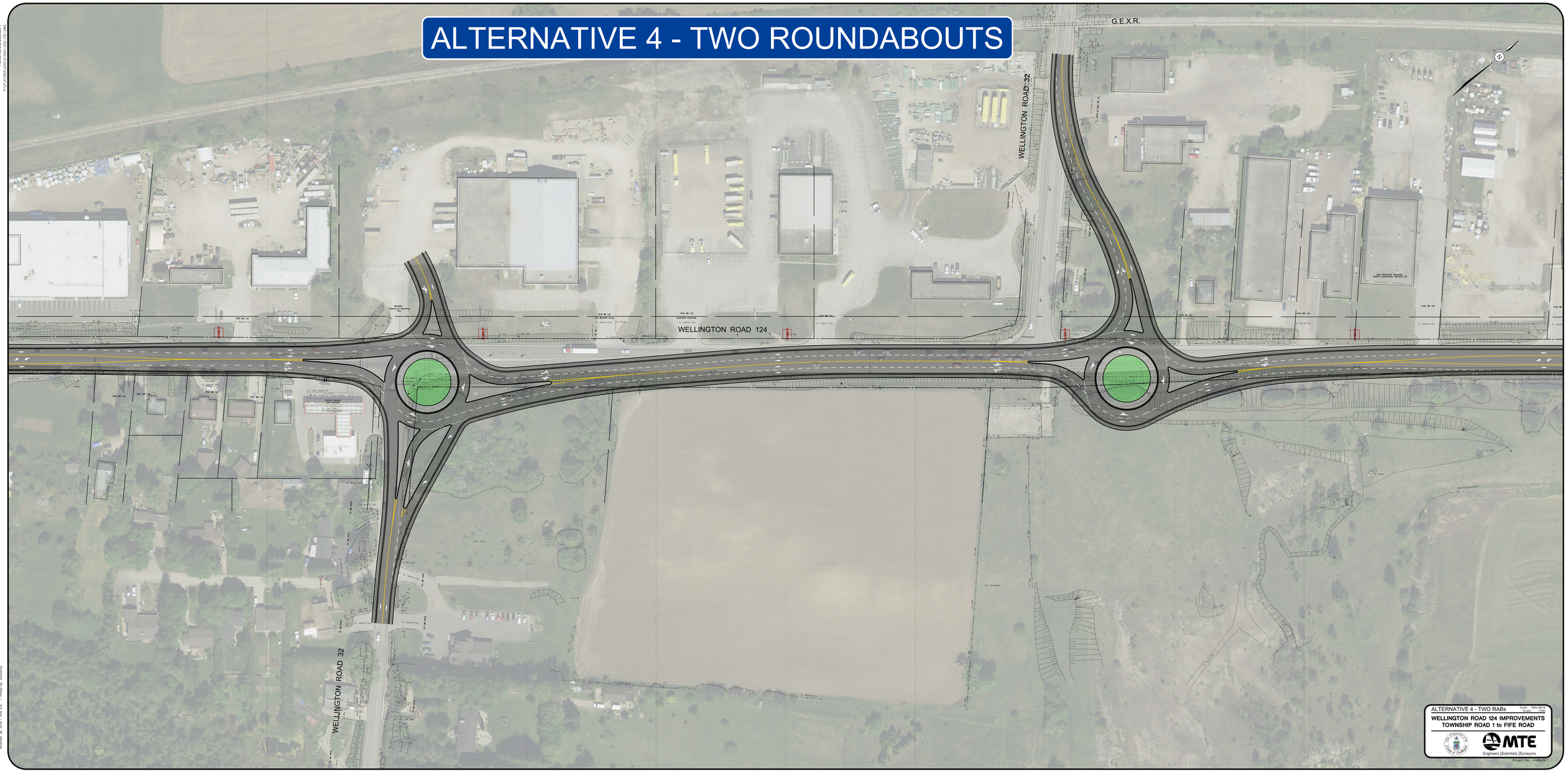


PM Peak Hour



- Alternative 5 is specific to improvements at Wellington Road 124 & Wellington Road 32 (North and South) only.

