

Special Council Meeting Agenda

Date: Tuesday, October 14, 2025, 5:30 pm
Location: Tecumseh Town Hall - Council Chambers
917 Lesperance Road
Tecumseh, Ontario N8N 1W9

Pages

A. Roll Call

B. Call to Order

C. Land Acknowledgement

We acknowledge that we are on land and surrounded by water, originally inhabited by Indigenous Peoples who have travelled this area since time immemorial. This territory is within the lands honoured by the Wampum Treaties; agreements between the Anishinaabe, Haudenosaunee, Lenni Lenape and allied Nations to peacefully share and care for the resources around the Great Lakes. Specifically, we would like to acknowledge the presence of the Three Fires Confederacy Ojibwe, Odawa, Potawatomi and Huron/Wendat Peoples. We are dedicated to honouring Indigenous history and culture while remaining committed to moving forward respectfully with all First Nations, Inuit and Métis.

D. Disclosure of Pecuniary Interest

E. Delegations

1. Municipal Class Environmental Assessment - County Road 46, City of Windsor Limits to County Road 19

3 - 26

Re: Steve Taylor, P.Eng, Chief Executive Officer, BT Engineering

F. Communications

G. Reports

1. PWES-2025-58 County of Essex County Road 46 and Town of Tecumseh Concession Roads 8 and 9, Environmental Assessment Study, Filing the Notice of Study Completion

Recommendation

Moved by _____

Seconded by _____

That Report PWES-2025-58 titled “County of Essex, County Road 46 and Town of Tecumseh Concession Roads 8 and 9, Environmental Assessment Study, Filing the Notice of Study Completion” **be received.**

H. Adjournment

Recommendation

Moved by _____

Seconded by _____

That there being no further business, the Tuesday, October 14, 2025 Special Council Meeting **be adjourned** at pm.



Municipal Class Environmental Assessment (MCEA) County Road 46, City of Windsor Limits to County Road 19 (Manning Road), Town of Tecumseh, County of Essex

COUNCIL PRESENTATION

OCTOBER 14, 2025

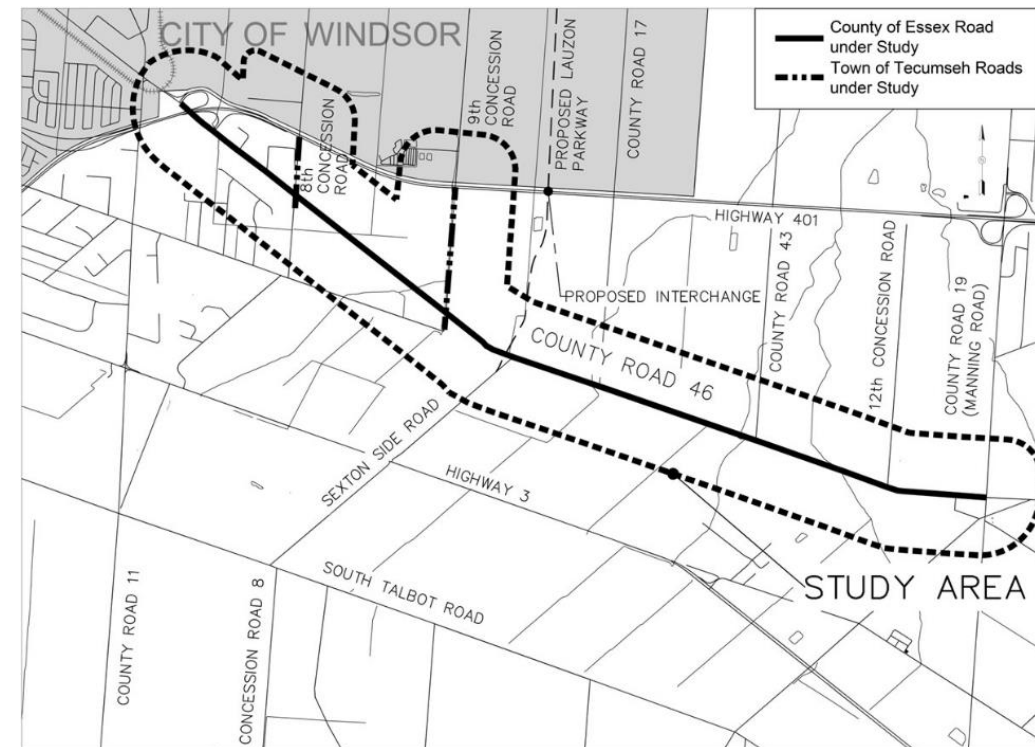
5:30 TO 6:30 PM



Introduction

The County of Essex in partnership with the Town of Tecumseh retained BT Engineering Inc. (BTE) to complete an Environmental Assessment for improvements to County Road 46 (Provincial Road/North Talbot Road/Middle Road) from Highway 401 (City of Windsor municipal limits) to County Road 19 (Manning Road). Part of the EA Study involves improvements to the Town of Tecumseh Concession Roads 8 and 9. The EA for County Road 46 and Concession Roads 8 and 9 are being undertaken concurrently as one EA Study.

The study has evaluated alternatives to improve the operation and safety of the roadways.



Purpose

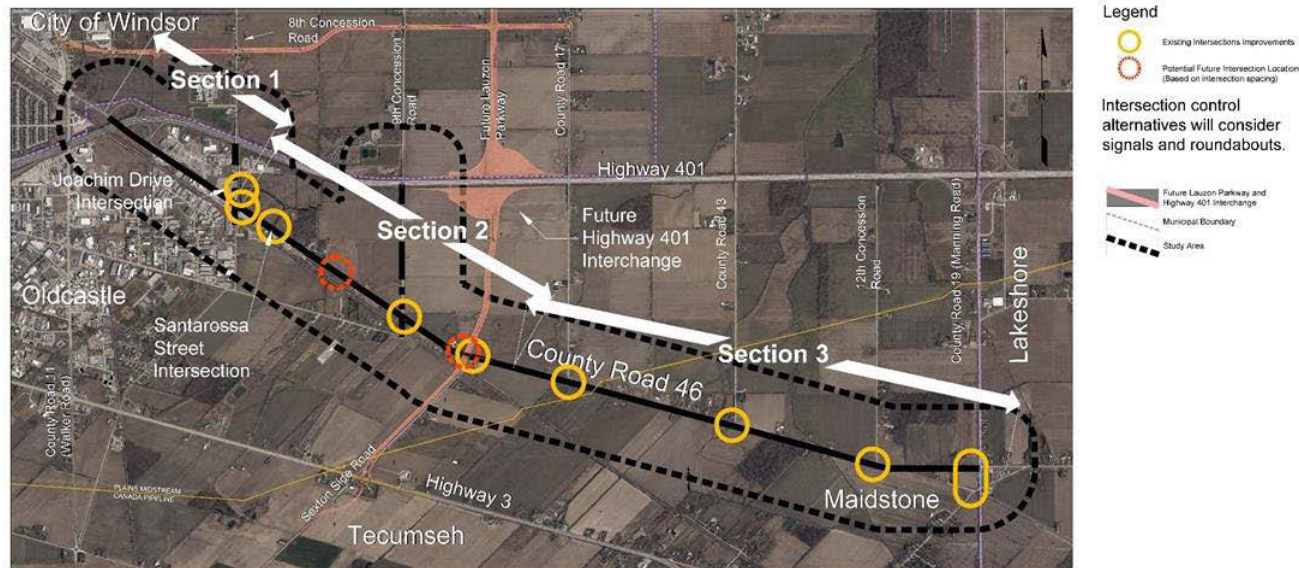
The following slides present the following:

- Results of the evaluation of Preliminary Design Alternatives.
- Recommended Plan.
- Refinements.
- Next Steps.

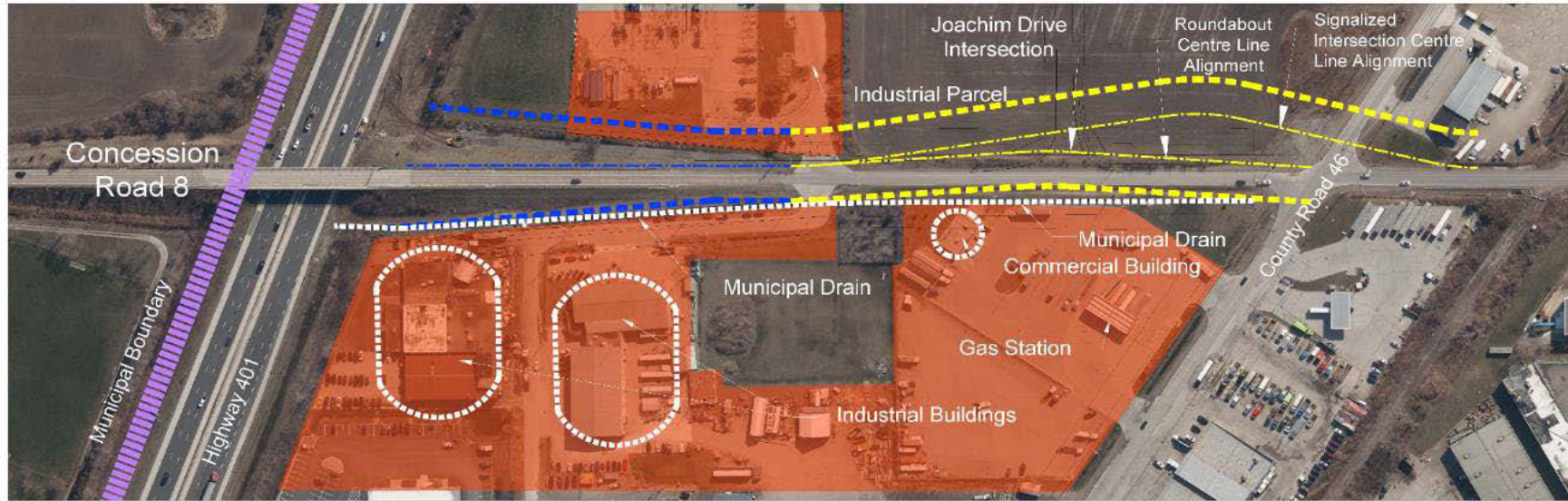
Preliminary Design Alternatives

The Preliminary Design Alternatives include:

1. County Road 46 Alignment Alternatives (widening to the north, on centre, south or meandering to avoid constraints).
2. Concession Roads 8 and 9 Alternatives (including right-of-way widening for active transportation).
3. Cross Sections (including rural/urban, widening and active transportation elements).
4. Intersection Alternatives (conventional and roundabout designs).



Concession Road 8 Alignment TPA



Concession Road 8 Technically Preferred Alternative

NTS

Legend

- Municipal Boundary
- Existing Development
- Widen to the East
- Widen On-Centre



Constraint

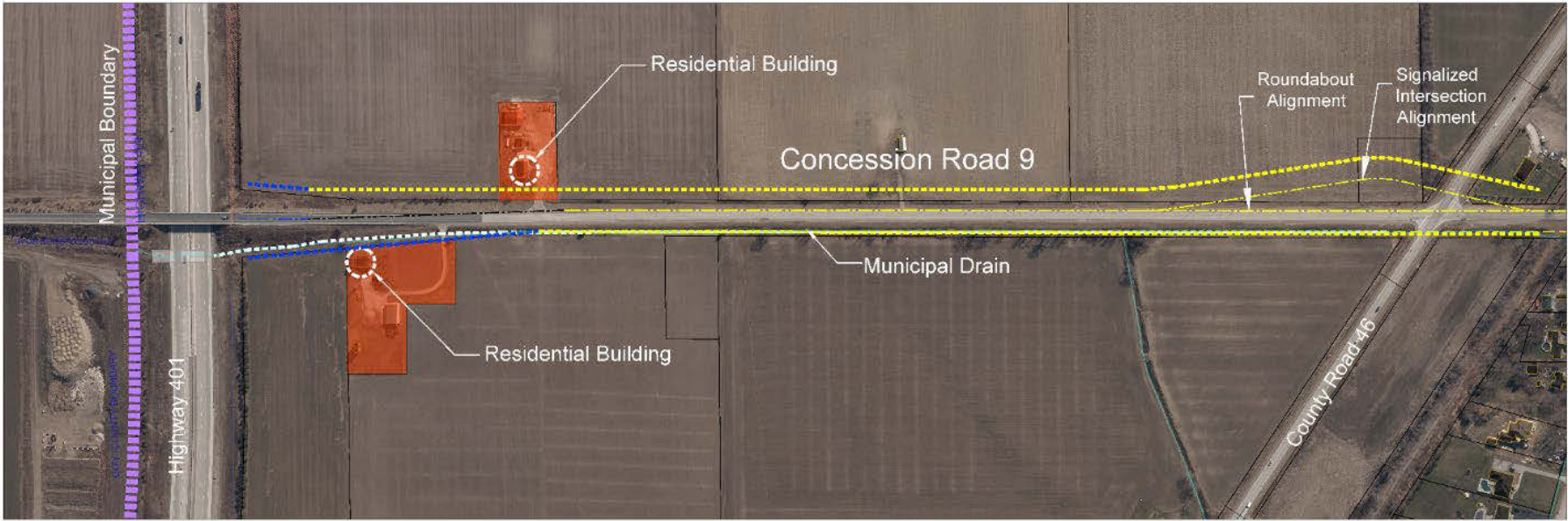


**Preliminary Recommendation to
be Carried Forward**



Alternative 4 Meandering alignment is the technically preferred alternative and recommended to be carried forward. Alternative 4 has no “Poor” scores and the greatest number of ‘Fair’ scores when compared to the other alternatives. The Technically Preferred Alignment aligns with the existing MTO overpass which is required.

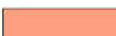
Concession Road 9 Alignment TPA



Concession Road 9 Technically Preferred Alternative

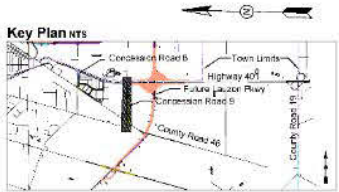
NTS

Legend

-  Municipal Boundary
-  Existing Development
-  Widen to the East
-  Widen On-Centre



Constraint



**Preliminary Recommendation
to be Carried Forward**

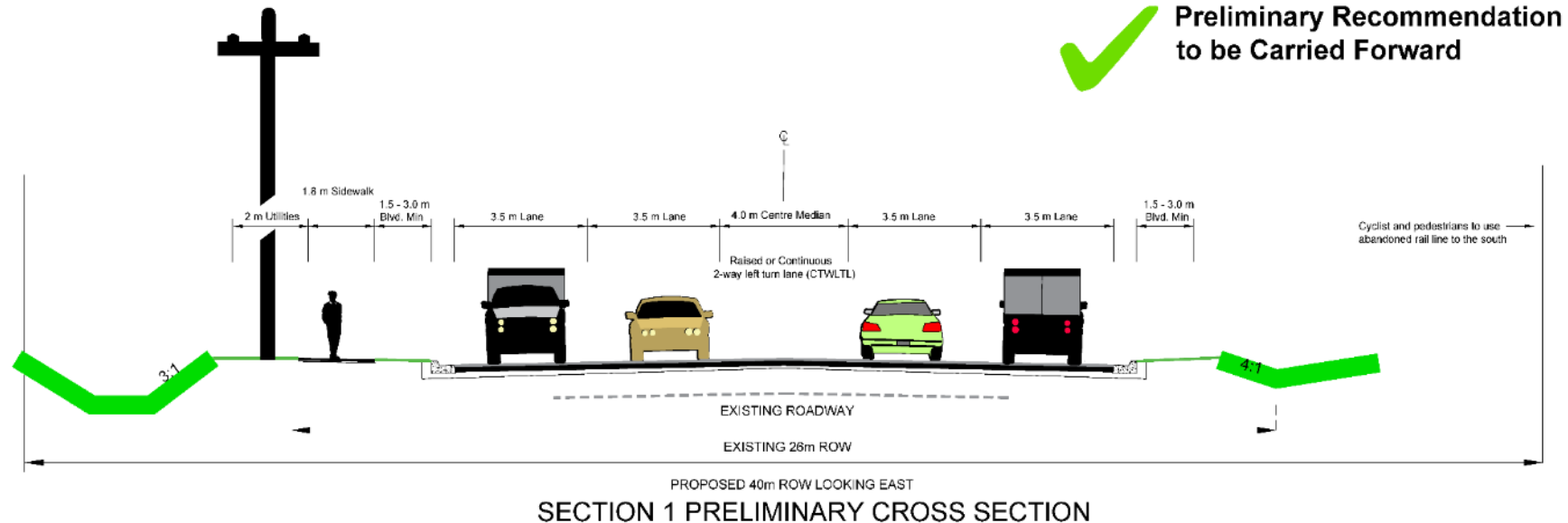
Alternative 4 Meandering alignment is tied with Alternative 3 with the same number of good criteria and poor criteria. However Alternative 4 aligns with the MTO overpass. Subsequently Alternative 4 is the technically preferred alternative and recommended to be carried forward.

