



PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
Intersection Improvements at Highway 6 and 8th Line/Wellington Road 22 and
Highway 6 and 2nd Line
GWP 3112-18-00 and GWP 3113-18-00

Online Public Information Centre
March 6, 2024 – April 5, 2024

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Online Public Information Centre

Thank you for your interest in the project. The purpose of this Online Public Information Centre (PIC) is to provide stakeholders and the public with an introduction to the study and an opportunity to review and comment on the proposed works, anticipated impacts and mitigation measures.

Once you have reviewed the materials, please submit any questions or comments via the project website (<https://www.highway6wellingtonsecondlineroad.com>) or to the contacts listed at the end of the presentation by April 5, 2024. A member of the project team will respond to you directly.

As part of this PIC, you will have a chance to review the following:

1. **Project Description and Purpose**
2. **Class Environmental Assessment Process**
3. **Consultation and Engagement**
4. **Existing Conditions**
5. **Evaluation Criteria**
6. **List of Alternatives**
7. **Alternatives- Carried Forward**
8. **Next Steps**

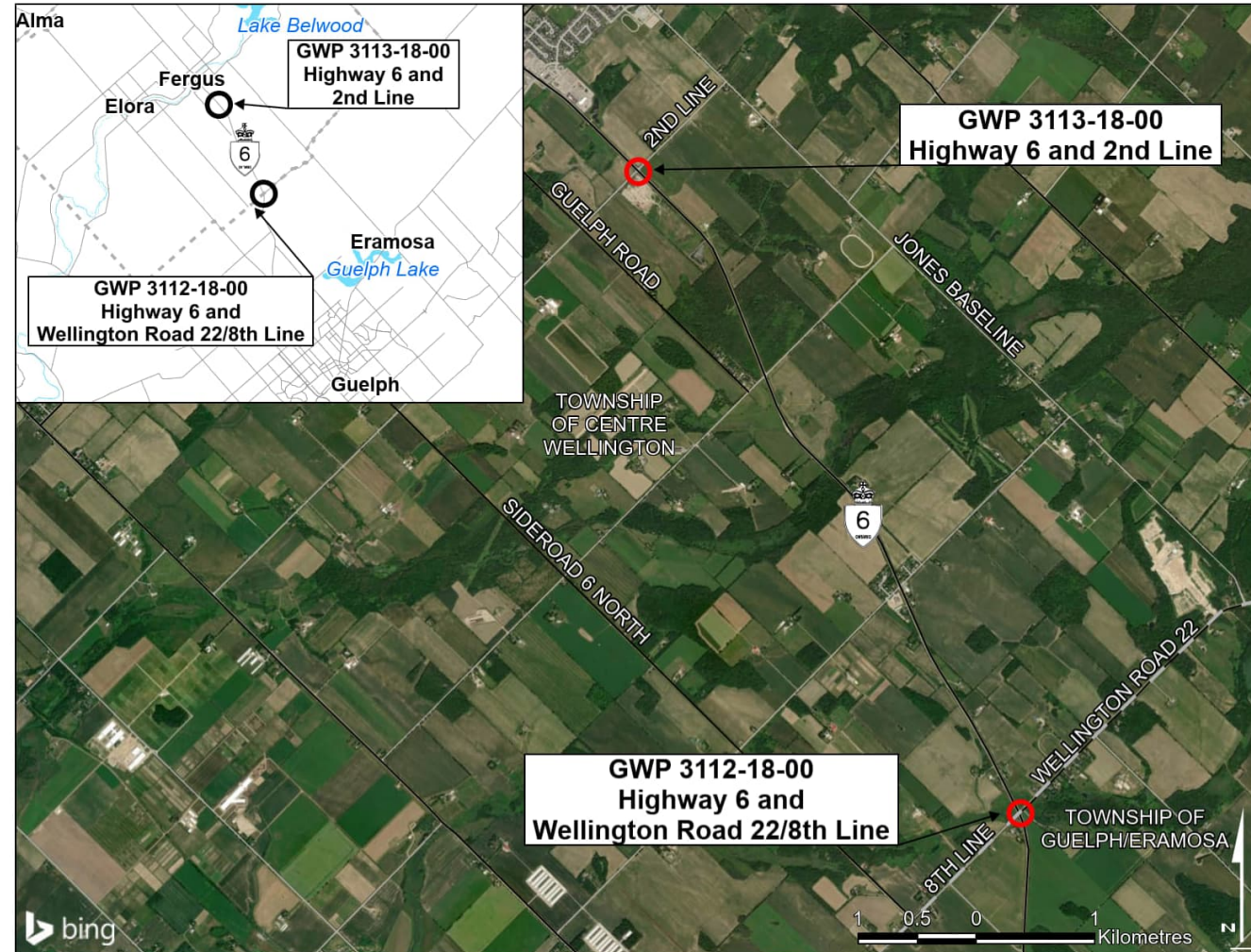