ALTERNATIVE 4 - TWO ROUNDABOUTS



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FUNCTIONAL DESIGN 1
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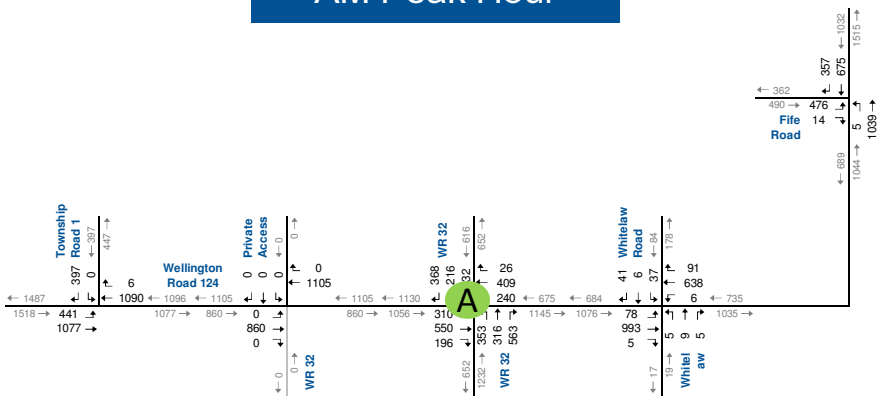
November 28, 2018 – 4:05 p.m. – Plotted By: Jsturtevang

LEVEL OF SERVICE (2041)

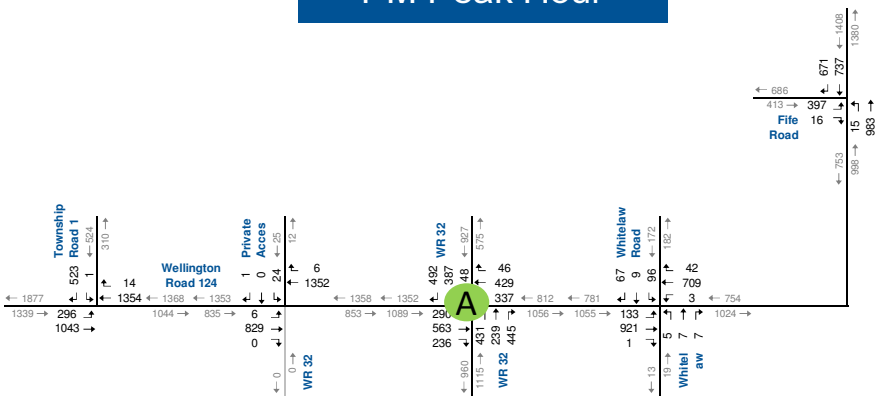
ALTERNATIVE 5 – SINGLE ROUNDABOUT

LOS (Delay) (s)	DESCRIPTION	LOS (Delay) (s)	DESCRIPTION
A (<10)	Little to no delay	D (35 – 55)	Frequent queuing and delay
B (10-20)	Minimal delay	E (55 – 80)	Increased queuing and delay
C (20–35)	Some queuing and delay	F (>80)	Significant queuing and delay