County Road 46, Concession Road 8 and 9 Summary of Alignment Recommendations

Alignment Recommendations	
Section 1	On Centre
Section 2	Meandering
Section 3	Meandering
Concession Road 8	Meandering
Concession Road 9	Meandering

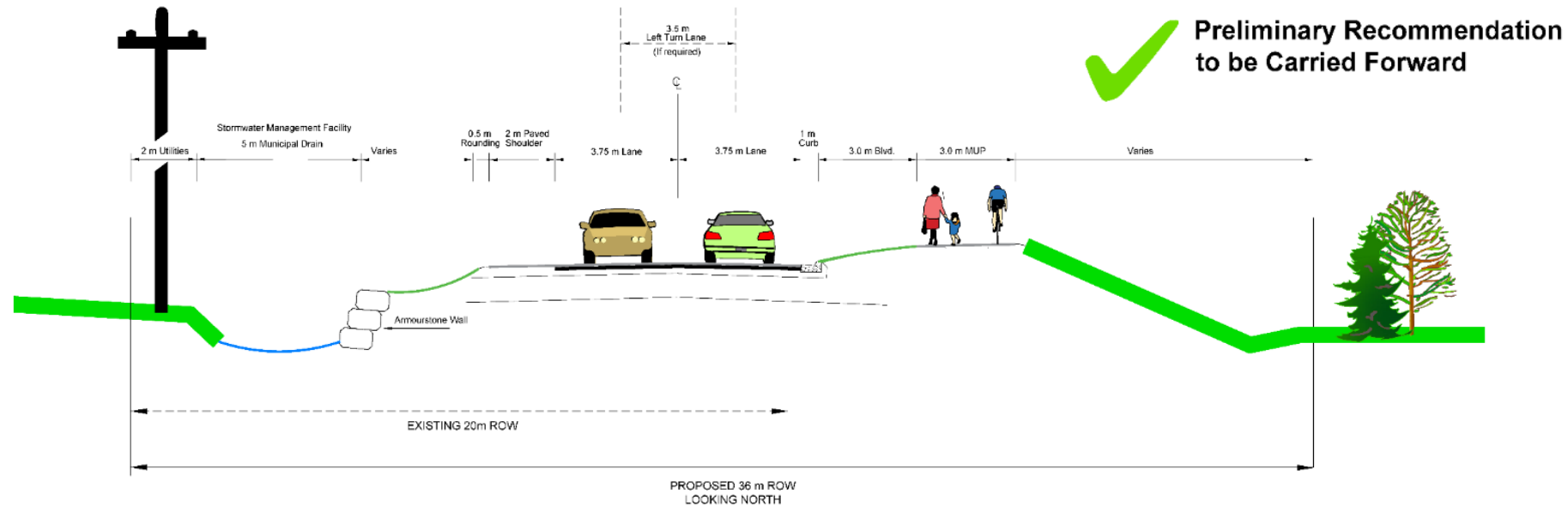
County Road 46 Cross Section Recommended for Section 1

Alternative 4 – 5-Lane Urban Cross Section provides the greatest flexibility for future growth and includes active transportation for pedestrians and cyclists in addition to the future multi-use trail located to the south of County Road 46. The 5-Lane Urban Cross Section is the technically preferred cross section.



Concession Road 8 Cross Section Recommendation

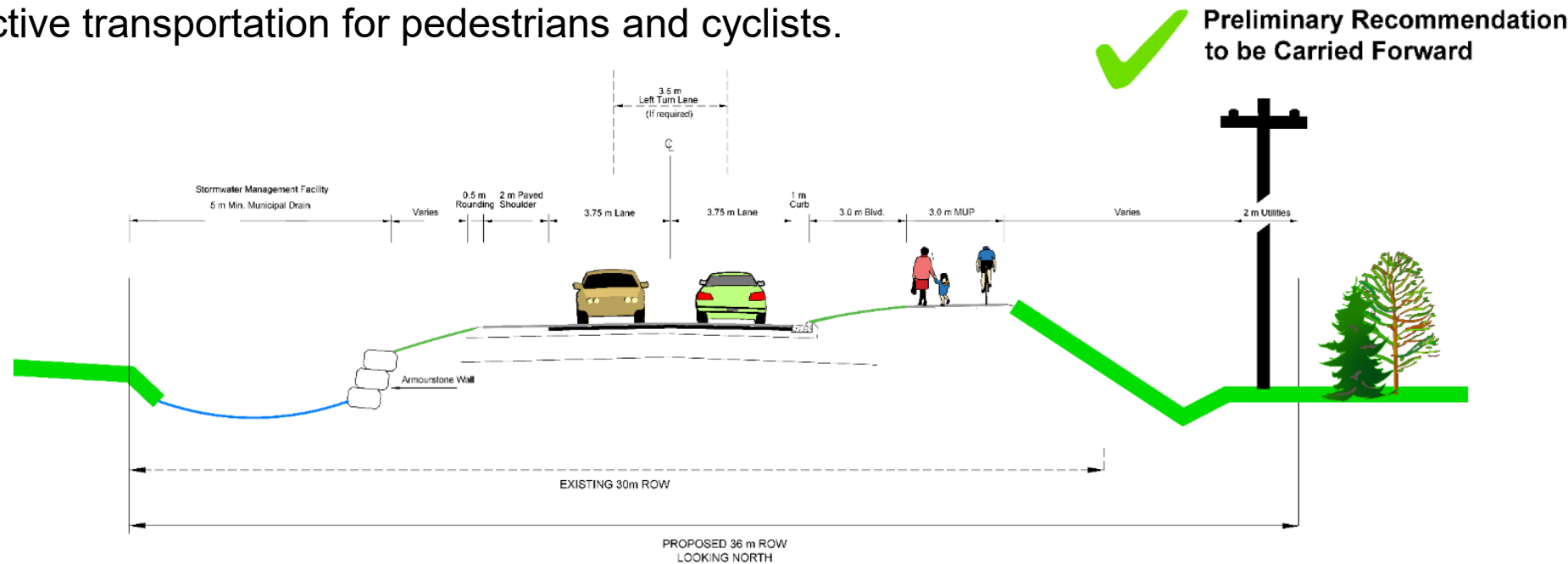
The technically preferred cross section for Concession Road 8 is a 2-Lane Semi-Urban. This cross section provides the greatest flexibility for future growth in combination with a 3-lane cross section at the intersections. This recommendation will accommodate large vehicles and include active transportation for pedestrians and cyclists.



CONCESSION ROAD 8 PRELIMINARY CROSS SECTION

Concession Road 9 Cross Section Recommendation

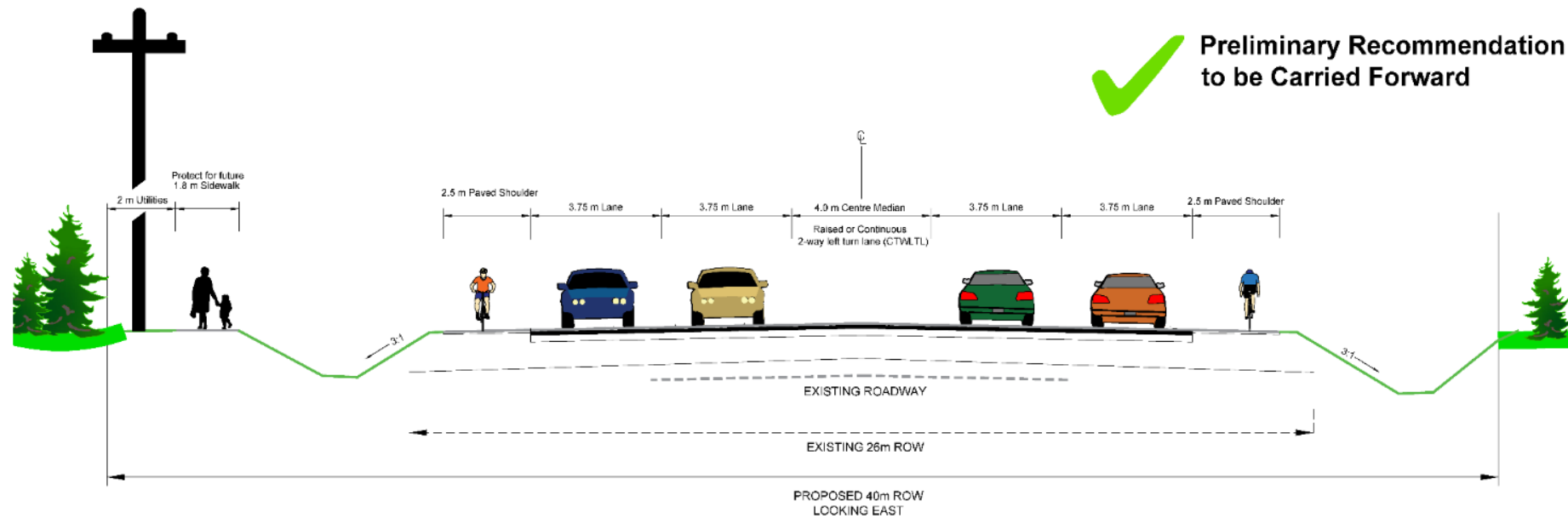
The technically preferred cross section for Concession Road 9 is a **2-Lane Semi-Urban**. This cross section provides the greatest flexibility for future growth in combination with a 3-lane cross section at the intersections. This recommendation will accommodate large vehicles and include active transportation for pedestrians and cyclists.



CONCESSION ROAD 9 PRELIMINARY CROSS SECTION

County Road 46 Cross Section Recommendation for Section 2

Alternative 7 – 5-Lane Rural Cross Section provides the greatest flexibility for future growth, accommodates farm vehicles and includes active transportation for cyclists in addition to the future multi-use trail located to the south of County Road 46. Alternative 7 is technically preferred cross section for Section 2.

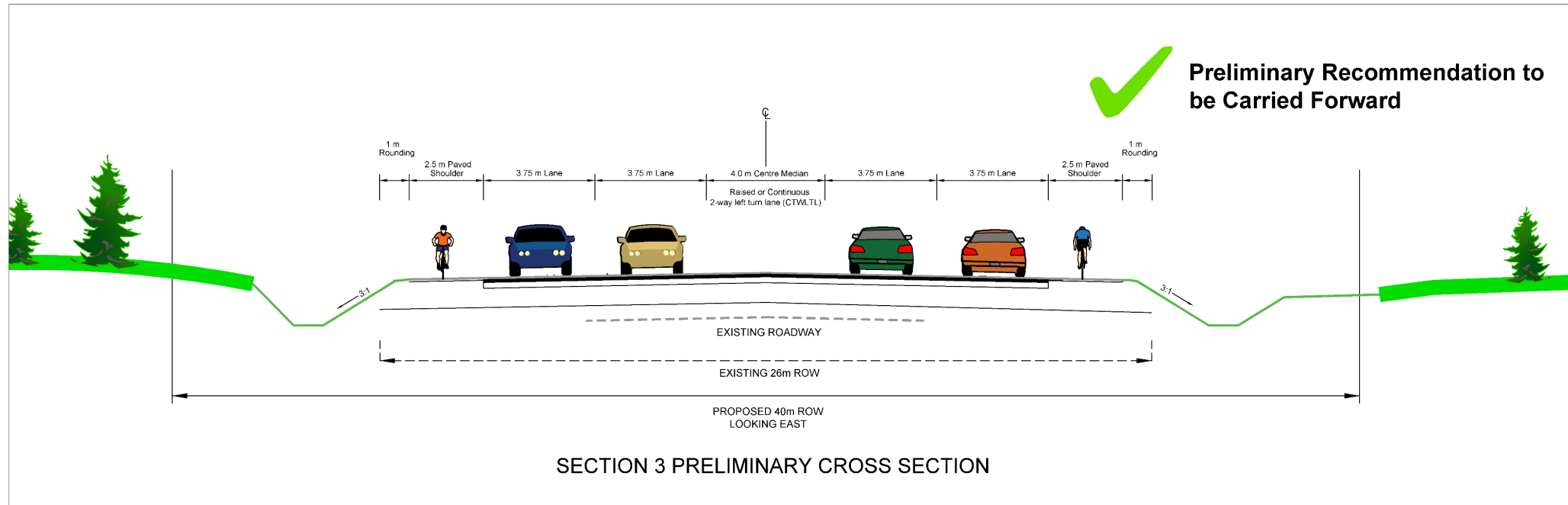


SECTION 2 PRELIMINARY CROSS SECTION

Urban on south side
through commercial area

County Road 46 Cross Section Section 3

Alternative 4 – 5-Lane Rural Cross Section provides the greatest flexibility for future growth, accommodates farm vehicles and includes active transportation for cyclists. Alternative 4 is the technically preferred cross section for Section 3.

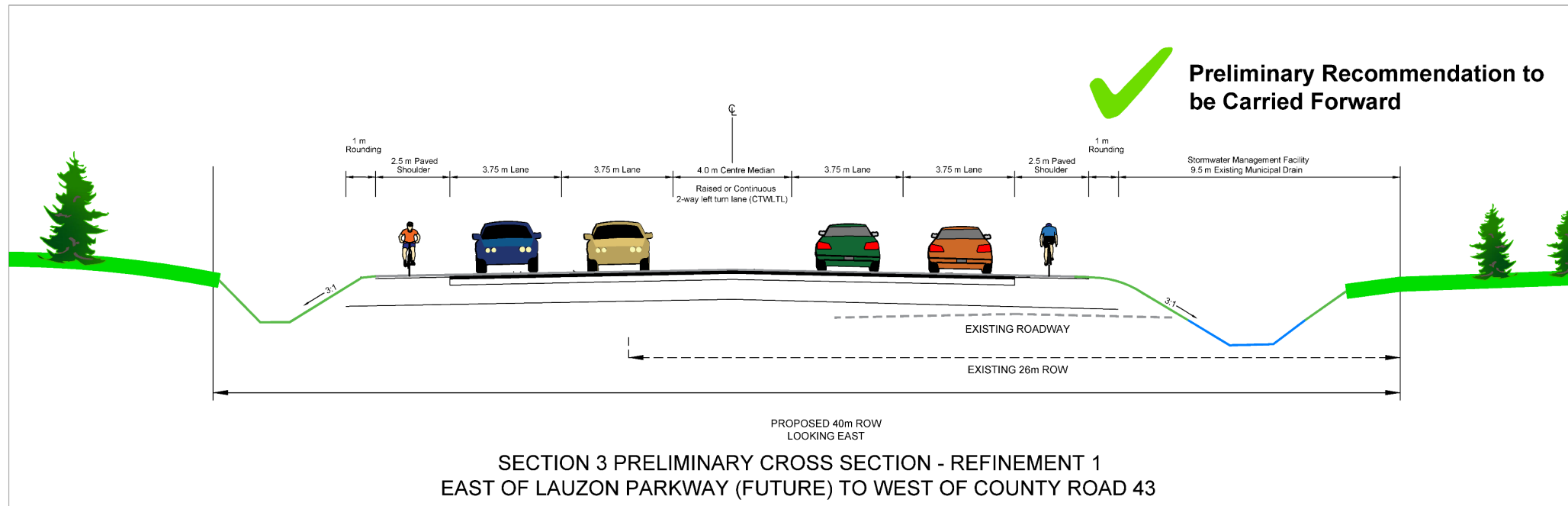


County Road 46 Cross Section

Section 3 – Refinement 1

Alternative 4 – 5-Lane Rural Cross Section

Refinement 1 keeps the municipal drain where it is and widens the right-of-way to the north.



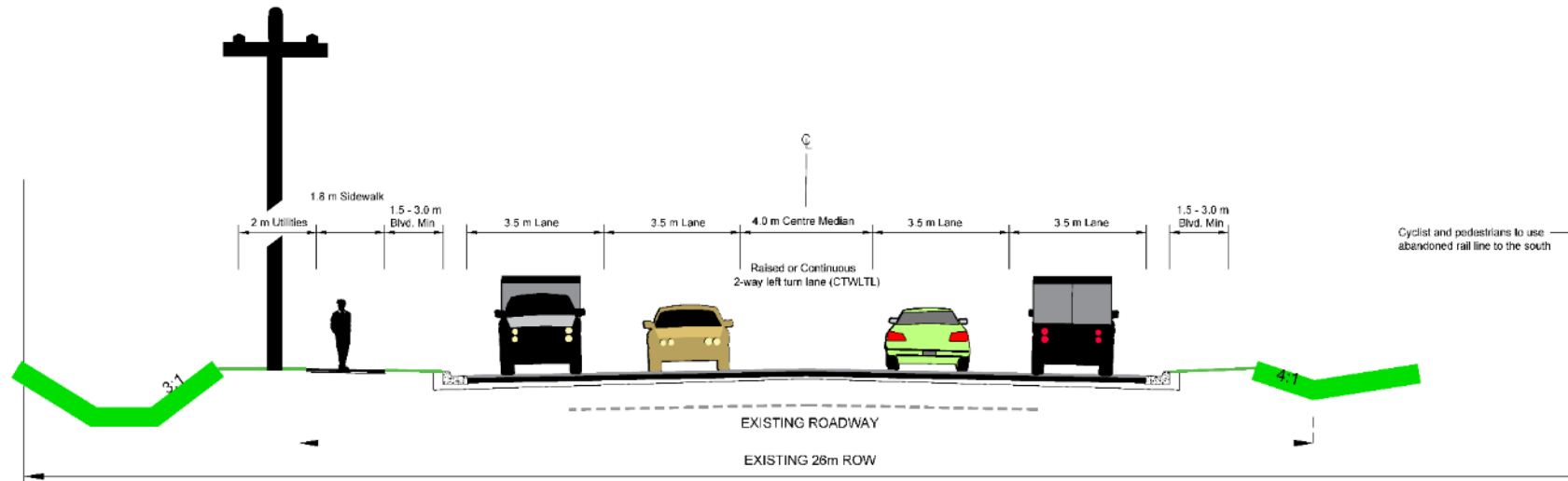
County Road 46 Cross Section

Section 2 – Refinement 2

5-Lane Urban Cross Section

Refinement 2 provides a 5-lane urban cross section from Concession Road 8 to Concession Road 9.

✓ Preliminary Recommendation
to be Carried Forward



SECTION 1 PRELIMINARY CROSS SECTION

County Road 46 Intersection Evaluation

Five (5) intersections were reviewed and are shown in the following exhibits. They include Concession Road 8, Concession Road 9, County Road 17, County Road 43 and Concession Road 12. The intersection evaluation is documented in the Draft Analysis and Evaluation Report located on the Resource Table.

Future intersections, including the new Joachim Drive and Santarossa Street have not been included in this evaluation.