Project Description and Purpose

The Ontario Ministry of Transportation (MTO) has retained Egis to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for the following intersection improvements:

G.W.P. 3112-18-00: Intersection Improvements at Highway 6 and 8th Line/Wellington Road 22 including the rehabilitation or replacement of the Cox Creek Culvert.

G.W.P. 3113-18-00: Intersection Improvements at Highway 6 and 2nd Line.

The purpose of the Study is to address safety and operational concerns by constructing a new intersection layout that is suitable for satisfying long-term traffic needs.



Class Environmental Assessment Process

This Study is being carried out in accordance with the approved environmental planning process for Group ‘B’ projects under the MTO Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000).

A Transportation Environmental Study Report (TESR) will be prepared to summarize the study process and recommendations. Upon completion, the TESR will be made available for a 30-day public comment period.

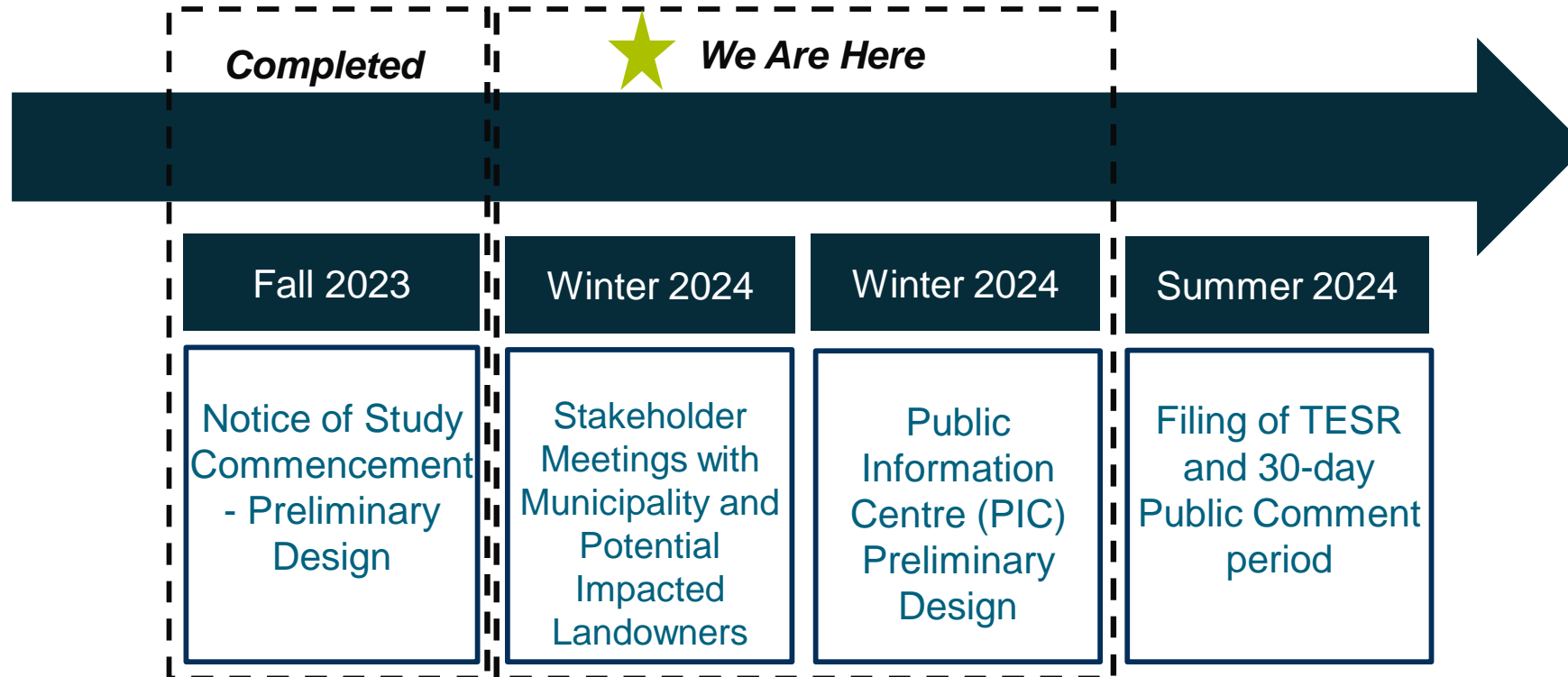
Upon completion of the 30-day public comment period and provided there are no outstanding concerns, the study will be considered to have met the requirements of MTO’s Class EA process and will move forward into the Detail Design Phase.