AM Peak Hour

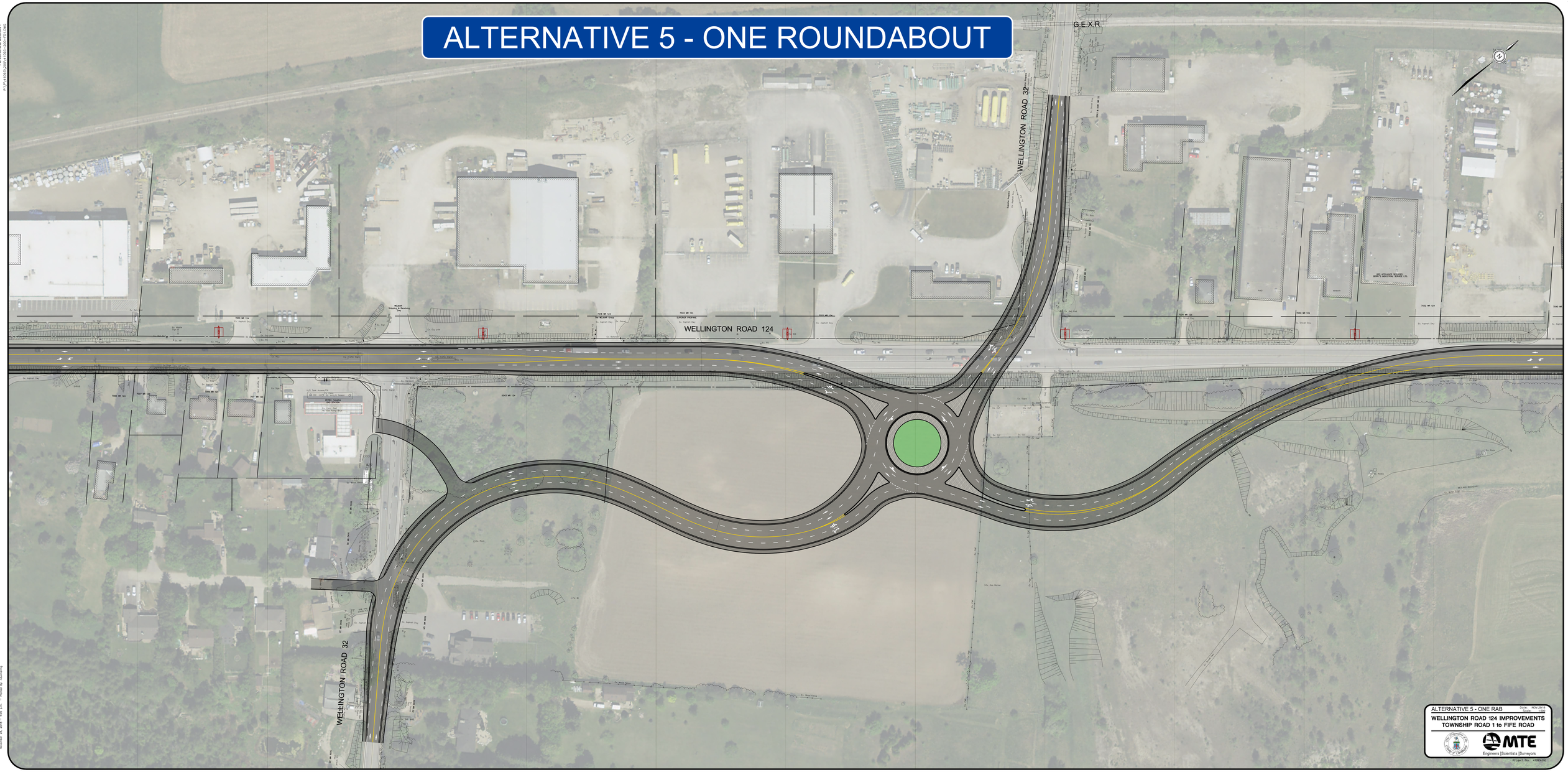


PM Peak Hour



- Alternative 5 is specific to improvements at Wellington Road 124 & Wellington Road 32 (North) only.

ALTERNATIVE 5 - ONE ROUNDABOUT



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FUNCTIONAL DESIGN 1
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November 28, 2018 – 4:05 p.m. – Plotted By: Jdachenberg