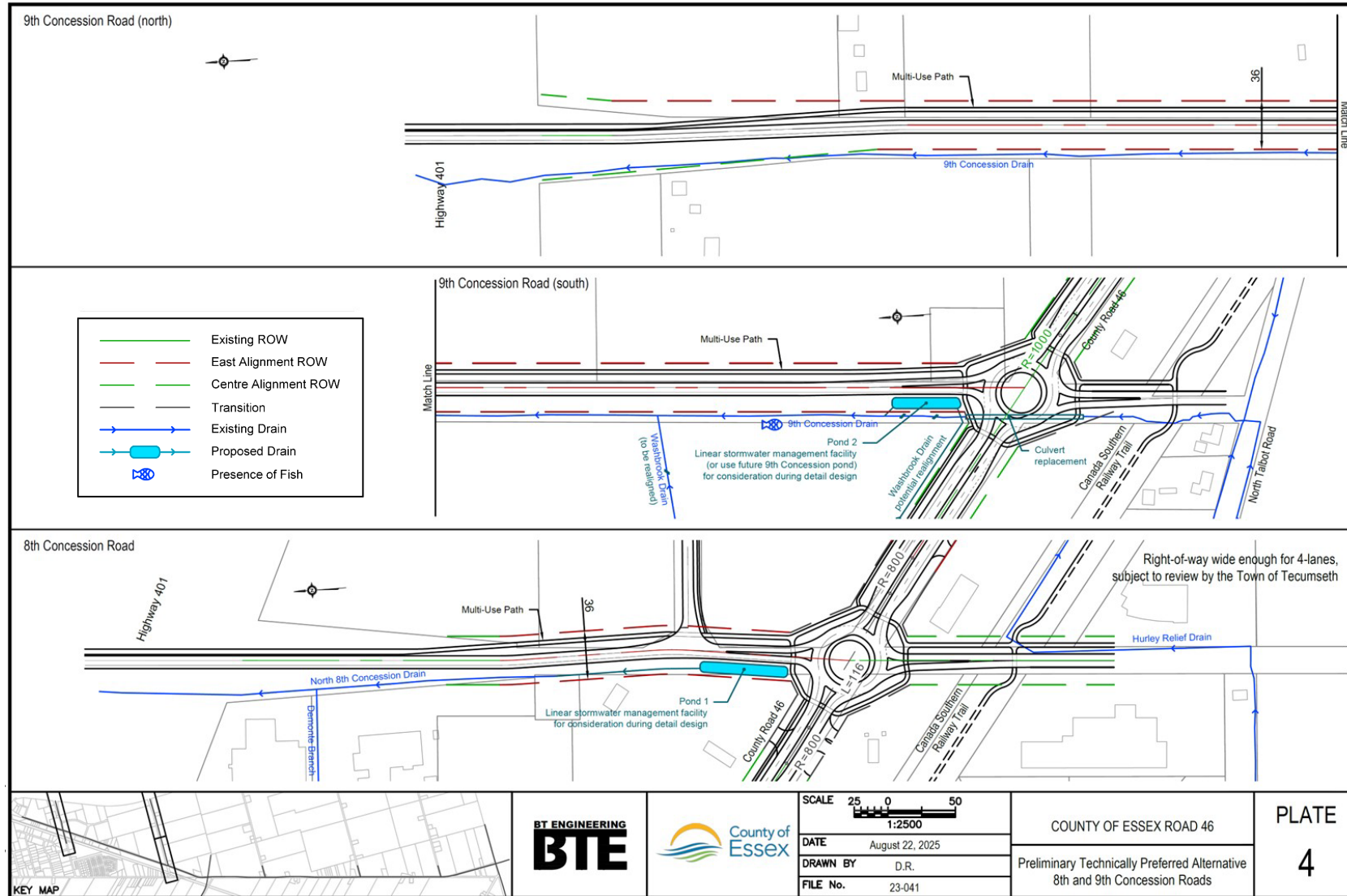
Previously approved intersections designs for Lauzon Parkway and County Road 19 are carried forward unchanged.

Sexton Sideroad will be closed when Lauzon Parkway is constructed and is not included in this evaluation.

Recommended Plan Concession Road 8 and Concession Road 9

Concession Road 9:

- 36 m right of way;
- Urban/rural cross section;
- Municipal Drain on west side; and
- Multi-use Path on east side.



Right-of-way is wide enough for 4-lanes, subject to review by the Town of Tecumseth

Recommended Plan County Road 46 – Highway 401 to Lauzon Parkway

County Road 46 Cross Section, Highway 401 to Concession Road 9:

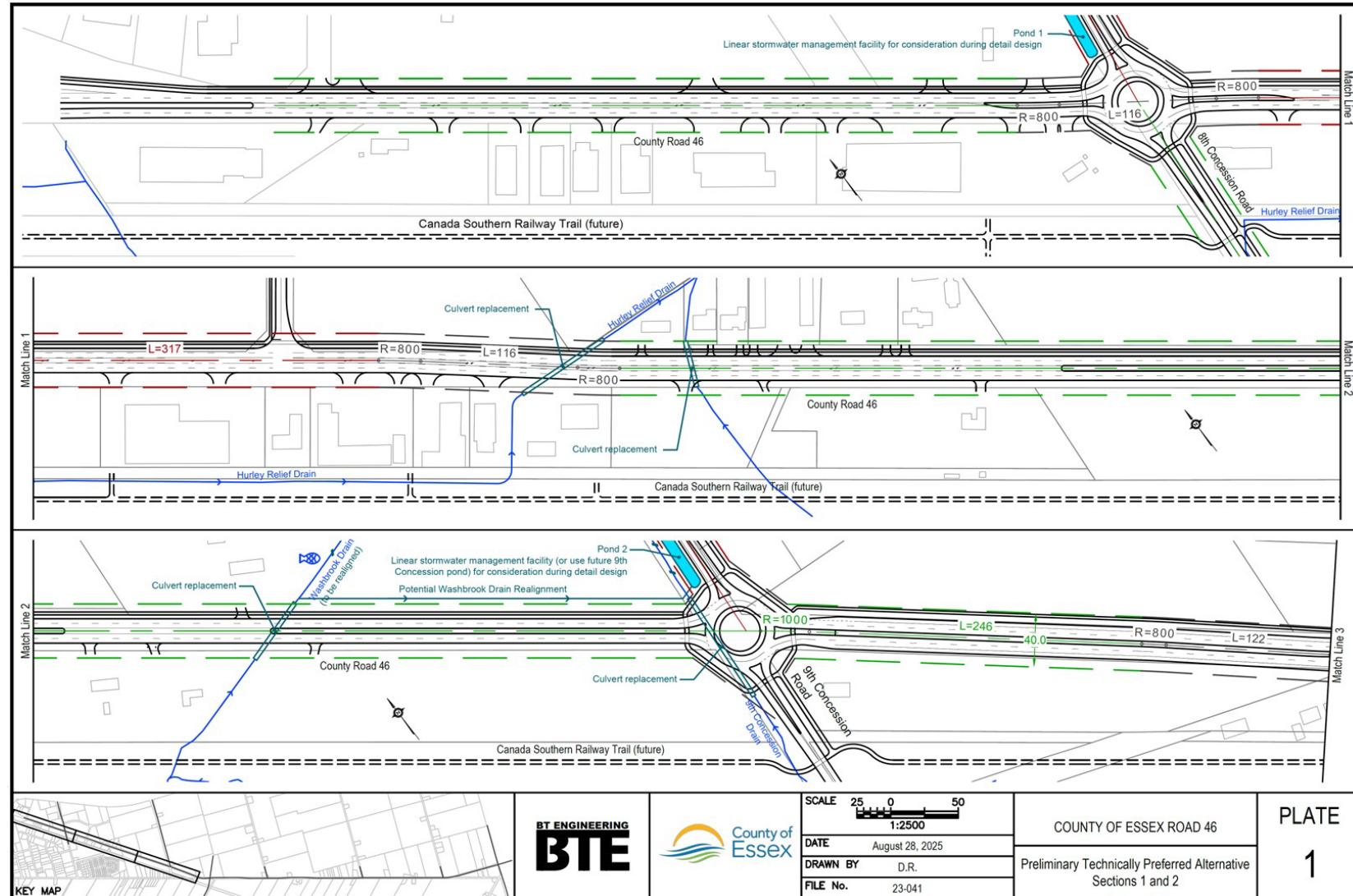
- 40 m right of way;
- Urban cross section;
- Continuous Two-way Left Turn Lane;
- Sidewalk on north side;
- The Canadian Southern Railway (CASO) will be available for pedestrians and cyclists to the south; and
- Driveways to meet County standards.

County Road 46 Cross Section East of Concession Road 9:

- 40 m right of way;
- Rural cross section;
- Paved shoulders; and
- Continuous Two-way Left Turn Lane.

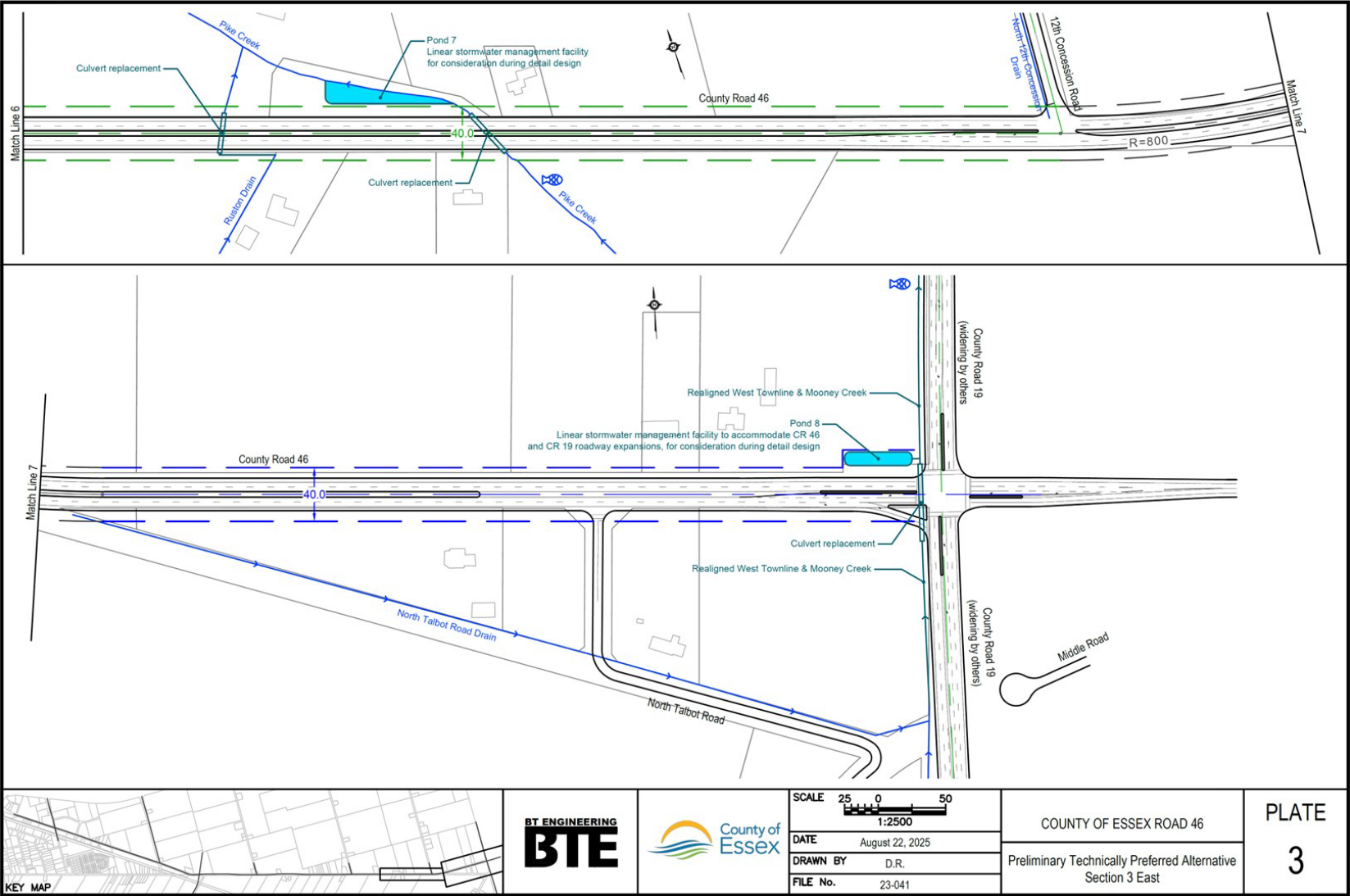
Legend

	North Alignment		Right-of-Way
	Centre Alignment		Existing Drain
	South Alignment		Proposed Drain
	Alignment Transition		Presence of Fish



Recommended Plan County Road 46 – County Road 43 to County Road 19

- County Road 46 Cross Section** East of Concession Road 9 to County Road 19:
- 40 m right of way;
 - Rural cross section;
 - Paved shoulders; and
 - Continuous Two-way Left Turn Lane.



Summary of the Recommended Plan

The County Road 46 Recommended Plan includes:

- 40 m ROW;
- Meandering alignment (either side of centreline as required) to avoid constraints;
- 4-lane urban cross section within Oldcastle (Highway 401 to Concession Road 9) with sidewalk on the northside. Cyclists to use the Canadian Southern Railway Trail;
- A 4-lane rural cross section between Concession Road 9 and County Road 19 to accommodate large agricultural vehicles with an urban cross section in commercial areas;
- The rural cross-section will have a 2 m paved shoulders to accommodate cyclists;
- Within Oldcastle and from Concession Road 9 to the future Lauzon Parkway there will be a 1.8 m sidewalk on the north;
- Stormwater management ponds (locations and size not finalized);
- Roundabouts at Concession Road 8 and 9 intersections;
- Unsignalized intersections at County Road 17 and 43 and Concession Road 12;
- Municipal drains located within the ROW except the Washbrook Drain is proposed to be relocated to the County Road 46 and Concession Road 9 ROW; and
- Previously approved signalized intersections at the future Lauzon Parkway and County Road 19 (Manning Road).

Summary of the Recommended Plan

The Concession Roads 8 and 9 Recommended Plans include:

- 36 m ROW;
- Widening equally from centreline
- 2-lane semi-urban cross section;
- 2 metre paved shoulder on the west side and a 3 m MUP on the east side to accommodate cyclists and pedestrians;
- No change to Municipal drains and they will be located within the ROW;
- Conceptual stormwater management ponds; and
- Roundabouts at County Road 46 intersections.

Public Consultation

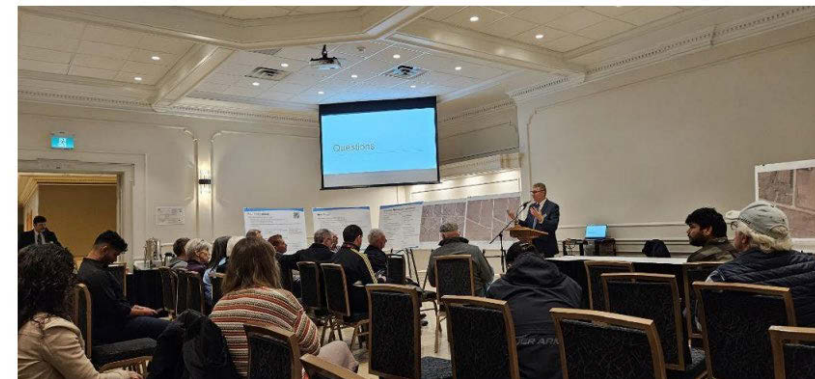
- Circulation of Draft Study Design Report (exceeded Class EA requirements)
- PCC 1 – presentation of study scope (65 attendees)
- PCC2 – presentation of alternatives (24 attendees)
- PCC 3 - presentation of technical recommendations (20 attendees)
- 140 persons on Study Contact List



Public Consultation

The primary conclusions from the public meetings include:

- There was general agreement that improvements are required for County Road 46, and Concession Roads 8 and 9 to reduce traffic congestion and improve safety of the roadways.
- Support for the consideration of roundabouts.
- Support for the consideration of turning lanes on County Road 46.
- Support for consideration of widened shoulders along County Road 46 and Concession Roads 8 and 9.
- Support for active transportation routes.
- Support for protecting natural heritage areas and restoring riparian zones, wildlife habitat, and stormwater retention areas.



Next Steps

Following this presentation, we will:

Seek Council Resolution regarding Recommended Plan.

Issue a Study Completion Notice (advertise in local papers and on the County/Town website).

Have a 30-day public review period of the Environmental Study Report (ESR).

Future detail design and construction (subject to availability of funding and Council priorities, to be completed as a future stage of the project).



The Corporation of the Town of Tecumseh

Public Works & Engineering Services

To: Mayor and Members of Council

From: Phil Bartnik, Director Public Works & Engineering Services

Date to Council: Tuesday, October 14, 2025

Report Number: PWES-2025-58

Subject: County of Essex County Road 46 and
Town of Tecumseh Concession Roads 8 and 9
Environmental Assessment Study
Filing the Notice of Study Completion

Recommendations

It is recommended:

That Report PWES-2025-58 titled “County of Essex County Road 46 and Town of Tecumseh Concession Roads 8 and 9, Environmental Assessment Study, Filing the Notice of Study Completion” **be received**.

Executive Summary

To meet the growing development demands and increased traffic volumes in the County of Essex (the County) and the City of Windsor (the City), the County initiated the Municipal Class Environmental Assessment (MCEA) process in 2023 to satisfy the Provincial *Environmental Assessment Act*. The MCEA process was undertaken in a series of phases commencing with the problem identification and culminating in the filing of the Environmental Study Report (ESR). The ESR reviewed alternatives based on the previous Transportation Master Plans (TMP) from the Town of Tecumseh (the Town) and the County. Based on the review of the alternatives, the Transportation Demand Management (TDM), and the Transportation Systems Management (TSM), active transportation and roadway improvements were recommended for evaluation. These evaluations helped form the overall recommended plan.

The Problem and Opportunity Statement for this ESR has been identified as:

Road network improvements are required within the western sectors of the County of Essex to accommodate planned/proposed development south of Highway 401 and bordering the City of Windsor. This planning is required to facilitate land use development by defining the future road right-of-way (ROW) and intersection configurations.

The MCEA for County Road 46 was a Schedule C undertaking of an arterial road under the jurisdiction of the County and Schedule B for collector roads, 8th Concession Road and 9th Concession Road, under the jurisdiction of the Town. The alternative design concepts were presented at three (3) Public Consultation Centres (PCC), as well as direct consultation with stakeholders, agencies and Indigenous Communities. The Town and the County must publish the Notice of Completion to initiate the mandatory 30-day public review period.

Background

At the January 26, 2023 Special Council Meeting, Council approved the recommendations (Motion SCM – 04/23) in report [PWES-2023-01](#) titled “2023-2027 Public Works & Engineering Services Five-Year Capital Works Plan” that authorized Administration to partner with the County on the MCEA, with an expanded scope to include the 8th and 9th Concession Roads (from CR46 to City of Windsor limits).

The County completed a Request for Proposal process, with BT Engineering Inc. being the successful proponent. At the November 14, 2023 Regular Council Meeting, Council approved the recommendations (Motion RCM – 305/23) in report [PWES-2023-71](#) titled “County Road 46 Municipal Class Environmental Assessment Award of Consulting Services” that authorized retaining BT Engineering Inc. for the Engineering Consulting Services specific to the Town’s portion of the CR46 MCEA.

Comments

The purpose of the MCEA study is to address the transportation needs and function of the corridors to accommodate existing and future traffic volumes. The MCEA considers the operation and safety of all modes of transportation, including passenger and commercial vehicles, pedestrians and cyclists, along with the property requirements needed for the road improvements. The MCEA reflects the following guiding principles:

- Consider all reasonable alternatives.
- Provide a comprehensive assessment of the environment.
- Utilize a systematic and traceable evaluation of net effects.