We Are Here

Consultation and Engagement

The Consultation and engagement opportunities that are being conducted at key points throughout the Preliminary Design include:



Highway 6 and 8th Line/Wellington Road 22

Existing Conditions

- Highway 6 at 8th Line/Wellington Road 22 consists of two southbound lanes with semi-mountable curb and one northbound lane with a partially paved shoulder.
- Highway 6 is classified as a rural arterial undivided road.
- 8th Line/Wellington Road 22 is classified as a rural collector undivided road.

Land Use

- The northeast and northwest quadrant consists of grass meadow.
- The southeast and southwest quadrant consists of agricultural fields with a woodlot to the southeast.

Natural Environment

- Potential suitable habitat for grassland species at risk (SAR) birds is present in the northeast and northwest quadrant, however no SAR were observed during 2023 field investigation.
- Cox Creek located within the study area and is considered a warm-water watercourse.
- Invasive Phragmites are present with the MTO Right-of-Way (ROW).

Evaluation Criteria

As part of the Class EA process, alternatives were developed to address project needs, and evaluated based on transportation engineering and environmental factors. As part of the evaluation, the alternatives must meet the project objectives to be carried forward for further consideration. The factors considered in the evaluation of design alternatives included:

- Natural environment
- Socio-economic environment (safety, noise and property)
- Transportation (traffic operations)
- Constructability
- Cost (construction and life cycle)

List of Alternatives

- | | | |
|---|---|---|
| 1 | Do Nothing | ✗ |
| 2 | Signalized Intersection – Maintaining the Existing Intersection Alignment | ✗ |
| 3 | Signalized Intersection – Realignment of Highway 6 to the East and West with additional left turn lanes | ✓ |
| 4 | Signalized Intersection – Realignment of Highway 6 to the East with additional left turn lanes | ✓ |
| 5 | Roundabout | ✓ |
| 6 | Signalized Intersection – Realignment of 8 th Line/Wellington Road 22 to the South | ✓ |
| 7 | Signalized Intersection – Realignment of 8 th Line to the North | ✓ |

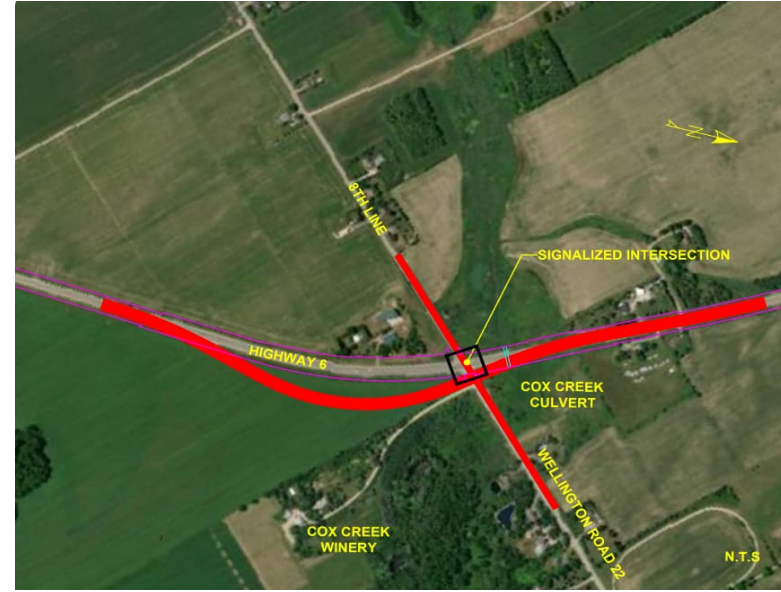
Alternatives No. 1 and 2 were not carried forward as the safety and traffic operations concerns will not be addressed.