WELLINGTON COUNTY ROAD 124 CLASS EA

Evaluation Matrix

Alternatives	Criteria				
	Social/Cultural Environment	**Natural Environment**	**Heritage/Archaeological Environment**	**Traffic Considerations**	**Costs**
Do nothing	Traffic congestion will continue to cause delays. No property required	No additional impacts to Natural Environment	No Heritage or Archaeological impacts	No improvements to current traffic conditions – congestion will continue/get worse (2041 LOS E-F)	Ongoing maintenance costs
Two lanes (One lane each direction)	Addresses congestion somewhat. Minimal Property required. Access issues remain, plus no left turn access between 32's Property widenings required at 6 properties	Very Minor impacts to Natural Environment. Ellis Creek Culvert requires minor widening	No Direct Heritage or Archaeological impacts	Improves Turn lanes at Rd 32 Intersections. 2014 LOS D-F. Paved shoulder provides area for pedestrians, cyclists and disabled vehicles	Lowest Capital Cost (approx. 10% cheaper than 3 lane option)
Three lanes (One lane each direction plus centre left turn lane)	Addresses congestion somewhat. Convenient left turn access to properties except between "32's". Property widenings required at 24 properties	Very Minor impacts to Natural Environment. Ellis Creek culvert and other culverts will require widening of approx. 4m.	No Direct Heritage or Archaeological impacts	Improves Turn lanes at Rd 32 Intersections. Reduces Congestion/delays 2041 LOS D-F. Paved shoulder provides area for pedestrians, cyclists and disabled vehicles	Estimated Capital Costs of approx. $10M plus HST
Four lanes (Two lanes each direction)	Addresses congestion somewhat. Property widenings required at 34 properties.	Minor impacts to Natural Environment. Ellis Creek culvert and other culverts will require widening of approx. 8m.	No Direct Heritage or Archaeological impacts	Improves Turn lanes at Rd 32 Intersections. Reduces congestion/delays 2041 LOS B-F. Paved shoulder provides area for pedestrians, cyclists and disabled vehicles	Highest Capital Cost (approx. 40% more expensive than 3 lane option)

WELLINGTON COUNTY ROAD 124 CLASS EA

Evaluation Matrix

Alternatives	Criteria				
	Social/Cultural Environment	**Natural Environment**	**Heritage/Archaeological Environment**	**Traffic Considerations**	**Costs**
***Two roundabouts** at WR 32 North and South with 3 lanes east and west of Road 32	Addresses congestion. Property widenings required at 27 properties including 1 potential "buyout". Some access issues near roundabout	Minor impacts to Natural Environment. Ellis Creek culvert and other culverts will require widening of approx. 4m.	No Direct Heritage Impacts. Potential Archaeological Impact between "the 32's" south of Rd 124	Roundabouts decrease severe collisions. Significantly reduces congestion/delays 2041 LOS A-C. Paved shoulder provides area for pedestrians, cyclists and disabled vehicles	Estimated Capital Costs approx. 20% higher than 3 lane signalized option
***Single roundabout** between WR 32 North and South with 3 lanes east and west of Road 32	Addresses congestion. Property widenings required at 29 properties including 1 large potential buyout. Some access issues near roundabout	Minor impacts to Natural Environment. Pot. Snake Habitat. Ellis Creek culvert and other culverts will require widening of approx. 4m.	No Direct Heritage impacts. Potential Archaeological Impact between "the 32's" south of Rd 124	Roundabouts decrease severe collisions. Significantly reduces congestion/delays 2041 LOS A. Paved shoulder provides area for pedestrians, cyclists and disabled vehicles	Estimated Capital Costs approx. 25% higher than the 3 lane signalized option including Engineering $

*** Preliminary Preferred Alternative is Alternative 4 or 5 – Two Roundabouts at the Road 32's or a Single Roundabout plus a three lane cross section in selected areas due to providing a superior traffic Level of Service (LOS).**

NEXT STEPS

- ✓ Please **fill out a comment Sheet, and place in the comment box**, or send them to Don Kudo/Dave Hallman.
- ✓ Project Team will review and address comments from this Public Information Centre as they refine the study and design.
- ✓ After consideration of all comments received from the public and agencies, and in conjunction with all other relevant information and design standards, the Project Team will review the Evaluation and confirm a Recommended Solution in Winter/Spring 2019.
- ✓ After project approval by Wellington County, the project will be "filed" for a 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*).