- Undertake a comprehensive public consultation program.
- Provide clear and concise documentation of the decision-making process and the public consultation program.
- Documentation and “bump-up” principles and processes.
- Environmental clearance processes.

Municipal Class Environmental Assessment (Class EA)

The Ontario *Environmental Assessment (EA) Act* recognizes that certain municipal undertakings occur frequently, are small in scale, have a generally predictable range of effects or have relatively minor environmental significance. To ensure that a degree of standardization in the planning process is followed throughout the Province, the EA Act contemplated the use of the Class EA procedure for projects that require approval under the EA Act, but which are not considered to be major environmental works. The Municipal Engineers Association (MEA) document titled Municipal Class Environmental Assessment (October 2000 as amended in 2007, 2011, 2015, 2023 and 2024), describes the procedures for undertaking a Class EA for municipal projects.

Projects undertaken by municipalities vary in their environmental impact and are classified within the 2024 Class EA document as follows:

- **Exempt** projects generally include various maintenance, operation, rehabilitation or other small projects that are limited in scale and have minimal adverse environmental effects. Previously these projects were classified as Schedule A or A+.
- **Projects Eligible for Screening to Exempt** may be eligible for exemption based on the results of a screening process submitted to the local Ministry of Environment, Conservation and Parks (MECP) Regional Environmental Planner.
- **Schedule B** projects have potential for some adverse environmental effects. The proponent is required to undertake a screening process, involving mandatory contact with directly affected public and relevant review agencies, to ensure that they are aware of the project and that their concerns are addressed. If there are no outstanding concerns, then the proponent may proceed to implementation. Schedule B projects generally include improvements and minor expansions to existing facilities and must follow Phases 1 and 2 of the Class EA process.
- **Schedule C** projects have the potential for significant environmental effects and must proceed under the full planning and documentation procedures specified in the Class EA document. Schedule C projects require that an Environmental Study Report (ESR) be prepared and filed for review by the public and review

agencies. Schedule C projects generally include the construction of new facilities and major expansions to existing facilities.

The main elements of the Class EA planning process are incorporated in the following five phases and further depicted in Attachment 1:

Phase 1: Identification of the problem or opportunity.

Phase 2: Identification and evaluation of alternative solutions to determine a preferred solution.

Phase 3: Examination of alternative methods of implementation of the preferred solution.

Phase 4: Documentation of the planning, design and consultation process.

Phase 5: Implementation and monitoring.

The Class EA process includes a 30-day review period for the public to review and provide comments on the EA document once it has been completed. The proponent is encouraged to work in cooperation with any member of the public who may have a concern to determine the preferred means of addressing a problem. Section 16 of the EA Act provides the opportunity for the public to submit an Order request to the Minister to elevate a Class EA to a Comprehensive EA for issues related to Indigenous or treaty rights. These requests can only be made “on the grounds that the order may prevent, mitigate or remedy adverse impacts on the existing Indigenous and treaty rights of the Indigenous peoples of Canada.” If no request is received by the Minister or delegate, the proponent is free to proceed with the implementation and construction.

The ESR was completed as a Schedule C EA Study for County Road 46 and a Schedule B EA for Concession Road 8 and 9, which meet the requirements of the MCEA (Amended 2023). The ESR contains pertinent information on CR46, and for Concession Road 8 and 9.

Supporting Plans and Studies

The recommended alternatives in the ESR are based on guidance from several master plans and long-term planning studies, including the following:

- County of Essex Official Plan
- Essex-Windsor Region Transportation Master Plan (EWRTMP, 2005)
- County Wide Active Transportation Study Master Plan (CWATS, 2012)
- Town of Tecumseh Official Plan

- Town of Tecumseh Transportation Master Plan
- Maidstone Hamlet Secondary Plan
- Maidstone Agricultural Industry
- City of Windsor Official Plan
- Sandwich South Secondary Planning Area
- County Road 42 Secondary Plan
- East Pelton Planning Area
- Municipality of Lakeshore Official Plan

The alternatives developed within the ESR follow fundamental strategies previously developed in these master planning documents. Refinements were made as necessary based on the existing conditions, noise impacts and consultation with stakeholders and Indigenous Communities throughout the development of the ESR.

Alternative Solutions Review

Alternative solutions were developed to improve traffic operations while considering safety and environmental impacts. Alternatives that were not viable, had significant impacts or had substantially poorer safety or traffic performance compared to other alternatives were not considered reasonable and not carried forward for consideration.

A qualitative evaluation methodology was used to compare the alternatives. This methodology involves comparing impacts in narrative terms, without the explicit weighting of criteria or producing numerical ratings.

Six (6) factor groups were considered for each evaluation of each proposed alternative. The factor groups include:

- Transportation:
 - **Modes of transportation and safety:** The alternative satisfies the forecasted traffic demands and safety for all modes of transportation.
- Environmental Factors:
 - **Natural Environment:** Potential for impacts on terrestrial and aquatic resources, including Species at Risk habitat.

- Cultural Factors:
 - **Archaeological resources:** Potential to impact lands with archaeological resources.
- Social/Economic Factors:
 - **Impact of Rural and Urban Communities:** Potential for disruption or displacement of existing residents, farmlands and greenspaces.
- Land Use and Property:
 - **Future land uses:** Support objectives in the Official Plans and recommendations from the Essex-Windsor Region Transportation Master Plan (EWRTMP) and the Town of Tecumseh's Transportation Master Plan.
- Cost:
 - **Relative capital cost:** Relative overall capital costs, including restoration/enhancement costs for the preferred alternative.

The above factor groups were used for the four (4) alternative planning solutions. They are as follows:

- **Alternative 1: Do Nothing**

The "Do Nothing" alternative must be considered as mandated by the MCEA. It is a baseline alternative that is used to compare the other alternatives to. This alternative suggests that the existing road network would be maintained as is and no improvements would be made.

- **Alternative 2: Transportation Demand Management (TDM) and Transportation Systems Management (TSM)**

This alternative utilizes the TDM and TSM for transportation improvements. The TDM looks at reducing vehicular demand and encourages alternative work hours, working at home, more active mode of transportation (cycling and walking) and the use of public transit. The TSM reviews a more efficient use of existing infrastructure such as traffic signal optimization to limit or avoid the need for expansion.

- **Alternative 3: Active Transportation**

This alternative reviews the need for active transportation. The existing road network would remain the same with the addition of bike lanes and multi-use pathways within the right-of-way.

- **Alternative 4: Roadway Improvements**

This alternative reviews the proposed improvements for County Road 46, 8th Concession Road and 9th Concession Road. For County Road 46, the improvements include road widening with the addition of travel lanes, adding turning lanes, intersection improvements and the connection to the future Lauzon Parkway Extension. For 8th Concession Road and 9th Concession Road, the improvements include widening both roads from County Road 46 to the City of Windsor boundary.

Since Alternative 1 does not consider any of the factor groups or provide improvements to the Study Area, it was not carried forward for consideration.

Alternative Design Concepts & Recommended Solutions

Alternative design concepts were developed for County Road 46, 8th Concession Road and 9th Concession Road. The alternatives were based on identified problems and opportunities, baseline conditions within the Study Area, design issues and constraints associated with the preferred alternative design, as well as public and stakeholder feedback receiving during the consultation process. The preliminary design alternatives were categorized under three groups:

- a) Alignment Alternatives
- b) Cross Section Alternatives
- c) Intersection Alternatives

In addition to the sections of Concession Roads 8 and 9 (from Highway 401 to County Road 46), County Road 46 was divided into three sections for evaluation to accommodate the site-specific right-of-way constraints along the roadway. They are as follows:

- Section 1: Highway 401 to 8th Concession Road
- Section 2: 8th Concession Road to east of the future Lauzon Parkway intersection

- Section 3: Future Lauzon Parkway intersection to County Road 19 (Manning Road)

Recommended Plan

The Technically Preferred Plan (TPP) was refined based on County and Town Administration and community input. The TPP is shown on pages E-4 to E-12 in Attachment 3.

The County Road 46 recommended plan includes:

- 40 meter right-of way
- 4-lane urban cross section within Oldcastle (Highway 401 to 9th Concession Road)
- 4-lane rural cross section between 9th Concession Road and County Road 19 to accommodate large agricultural vehicles
- Meandering alignment to avoid constraints
- 2-meter paved shoulders to accommodate cyclists within the rural cross sections
- 1.8-meter sidewalk between Highway 401 and the future Lauzon Parkway, on the north side
- Conceptual stormwater management ponds
- No change to municipal drains and they will be located within the right-of-way
- Roundabouts at 8th Concession Road and 9th Concession Road intersections
- Stop control intersections at County Road 17, County Road 43 and 12th Concession Road
- Previously approved signalized intersections at the future Lauzon Parkway and County Road 19 (Manning Road)

The 8th Concession Road and 9th Concession Road recommended plans include:

- 36-meter right-of-way
- Aligned on-centre of Highway 401 bridges
- 2-lane semi-urban cross section
- 2-meter paved shoulder on the west side and a separated 3-meter multi-use pathway on the east side to accommodate cyclists and pedestrians
- No change to municipal drains and they will be relocated within the right-of-way
- Conceptual stormwater management ponds
- Roundabouts at County Road 46 intersections

Public Consultation

There was extensive public consultation throughout the Class EA process, which included the following:

1. Notice of Study Commencement

The Notice of Study Commencement was mailed to the study contact list, which consists of interested property owners, stakeholders, Indigenous communities and regulatory agencies. It was also posted on March 26, 2024, on the County and Town websites and social media accounts.

2. Public Consultation Centre (PCC) No. 1

The notice of PCC No. 1 was advertised on the Town and County websites and social media accounts on March 26, 2024.

PPC No. 1 was held on April 4, 2024, from 5:00 p.m. to 8:00 p.m. at the Ciociaro Club in Oldcastle. A total of sixty-five (65) people registered for PCC No. 1 and any comments received have been documented and addressed within the EA document. The purpose of PCC No. 1 was to present:

- Project need, including information on the MCEA process and background information;
- Opportunity for stakeholders to learn more about the project and review alternative solutions and project schedule; and
- Review the next steps of the study.

3. Public Consultation Centre (PCC) No. 2

The notice of PCC No. 2 was advertised on the Town and County websites and social media accounts on October 31, 2024, and November 6, 2024.

PCC No. 2 was held on November 13, 2024, from 5:00 p.m. to 8:00 p.m. at the Ciociaro Club in Oldcastle. A total of twenty-four (24) people registered for PCC No. 2 and any comments received have been documented and addressed within the EA document. The purpose of PCC No. 2 was to present:

- Opportunity for stakeholders to continue to learn more about the study;
- Review alternative solutions and next steps.

4. Public Consultation Centre (PCC) No. 3

The notice of PCC No. 3 was advertised on the Town and County websites and social media accounts on May 22, 2025.

PCC No. 3 was held on June 2, 2025, from 5:00 p.m. to 8:00 p.m. at the Ciociaro Club in Oldcastle. A total of twenty (20) people registered for PCC No. 3 and any comments received have been documented and addressed within the EA document. The purpose of PCC No. 3 was to present:

- Noise mitigation findings and roadway and intersection design alternatives; and
- Recommended plans for County Road 46, 8th Concession Road and 9th Concession Road.

5. Indigenous Communities Consultation Engagement

The Indigenous Communities identified as potentially interested in the study included Aamjiwnaang First Nation, Caldwell First Nation, Chippewas of Kettle and Stony Point First Nation, Chippewas of the Thames First Nation, Delaware Nation at Moraviantown, Metis Nation of Ontario, Mississaugas of the New Credit First Nation, Munsee-Delaware Nation, Oneida Nation of the Thames, Southern First Nations Secretariat and Walpole Island First Nation, Bkejwanong Territory.

All project notices were sent to the Indigenous Communities along with cover letters. Correspondence was received from Caldwell First Nation.

6. Key Stakeholder and Direct Property Owner Consultations

A number of notices and meetings were held with key stakeholders and private property owners who would be directly affected by the recommended plan.

There was also correspondence with the Essex Region Conservation Authority (ERCA), the Ministry of Environment, Conservation and Parks (MECP), the Ministry of Natural Resources and Forestry (MNRF), VIA Rail Canada, the City of Windsor and the County of Essex, as further detailed within the EA report.

October 14, 2025 SCM Presentation

The County's and Town's consultant, BT Engineering, will be virtually attending the October 14, 2025 Special Council Meeting to make a presentation that summarizes the EA process and identifies the preferred alternatives.

Next Steps

The Notice of Completion will be published on the County's and Town's website and social media accounts, and will also be mailed to landowners, stakeholders, Indigenous Communities and regulatory authorities on the contact list for the EA.

A copy of the Notice of Completion will also be included as a communication item at the regularly scheduled meeting of Council following its publication.

A hard copy of the County Road 46 Class EA will be made available at Town Hall and the County Offices through the Clerk's Office during the 30-day review period.

Following the 30-day review period, and provided that all comments received have been addressed and that no Orders were submitted to the Minister of the Environment, Conservation and Parks, Administration will bring forward a separate report to update Council on the comments received.

Consultations

Development Services
BT Engineering Inc.
The Corporation of the County of Essex

Financial Implications

Given that the recommendations put forward under this report are related to the filing of the Notice of Completion for the County Road 46 Class EA, there are no immediate financial implications. Additionally, the ESR report does not provide cost sharing provisions related to any of the recommended alternatives. As these recommendations are implemented, further reports will be brought forward to Council with cost sharing recommendations and appropriate funding and/or cost recovery mechanisms.

Link to Strategic Priorities

Applicable	2023-2026 Strategic Priorities
☒	Sustainable Growth: Achieve prosperity and a livable community through sustainable growth.
☒	Community Health and Inclusion: Integrate community health and inclusion into our places and spaces and everything we do.
☐	Service Experience: Enhance the experience of Team Tecumseh and our citizens through responsive and respectful service.

Communications

Not applicable ☒

Website ☐

Social Media ☐

News Release ☐

Local Newspaper ☐

This report has been reviewed by Senior Administration as indicated below and recommended for submission by the Chief Administrative Officer.

Prepared by:

Alessia Mussio, P. Eng.
Engineering Project Manager

Reviewed by:

Phil Bartnik, P.Eng.
Director Public Works & Engineering Services

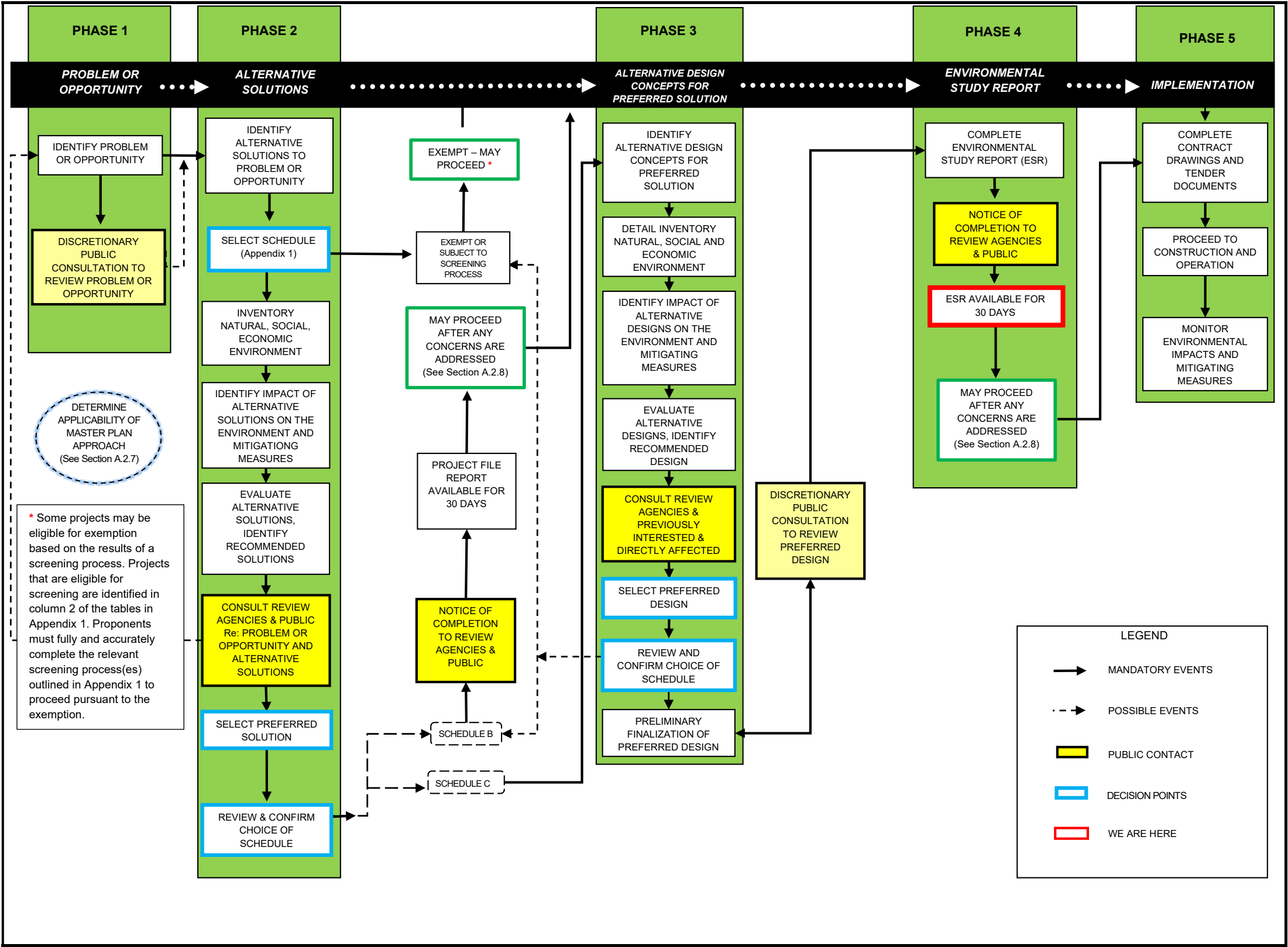
Reviewed by:

Brian Hillman, MA, MCIP, RPP
Director Development Services

Recommended by:

Margaret Misek-Evans, MCIP, RPP
Chief Administrative Officer

Attachment Number	Attachment Name
1	Class Environmental Assessment Flow Chart
2	BT Engineering Presentation
3	Executive Summary Report