Alternatives - Carried Forward

3 Signalized Intersection – Realignment of Highway 6 to the East and West with additional left turn lanes ✓



4 Signalized Intersection – Realignment of Highway 6 to the East with additional left turn lanes ✓



5 Roundabout ✓



Existing MTO ROW  Proposed New Alignment 

Rationale

- Enhances safety and traffic operations.
- Improves sight lines.



Rationale

- Enhances safety and traffic operations.
- Improves sight lines.

Rationale

- Enhances safety and traffic operations.
- Roundabouts may reduce the number of conflict points where collisions could occur.

Alternatives - Carried Forward

6

Signalized Intersection – Realignment of 8th Line/Wellington Road 22 to the South 



Existing MTO ROW  Proposed New Alignment 

Rationale

- Enhances safety and traffic operations.
- Improves sight lines.

7

Signalized Intersection – Realignment of 8th Line to the North 



Rationale

- Enhances safety and traffic operations.
- Improves sight lines.

Highway 6 and 2nd Line

Existing Conditions

- Highway 6 at 2nd Line consists of 2-lanes with partially paved shoulders in each direction.
- Highway 6 is classified as a rural arterial undivided road.
- 2nd Line is classified as a rural collector undivided road.

Land Use

- The northeast, northwest and southeast quadrants consists of agricultural fields.
- The southwest quadrant consists of a business.

Natural Environment




- No Species at Risk (SAR) were observed within the study area during the 2023 field investigation.
- Invasive Phragmites are present with the MTO Right-of- Way (ROW)
- No watercourses are located within the study area.

Evaluation Criteria

As part of the Class EA process, alternatives were developed to address project needs, and evaluated based on transportation engineering and environmental factors. As part of the evaluation, the alternatives must meet the project objectives to be carried forward for further consideration. The factors considered in the evaluation of design alternatives included:

- Natural environment
- Socio-economic environment (safety, noise and property)
- Transportation (traffic operations)
- Constructability
- Cost (construction and life cycle)