MCEA Process



**Municipal Class Environmental Assessment (MCEA)
County Road 46, City of Windsor Limits to County
Road 19 (Manning Road), Town of Tecumseh,
County of Essex**

COUNCIL PRESENTATION

OCTOBER 14, 2025

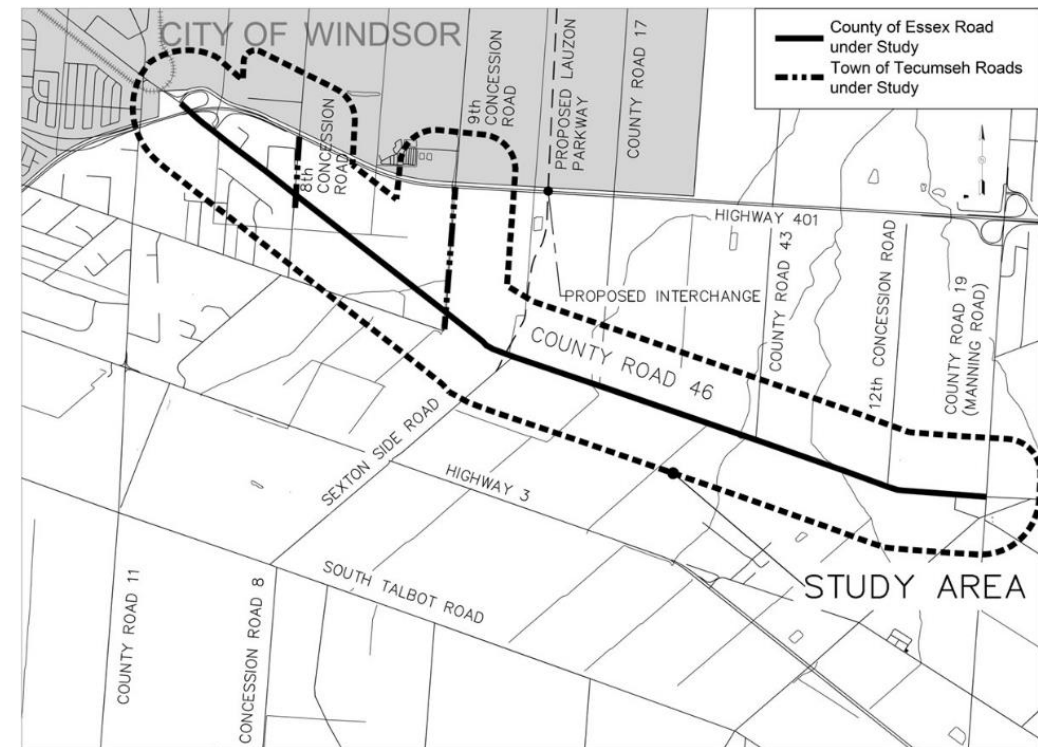
5:30 TO 6:30 PM



Introduction

The County of Essex in partnership with the Town of Tecumseh retained BT Engineering Inc. (BTE) to complete an Environmental Assessment for improvements to County Road 46 (Provincial Road/North Talbot Road/Middle Road) from Highway 401 (City of Windsor municipal limits) to County Road 19 (Manning Road). Part of the EA Study involves improvements to the Town of Tecumseh Concession Roads 8 and 9. The EA for County Road 46 and Concession Roads 8 and 9 are being undertaken concurrently as one EA Study.

The study has evaluated alternatives to improve the operation and safety of the roadways.



Purpose

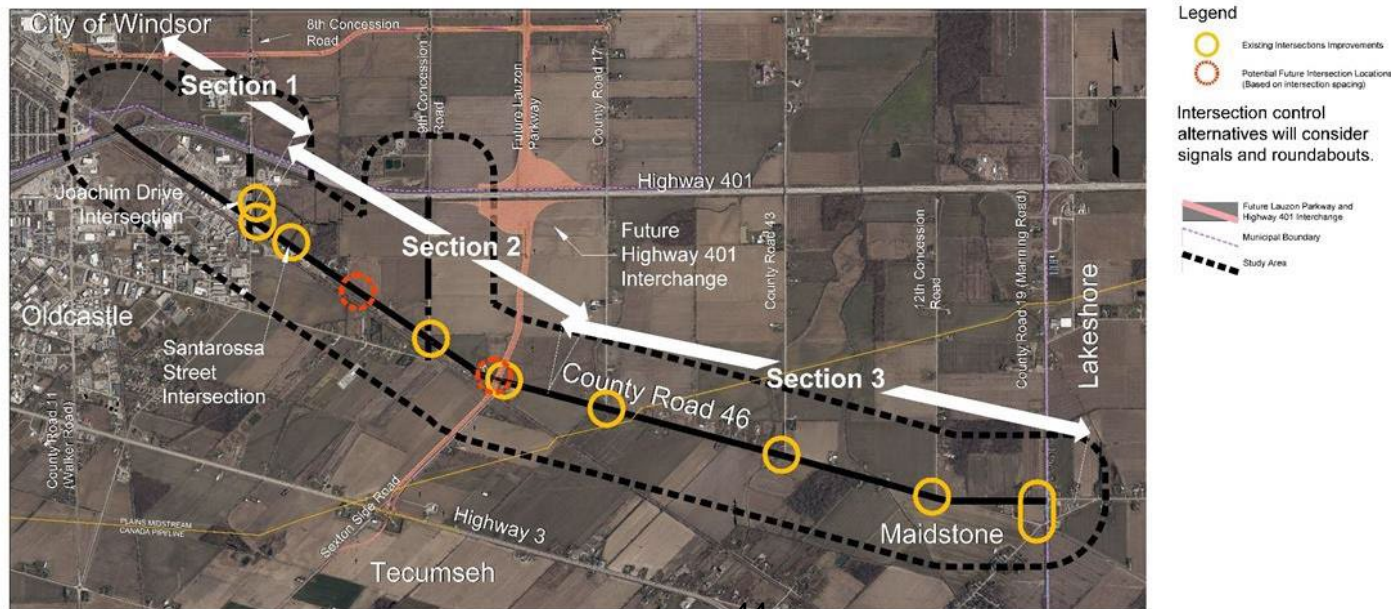
The following slides present the following:

- Results of the evaluation of Preliminary Design Alternatives.
- Recommended Plan.
- Refinements.
- Next Steps.

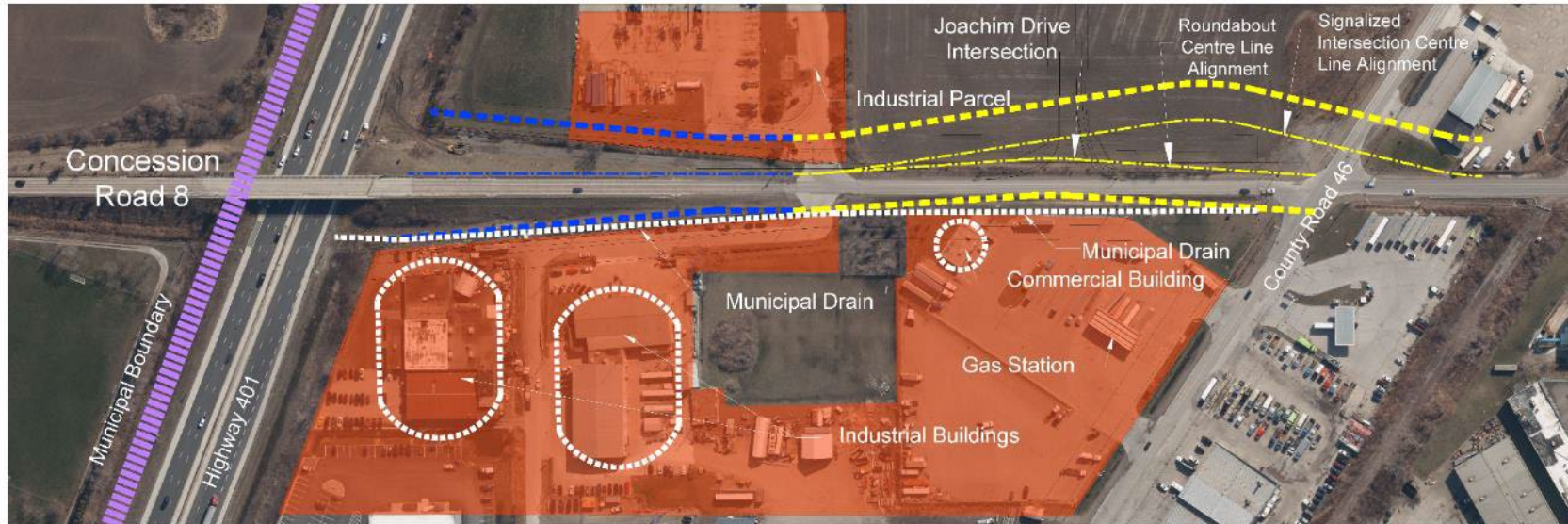
Preliminary Design Alternatives

The Preliminary Design Alternatives include:

1. County Road 46 Alignment Alternatives (widening to the north, on centre, south or meandering to avoid constraints).
2. Concession Roads 8 and 9 Alternatives (including right-of-way widening for active transportation).
3. Cross Sections (including rural/urban, widening and active transportation elements).
4. Intersection Alternatives (conventional and roundabout designs).



Concession Road 8 Alignment TPA



Concession Road 8 Technically Preferred Alternative

NTS

Legend

- Municipal Boundary
- Existing Development
- Widen to the East
- Widen On-Centre



Constraint

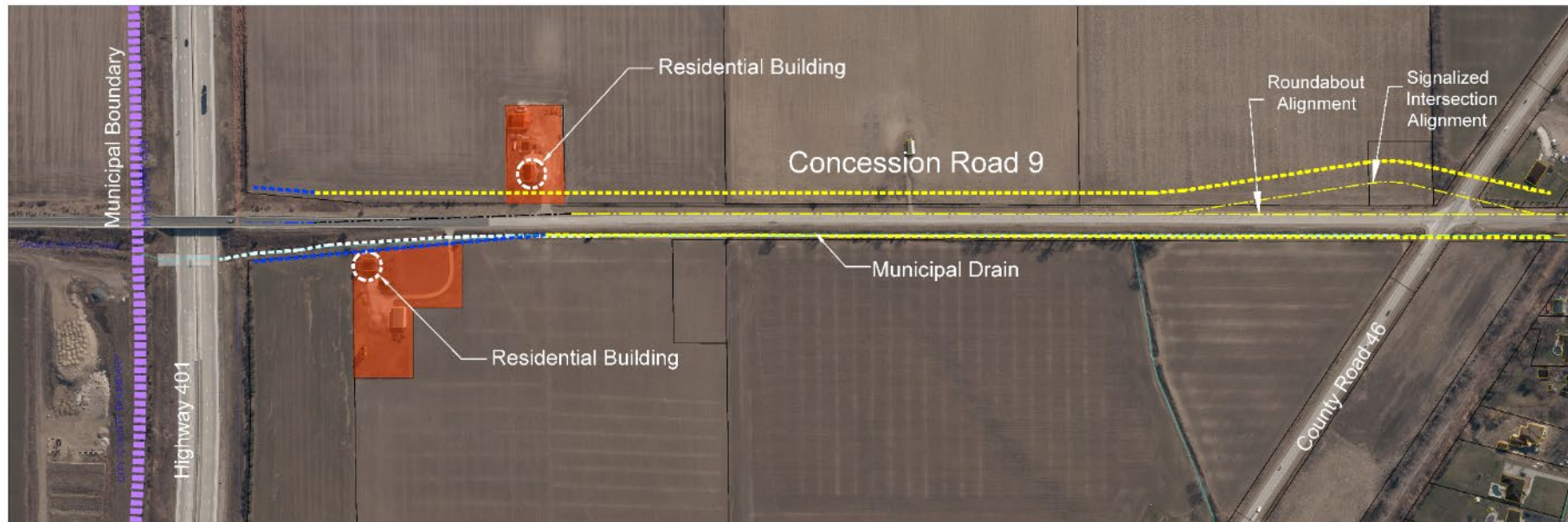


**Preliminary Recommendation to
be Carried Forward**



Alternative 4 Meandering alignment is the technically preferred alternative and recommended to be carried forward. Alternative 4 has no “Poor” scores and the greatest number of ‘Fair’ scores when compared to the other alternatives. The Technically Preferred Alignment aligns with the existing MTO overpass which is required.

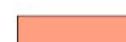
Concession Road 9 Alignment TPA



Concession Road 9 Technically Preferred Alternative

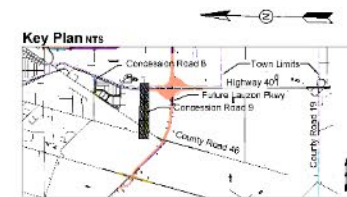
NTS

Legend

-  Municipal Boundary
-  Existing Development
-  Widen to the East
-  Widen On-Centre



Constraint



**Preliminary Recommendation
to be Carried Forward**

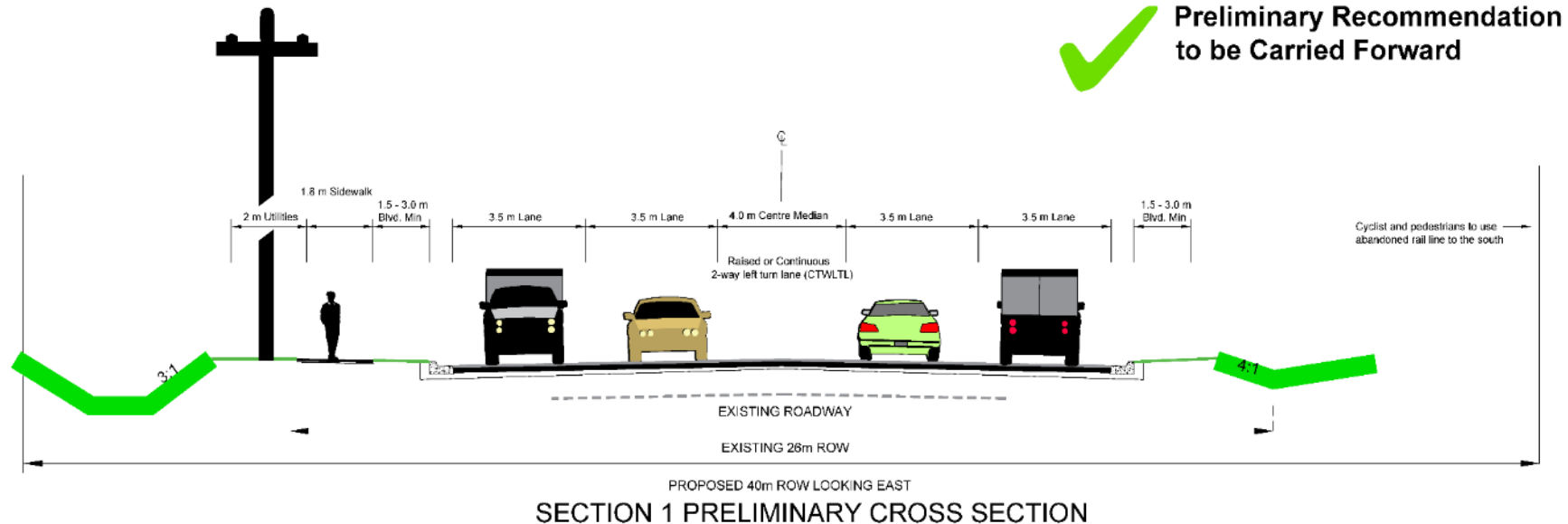
Alternative 4 Meandering alignment is tied with Alternative 3 with the same number of good criteria and poor criteria. However Alternative 4 aligns with the MTO overpass. Subsequently Alternative 4 is the technically preferred alternative and recommended to be carried forward.

County Road 46, Concession Road 8 and 9 Summary of Alignment Recommendations

Alignment Recommendations	
Section 1	On Centre
Section 2	Meandering
Section 3	Meandering
Concession Road 8	Meandering
Concession Road 9	Meandering

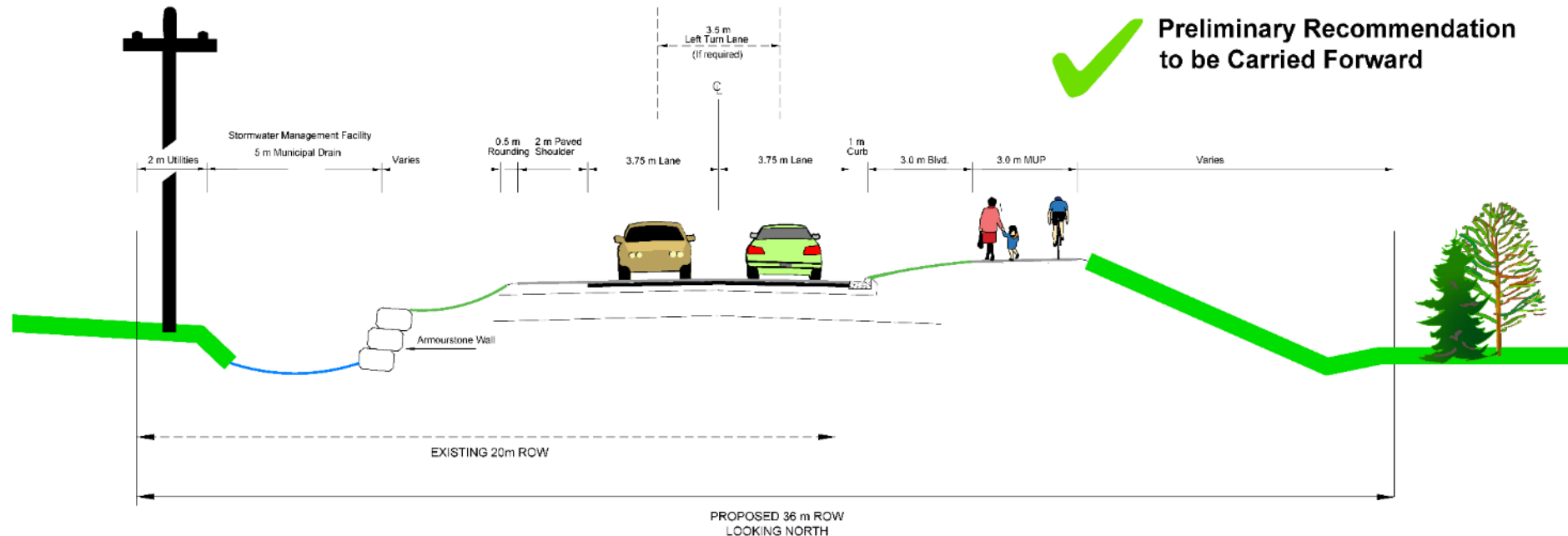
County Road 46 Cross Section Recommended for Section 1

Alternative 4 – 5-Lane Urban Cross Section provides the greatest flexibility for future growth and includes active transportation for pedestrians and cyclists in addition to the future multi-use trail located to the south of County Road 46. The 5-Lane Urban Cross Section is the technically preferred cross section.



Concession Road 8 Cross Section Recommendation

The technically preferred cross section for Concession Road 8 is a 2-Lane Semi-Urban. This cross section provides the greatest flexibility for future growth in combination with a 3-lane cross section at the intersections. This recommendation will accommodate large vehicles and include active transportation for pedestrians and cyclists.

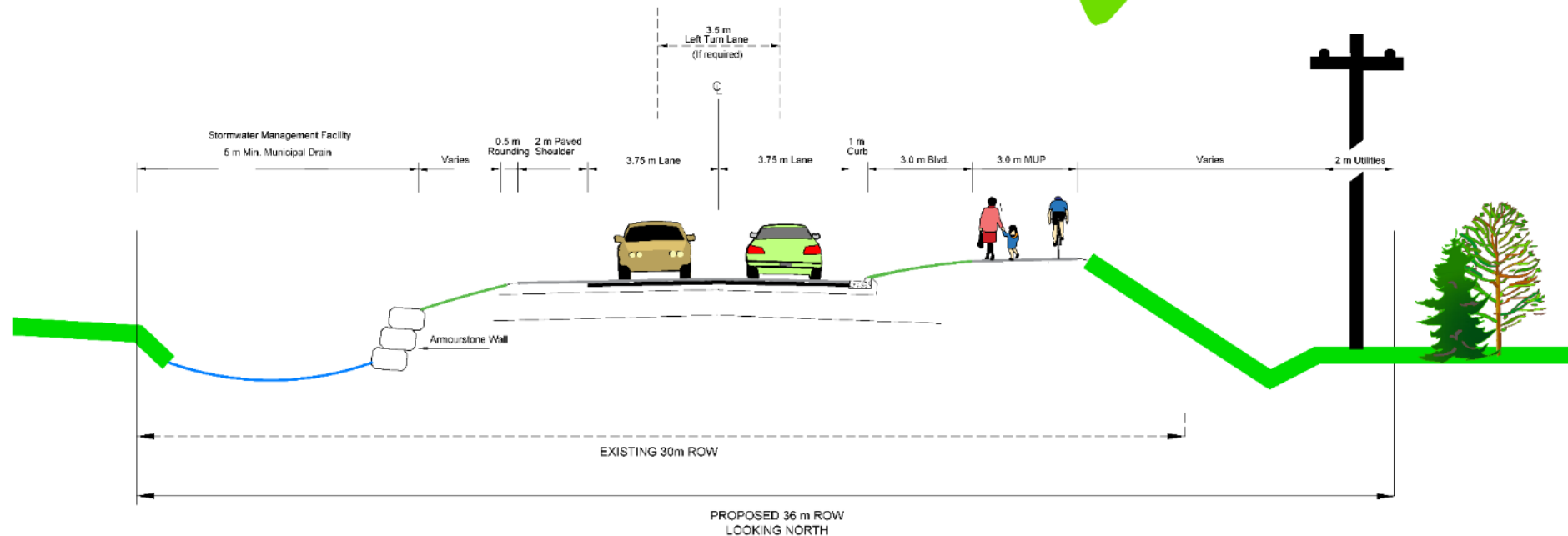


CONCESSION ROAD 8 PRELIMINARY CROSS SECTION

Concession Road 9 Cross Section Recommendation

The technically preferred cross section for Concession Road 9 is a 2-Lane Semi-Urban. This cross section provides the greatest flexibility for future growth in combination with a 3-lane cross section at the intersections. This recommendation will accommodate large vehicles and include active transportation for pedestrians and cyclists.

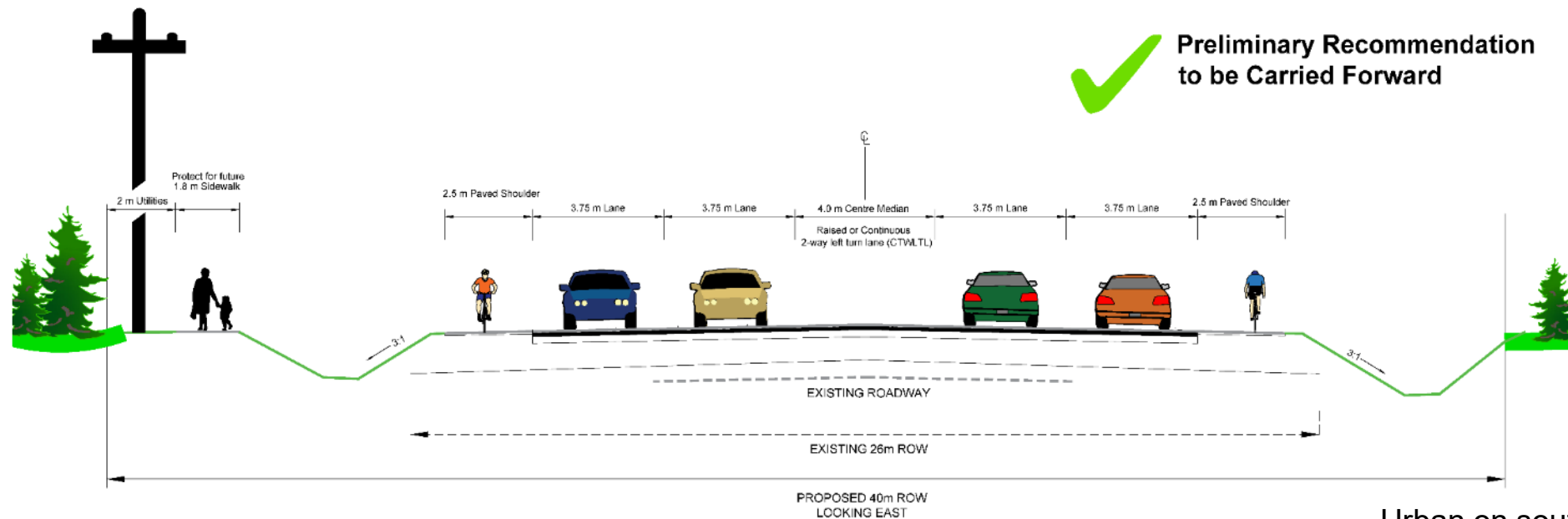
✓ Preliminary Recommendation
to be Carried Forward



50
CONCESSION ROAD 9 PRELIMINARY CROSS SECTION

County Road 46 Cross Section Recommendation for Section 2

Alternative 7 – 5-Lane Rural Cross Section provides the greatest flexibility for future growth, accommodates farm vehicles and includes active transportation for cyclists in addition to the future multi-use trail located to the south of County Road 46. Alternative 7 is technically preferred cross section for Section 2.



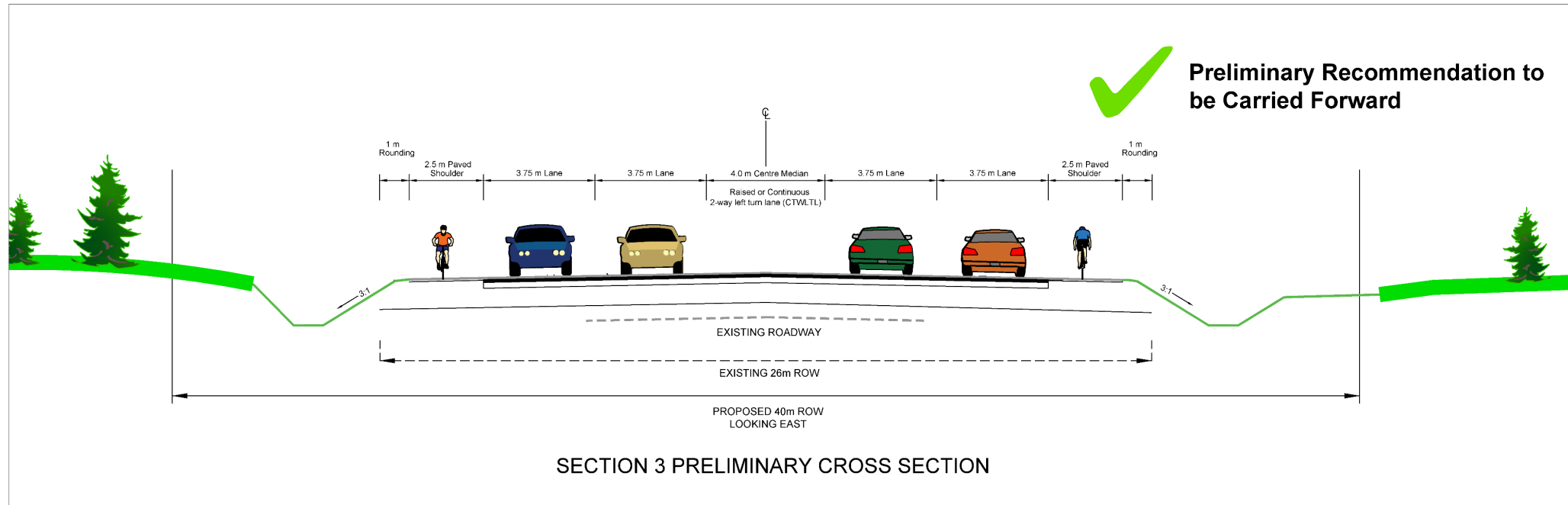
✓ Preliminary Recommendation to be Carried Forward

SECTION 2 PRELIMINARY CROSS SECTION

Urban on south side through commercial area

County Road 46 Cross Section Section 3

Alternative 4 – 5-Lane Rural Cross Section provides the greatest flexibility for future growth, accommodates farm vehicles and includes active transportation for cyclists. Alternative 4 is the technically preferred cross section for Section 3.

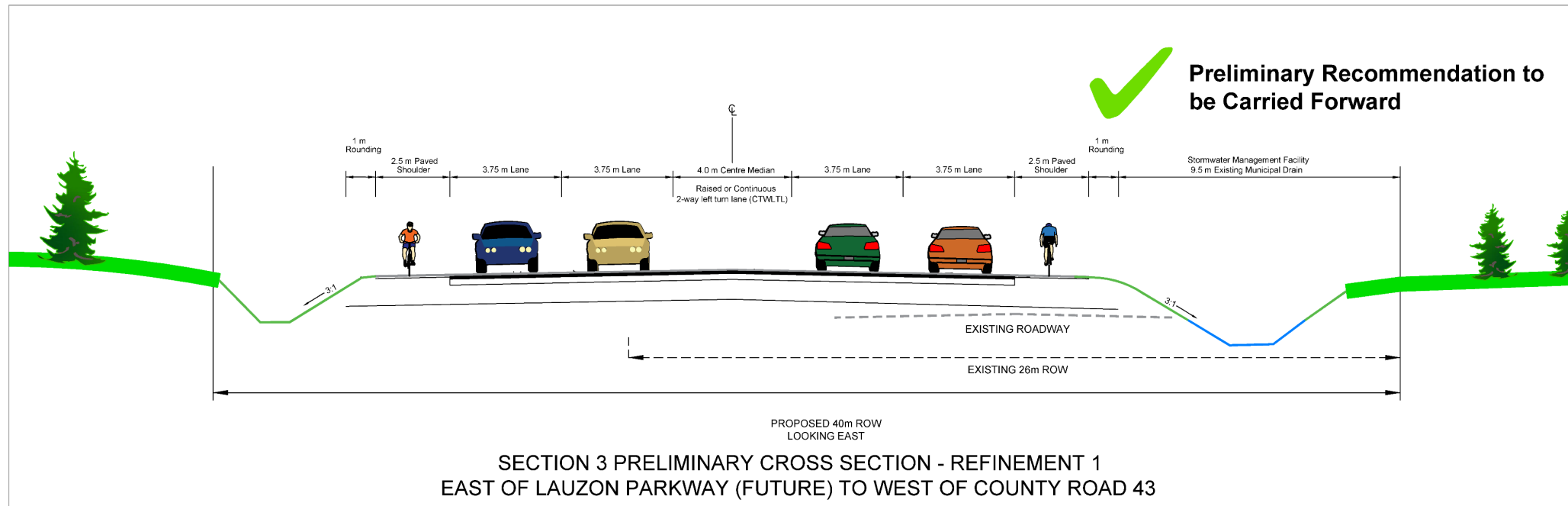


County Road 46 Cross Section

Section 3 – Refinement 1

Alternative 4 – 5-Lane Rural Cross Section

Refinement 1 keeps the municipal drain where it is and widens the right-of-way to the north.



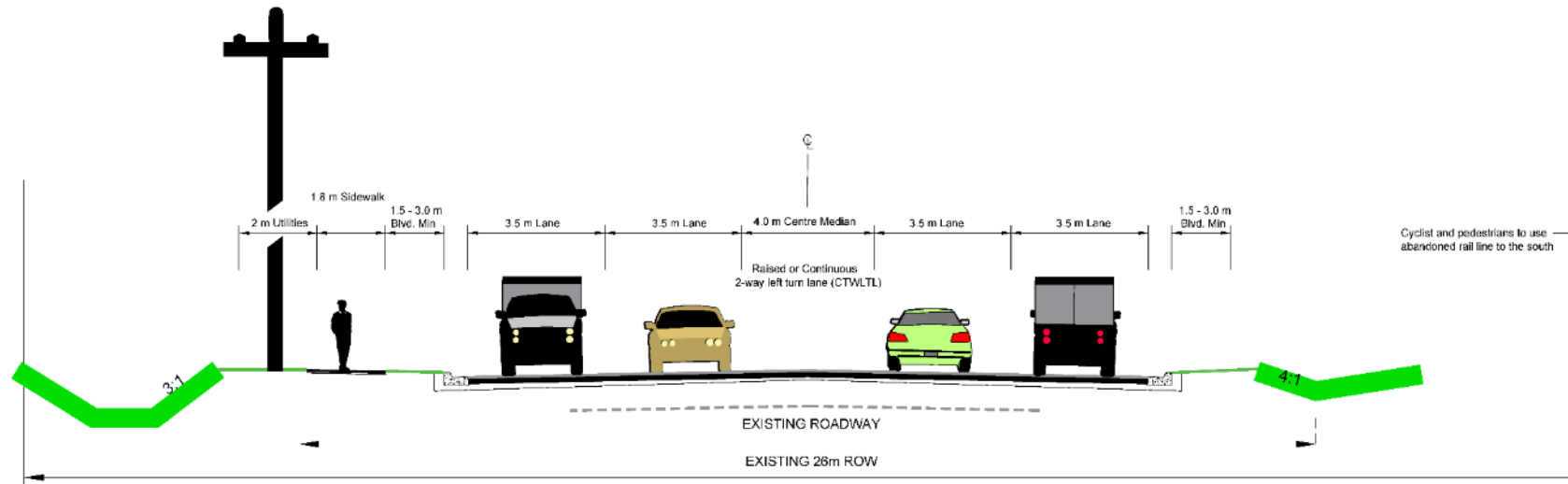
County Road 46 Cross Section

Section 2 – Refinement 2

5-Lane Urban Cross Section

Refinement 2 provides a 5-lane urban cross section from Concession Road 8 to Concession Road 9.

✓ Preliminary Recommendation
to be Carried Forward



SECTION 1 PRELIMINARY CROSS SECTION

County Road 46 Intersection Evaluation

Five (5) intersections were reviewed and are shown in the following exhibits. They include Concession Road 8, Concession Road 9, County Road 17, County Road 43 and Concession Road 12. The intersection evaluation is documented in the Draft Analysis and Evaluation Report located on the Resource Table.

Future intersections, including the new Joachim Drive and Santarossa Street have not been included in this evaluation.

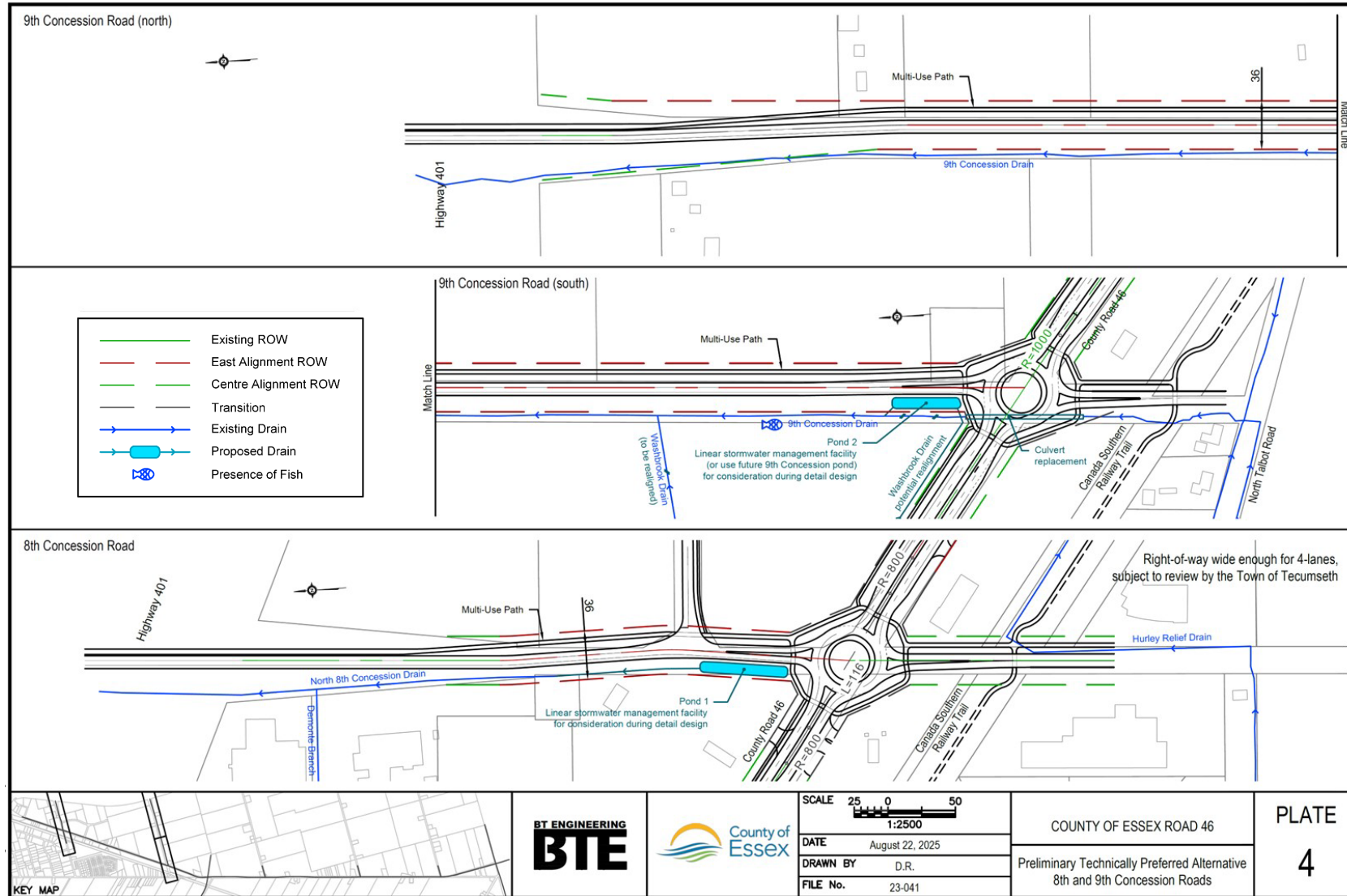
Previously approved intersections designs for Lauzon Parkway and County Road 19 are carried forward unchanged.