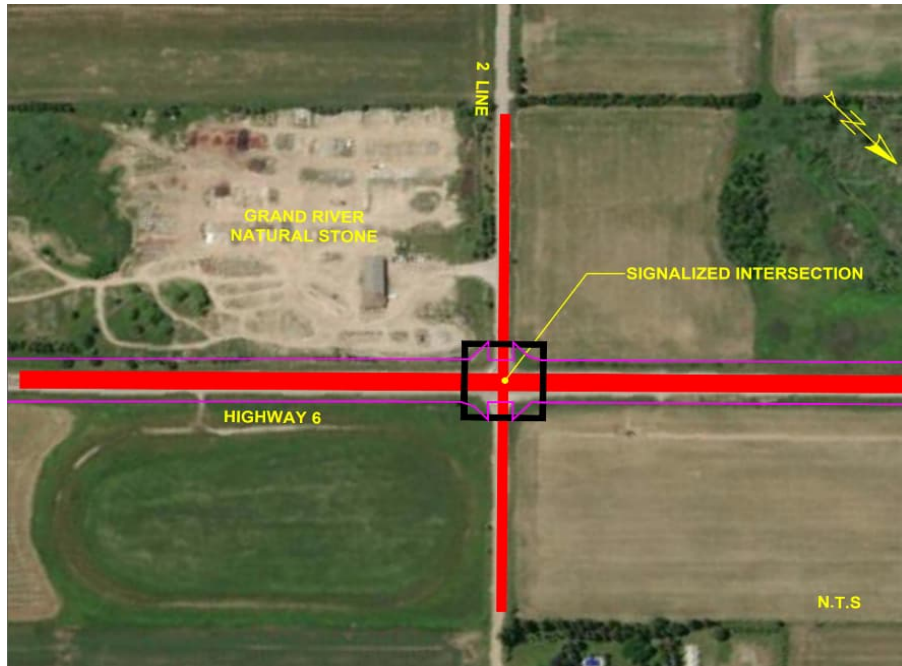
List of Alternatives

- 1 Do Nothing 
- 2 Signalized Intersection - Maintaining the Existing Alignment with additional left turn lane 
- 3 Roundabout 

The 'Do Nothing' alternative was not carried forward as safety and traffic operations concerns are not addressed.

Alternatives - Carried Forward

2 Signalized Intersection - Maintaining the existing alignment with additional left turn lanes 



Existing MTO ROW  Proposed New Alignment 

Rationale

- Enhances safety and traffic operations.
- Improves sight lines.

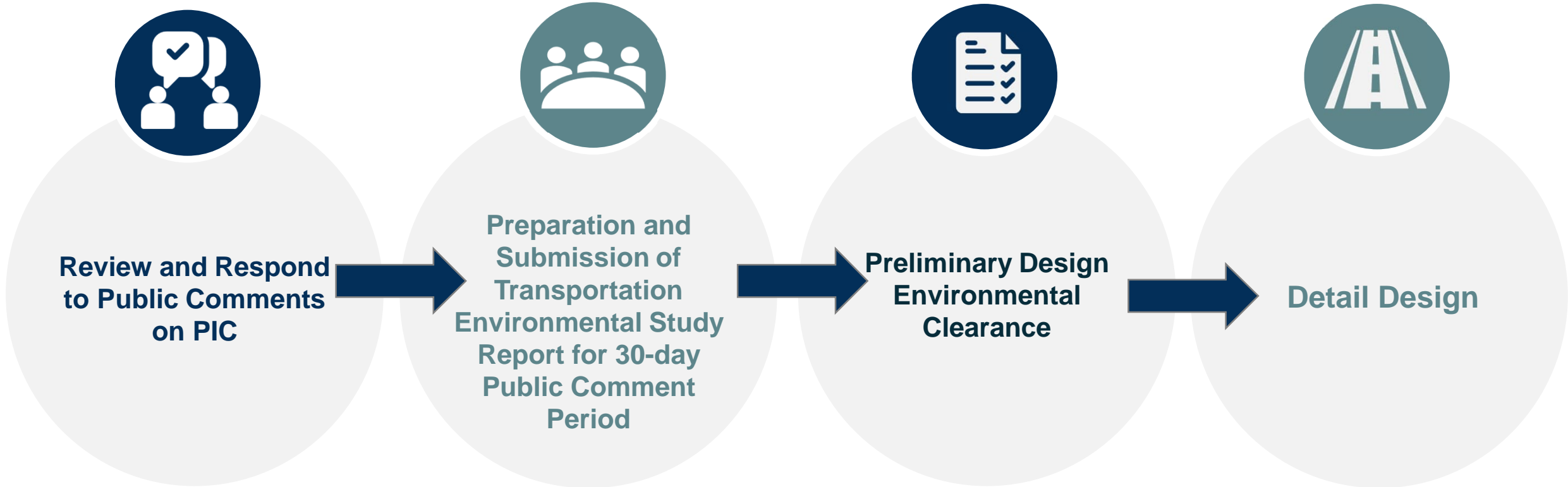
3 Roundabout 



Rationale

- Enhances safety and traffic operations.
- Roundabouts may reduce the number of conflict points where collisions could occur.

Next Steps



Project Contacts

IF YOU WOULD LIKE MORE INFORMATION, PLEASE CONTACT:

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**Please submit any questions or comments to the contacts listed above or via the project website by
April 5, 2024**

www.highway6wellingtonroadsecondline.com

Thank you for participating in the Online Public Information Centre. Information 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. If you have accessibility requirements in order to participate in this project, please contact one of the project team members listed above.