Sexton Sideroad will be closed when Lauzon Parkway is constructed and is not included in this evaluation.

Recommended Plan Concession Road 8 and Concession Road 9

Concession Road 9:

- 36 m right of way;
- Urban/rural cross section;
- Municipal Drain on west side; and
- Multi-use Path on east side.



Right-of-way is wide enough for 4-lanes, subject to review by the Town of Tecumseth

Recommended Plan County Road 46 – Highway 401 to Lauzon Parkway

County Road 46 Cross Section, Highway 401 to Concession Road 9:

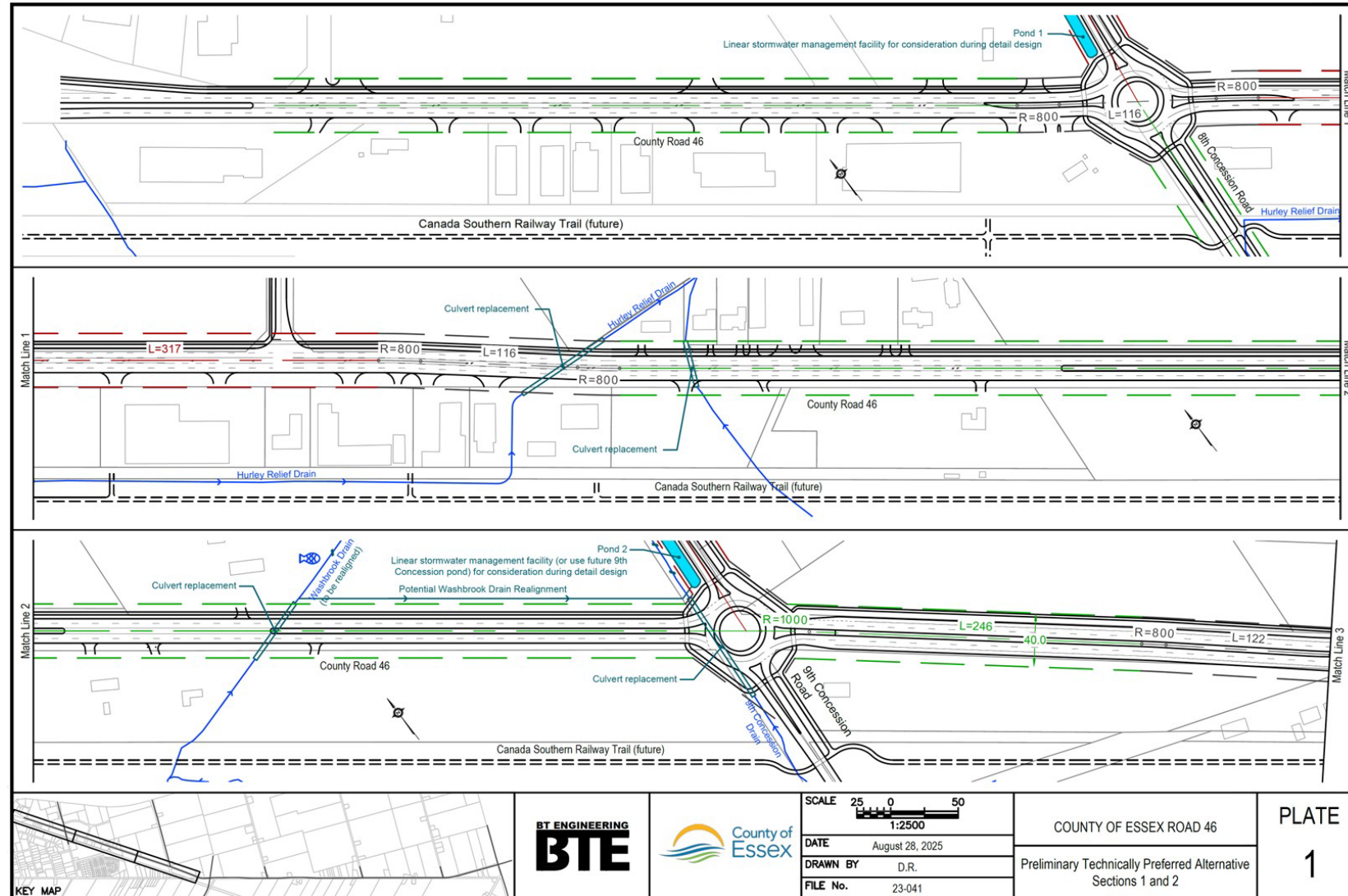
- 40 m right of way;
- Urban cross section;
- Continuous Two-way Left Turn Lane;
- Sidewalk on north side;
- The Canadian Southern Railway (CASO) will be available for pedestrians and cyclists to the south; and
- Driveways to meet County standards.

County Road 46 Cross Section East of Concession Road 9:

- 40 m right of way;
- Rural cross section;
- Paved shoulders; and
- Continuous Two-way Left Turn Lane.

Legend

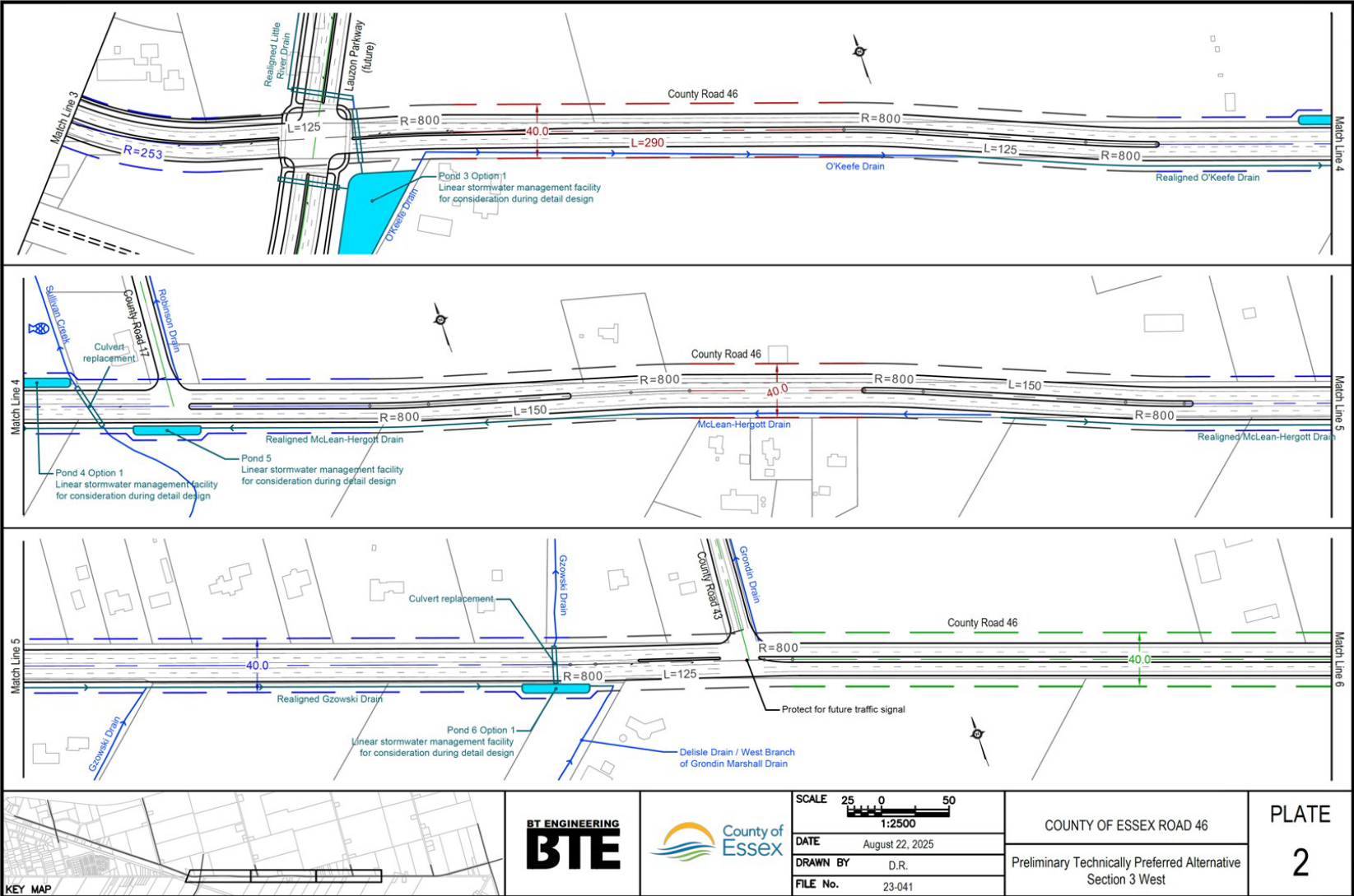
	North Alignment		Right-of-Way
	Centre Alignment		Existing Drain
	South Alignment		Proposed Drain
	Alignment Transition		Presence of Fish



Recommended Plan County Road 46 – Lauzon Parkway to County Road 43

County Road 46 Cross Section East of Concession
Road 9 to County Road 19:

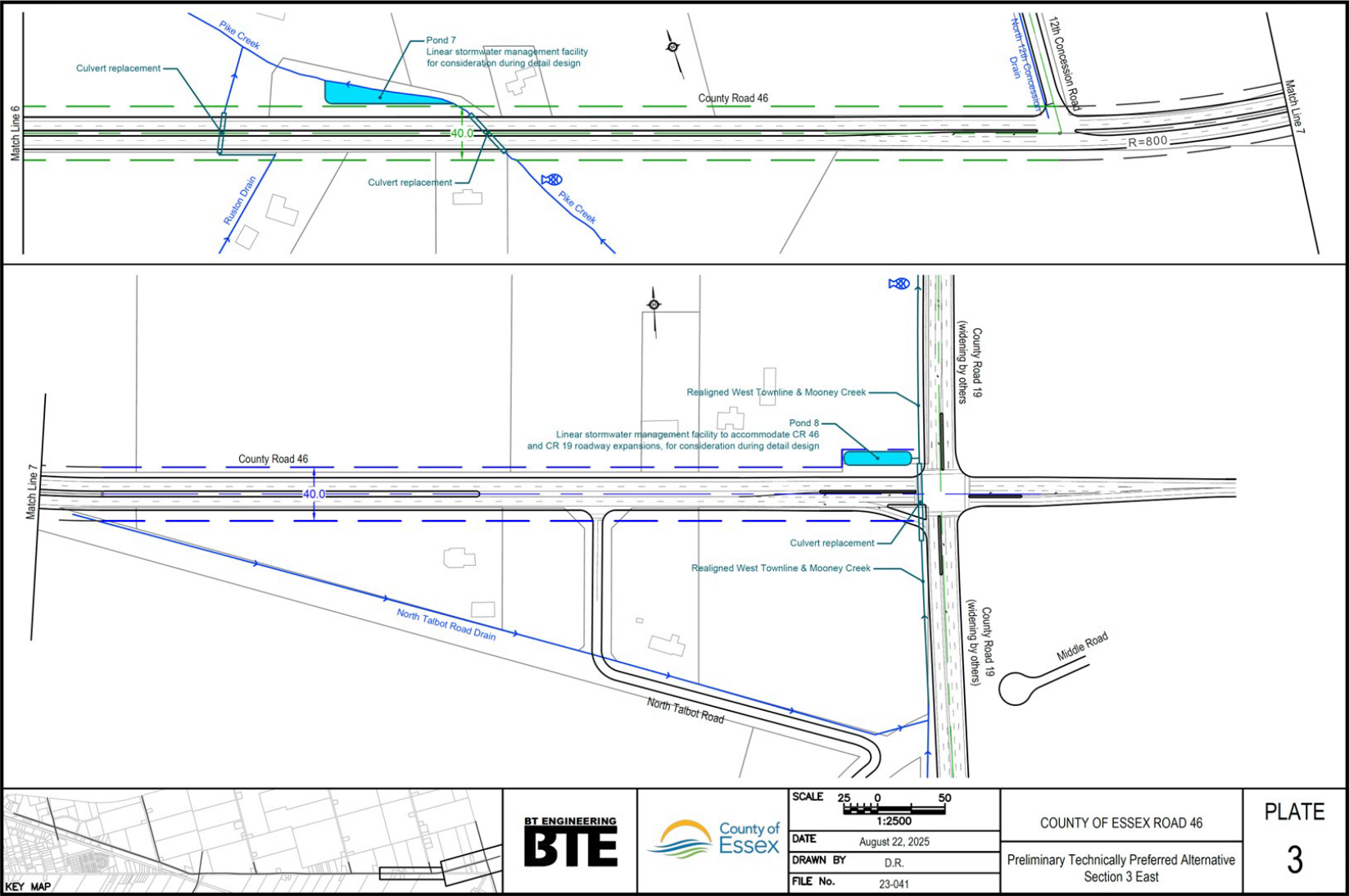
- 40 m right of way;
- Rural cross section;
- Paved shoulders; and
- Continuous Two-way Left Turn Lane.



Recommended Plan County Road 46 – County Road 43 to County Road 19

County Road 46 Cross Section East of Concession Road 9 to County Road 19:

- 40 m right of way;
- Rural cross section;
- Paved shoulders; and
- Continuous Two-way Left Turn Lane.



Summary of the Recommended Plan

The County Road 46 Recommended Plan includes:

- 40 m ROW;
- Meandering alignment (either side of centreline as required) to avoid constraints;
- 4-lane urban cross section within Oldcastle (Highway 401 to Concession Road 9) with sidewalk on the northside. Cyclists to use the Canadian Southern Railway Trail;
- A 4-lane rural cross section between Concession Road 9 and County Road 19 to accommodate large agricultural vehicles with an urban cross section in commercial areas;
- The rural cross-section will have a 2 m paved shoulders to accommodate cyclists;
- Within Oldcastle and from Concession Road 9 to the future Lauzon Parkway there will be a 1.8 m sidewalk on the north;
- Stormwater management ponds (locations and size not finalized);
- Roundabouts at Concession Road 8 and 9 intersections;
- Unsignalized intersections at County Road 17 and 43 and Concession Road 12;
- Municipal drains located within the ROW except the Washbrook Drain is proposed to be relocated to the County Road 46 and Concession Road 9 ROW; and
- Previously approved signalized intersections at the future Lauzon Parkway and County Road 19 (Manning Road).

Summary of the Recommended Plan

The Concession Roads 8 and 9 Recommended Plans include:

- 36 m ROW;
- Widening equally from centreline
- 2-lane semi-urban cross section;
- 2 metre paved shoulder on the west side and a 3 m MUP on the east side to accommodate cyclists and pedestrians;
- No change to Municipal drains and they will be located within the ROW;
- Conceptual stormwater management ponds; and
- Roundabouts at County Road 46 intersections.

Public Consultation

- Circulation of Draft Study Design Report (exceeded Class EA requirements)
- PCC 1 – presentation of study scope (65 attendees)
- PCC2 – presentation of alternatives (24 attendees)
- PCC 3 - presentation of technical recommendations (20 attendees)
- 140 persons on Study Contact List



Public Consultation

The primary conclusions from the public meetings include:

- There was general agreement that improvements are required for County Road 46, and Concession Roads 8 and 9 to reduce traffic congestion and improve safety of the roadways.
- Support for the consideration of roundabouts.
- Support for the consideration of turning lanes on County Road 46.
- Support for consideration of widened shoulders along County Road 46 and Concession Roads 8 and 9.
- Support for active transportation routes.
- Support for protecting natural heritage areas and restoring riparian zones, wildlife habitat, and stormwater retention areas.



Next Steps

Following this presentation, we will:

Seek Council Resolution regarding Recommended Plan.

Issue a Study Completion Notice (advertise in local papers and on the County/Town website).

Have a 30-day public review period of the Environmental Study Report (ESR).

Future detail design and construction (subject to availability of funding and Council priorities, to be completed as a future stage of the project).

Environmental Assessment Executive Summary Report

County of Essex County Road 46 and Town of Tecumseh Concession Roads 8 and 9 Environmental Assessment Study

September 2025



Prepared By:
BT Engineering Inc.
509 Talbot Street
London, ON N6A 2S5
519-672-2222

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E-1 INTRODUCTION

E-1.1 Problem and Opportunity Statement

Road network improvements are required within the western sectors of the County of Essex to accommodate planned/proposed development south of Highway 401 and bordering the City of Windsor. This planning is required to facilitate land use development by defining the future road ROW (ROW) and intersection configuration.

E-1.2 Study Area

The Study Area is located within the County of Essex. The County Road 46 limits extend approximately 8 km from the southeast boundary of the City of Windsor easterly to County Road 19. The Concession Roads 8 and 9 limits extend from County Road 46 northerly to Highway 401, approximately 0.5 and 1.0 km, respectively. The regional location of the Study Area is shown in **Figure E-1**. The Study Area illustrated on **Figure E-2**. The Study Area includes 500 m on either side of the roadways under examination.

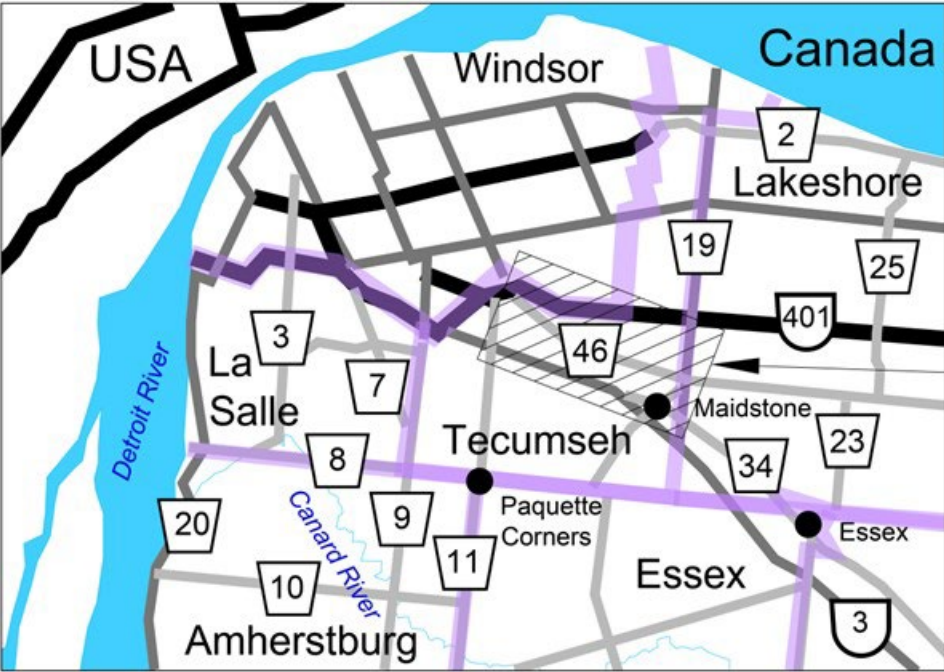


Figure E-1: Regional Location

Study Area

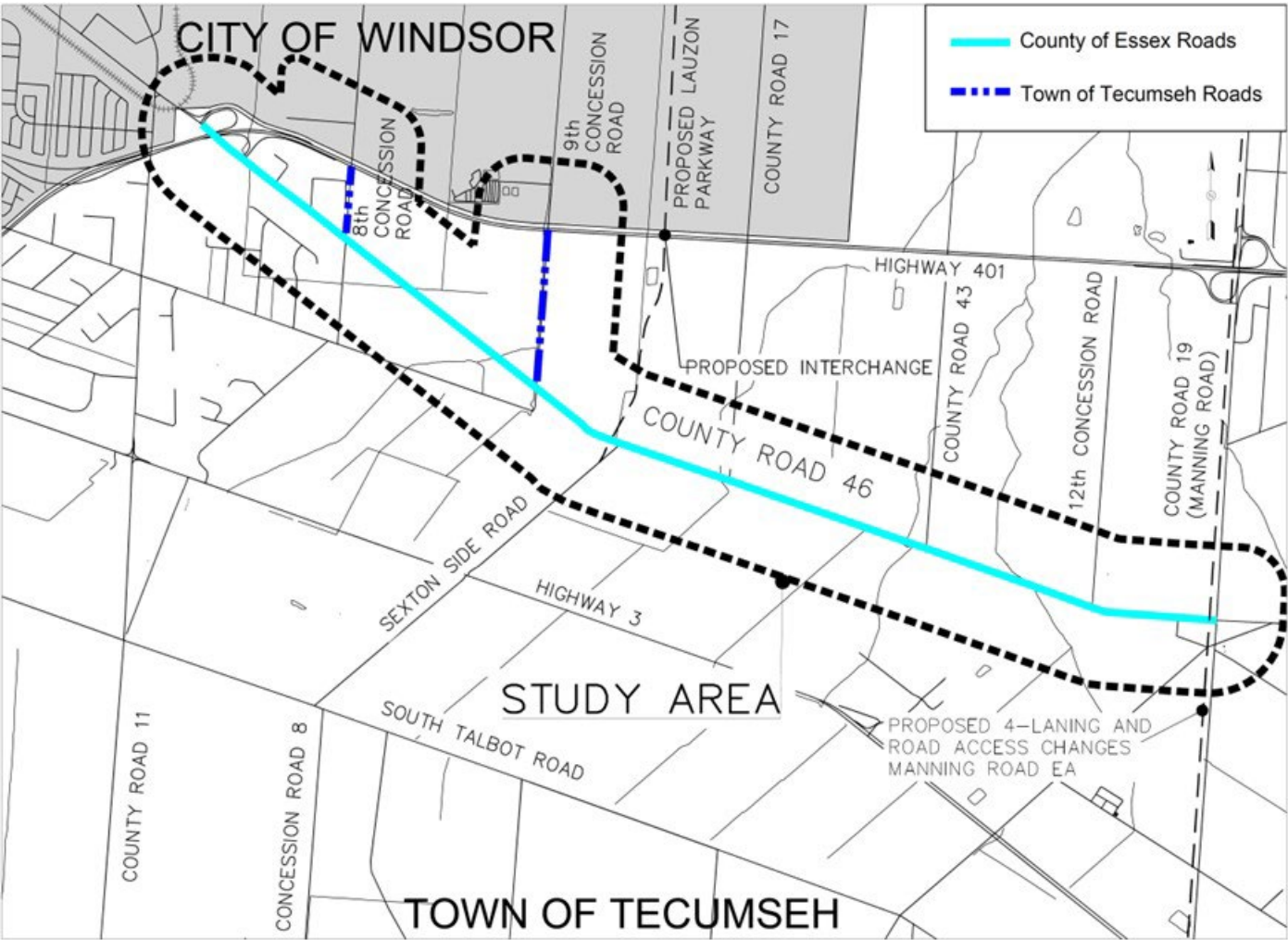


Figure E-2: Study Area

E-1.3 Municipal Class Environmental Assessment (EA) Process

This project was undertaken to satisfy the Provincial EA Act following the “Municipal Class Environmental Assessment” (MCEA) (2023) process. This document specifies the procedures required to plan specific road projects according to an approved planning process. The EA reflects the County Road 46 planning for a Schedule C undertaking of an arterial road under the jurisdiction of the County of Essex and Schedule B projects for collector roads under the jurisdiction of the Town of Tecumseh.

The MCEA process was undertaken in a series of phases commencing with problem identification and culminating in the filing of this Environmental Study Report (ESR). This process includes an evaluation of all reasonable alternatives and the selection of a preferred alternative(s) with acceptable effects (including avoidance and mitigation of any residual adverse effects) on the natural and social/cultural environments.

The MCEA process entails five phases:

- Phase 1: Identify the Problem
- Phase 2: Alternative Solutions
- Phase 3: Alternative Design Concepts for the Preferred Solution
- Phase 4: ESR
- Phase 5: Implementation

E-2 CONSULTATION

E-2.1 Public and Agency Consultation

The public consultation approach used several techniques to proactively involve the public. The study was carried out in consultation with staff from the County of Essex and Town of Tecumseh, external agencies, stakeholders and the public.

The EA process included circulating a draft Study Design Report describing the proposed methodology for the MCEA at the start of the study. The draft Study Design Report was circulated to external agencies and was available to the general public through posting on the County and Town websites. The final Study Design Report is included in **Appendix A**. The Study Design Report circulation was completed as a discretionary public consultation, Step 1.2 of the MCEA Planning and Design Process.

Three Public Consultation Centres (PCCs) were held during the study to present the project, the assessment of alternatives and the Technically Preferred Plan (TPP). These meetings were an integral component of the study – seeking input and comments from the local community/stakeholders. As a result, the following community issues were raised during the Study:

- Tributaries of Little River within the Study Area should be naturalized to address local stormwater retention issues and expand wildlife habitat. Natural heritage areas should be protected and preserved. These initiatives will improve the health of Detroit River’s Watershed.
- Include a centre turn lane along the entire length of County Road 46 as well as left turning lanes at Concession Roads 8 and 9 to reduce traffic congestion.
- Support for connecting Highway 3 and Lauzon Parkway to improve safety and reduce the flow of traffic along County Road 17, County Road 46, and County Road 19.
- Support for an active transportation route along County Road 46 that connects to Chrysler Canada Greenway.
- Concern the construction of Lauzon Parkway Extension will influence improvements to County Road 46.
- Support for the consideration of roundabouts.
- Reflect the needs of large agricultural vehicles.
- Will sewers be installed?

- Concern for the property requirements for the road widening and intersection improvements.
- “Right hand turns only” on County Road 46.

E-2.2 Indigenous Peoples Engagement

Indigenous Peoples engagement was also undertaken as part of the study. The Indigenous Consultation between the Study Team and the respective individual Indigenous communities and their responses/ requests was tracked. A separate spreadsheet has been created for field visits of Indigenous communities requesting to be involved. The engagement included sharing archaeological studies with Caldwell First Nation and PCC No. 3 information with the Chippewa of the Thames First Nation. The County and Town respects that this engagement is a Nation-to-Nation contact with the County and the Town representing the Crown. Indigenous Peoples are Rights Holders and are separate and distinct from public stakeholders.

All Indigenous communities that may have an interest in this Study were sent notification of the Notice of Study Completion, all three PCCs, review of the archaeology reports, and the 30-day review period. Indigenous engagement will continue to be updated and tracked into and during the next phases of Detail Design and construction regarding their notification of future permits that have the potential to affect their interests. The County and Town commit to continued liaison with the Caldwell First Nations and Chippewa of the Thames First Nation who have identified an interest in the project and the environmental mitigation plan. No other community identified themselves during the consultation to date.

E-2.3 Council Resolution

The Town of Tecumseth Council and County of Essex Council endorsed the Recommended Plan and authorized the publication of the ESR for the 30-day review period.

The Council Resolutions are found in **Appendix L**.

E-3 ANALYSIS AND EVALUATION

The evaluation of alternatives was completed in a two-step process. The initial step was to consider and validate previous decisions of the Transportation Master Plan (TMP) as Alternative Planning Solutions, which included:

- Alternative 1 - Do Nothing
- Alternative 2 - Transportation Demand Management (TDM) and Transportation Systems Management (TSM)
- Alternative 3 – Active Transportation
- Alternative 4 – Roadway Improvements

Based on the preliminary review of Alternative Planning Solutions, TDM, TSM, Active Transportation and Roadway Improvements were recommended for further evaluation. TDM and TSM were not carried forward as standalone solutions but will be incorporated with the preferred Alternative Planning Solution as part of the Recommended Plan.

E-3.1 Generation, Analysis and Evaluation of Preliminary Design Alternatives

A “long list” of Preliminary Design Alternatives was generated to address the preferred Alternative Planning Solution. The long list is based on identified needs, to ensure consideration of a wide range of transportation alternatives (i.e. all reasonable alternatives are considered). The Preliminary Design Alternatives were categorized under 3 groups:

- a. Alignment Alternatives
- b. Cross Section Alternatives
- c. Intersection Alternatives

These alternatives were presented to the public at the PCC’s and were expanded based on comments received from the public. Alternatives are described in **Section 4.0**.

The Project Team participated in and reviewed the analysis and evaluation for all alternatives. The Technically Preferred Alternative (TPA) was presented to the public at PCC No. 3. The County Road 46 Study Area was divided into 3 sections for the evaluation in addition to Concession Roads 8 and 9, refer to **Figure E-3**. The evaluation process and TPAs are described in **Section 4.2**.

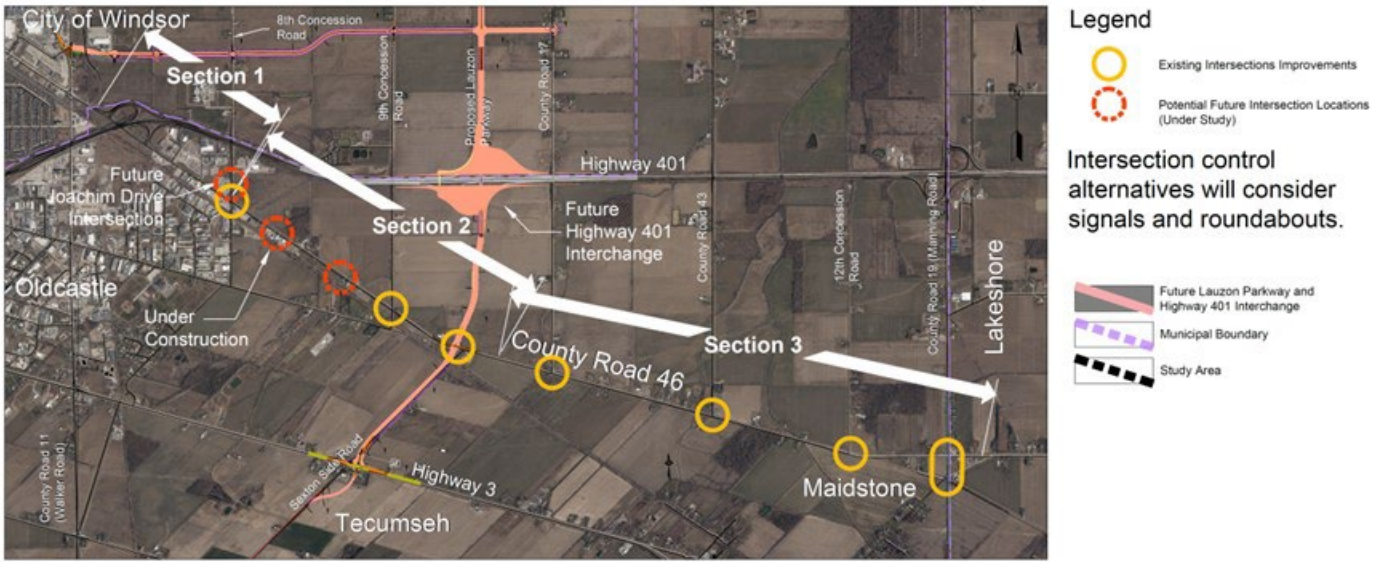


Figure E-3: Evaluation Sections

E-4 RECOMMENDED PLAN

Following PCC No.3, the TPA was subject to refinements based on community input as described in **Section 2.5**. The County Road 46 Recommended Plan includes:

- 40 m ROW;
- 4-lane urban cross section within Oldcastle (Highway 401 to Concession Road 9), refer to **Figure E-4**;
- 4-lane rural cross section between Concession Road 9 and County Road 19 to accommodate large agricultural vehicles (urban cross section in commercial areas), refer to **Figure E-5** and **Figure E-6**;
- Meandering alignment to avoid constraints, refer to **Figure E-7** to **Figure E-9**;

- 2 m paved shoulders to accommodate cyclists;
- 1.8 m sidewalk between Highway 401 and the future Lauzon Parkway, on the northside;
- Conceptual stormwater management ponds;
- No change to Municipal Drains and they will be located within the ROW;
- Roundabouts at Concession Roads 8 and 9 intersections;
- Stop control intersections at County Road 17 and 43 and Concession Road 12; and
- Previously approved signalized intersections at the future Lauzon Parkway and County Road 19 (Manning Road).

The Concession Roads 8 and 9 Recommended Plans include:

- 36 m ROW;
- 2-lane semi-urban cross section, refer to **Figure E-10** and **Figure E-11**;
- 2 m paved shoulder on the west side and a 3 m multi-use path (MUP) on the east side to accommodate cyclists and pedestrians, refer to **Figure E-12**;
- No change to Municipal Drains and they will be located within the ROW;
- Conceptual stormwater management ponds;
- Roundabouts at County Road 46 intersections; and
- Aligned on-centre of Highway 401 bridges.

The recommended intersections and conceptual stormwater management ponds for the Lauzon Parkway. County Roads 17 and 43 are shown on **Figure E-13**.

The EA is seeking environmental clearance for the following:

- Acquisition of private property for roadway improvements; and
- Utility relocation.

E-4.1 Statement of Flexibility

- Conceptual stormwater management ponds to be adjusted during detail design; and
- Possibility of realigning the Washbrook Drain to Concession Road 9 Municipal Drain.

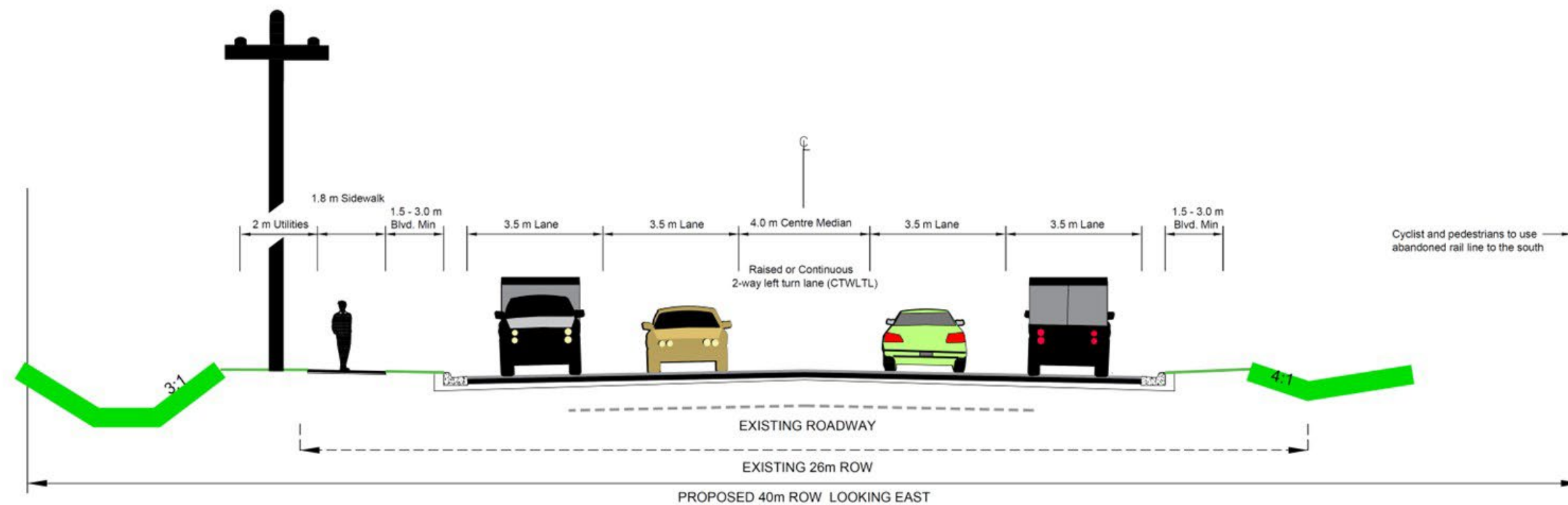
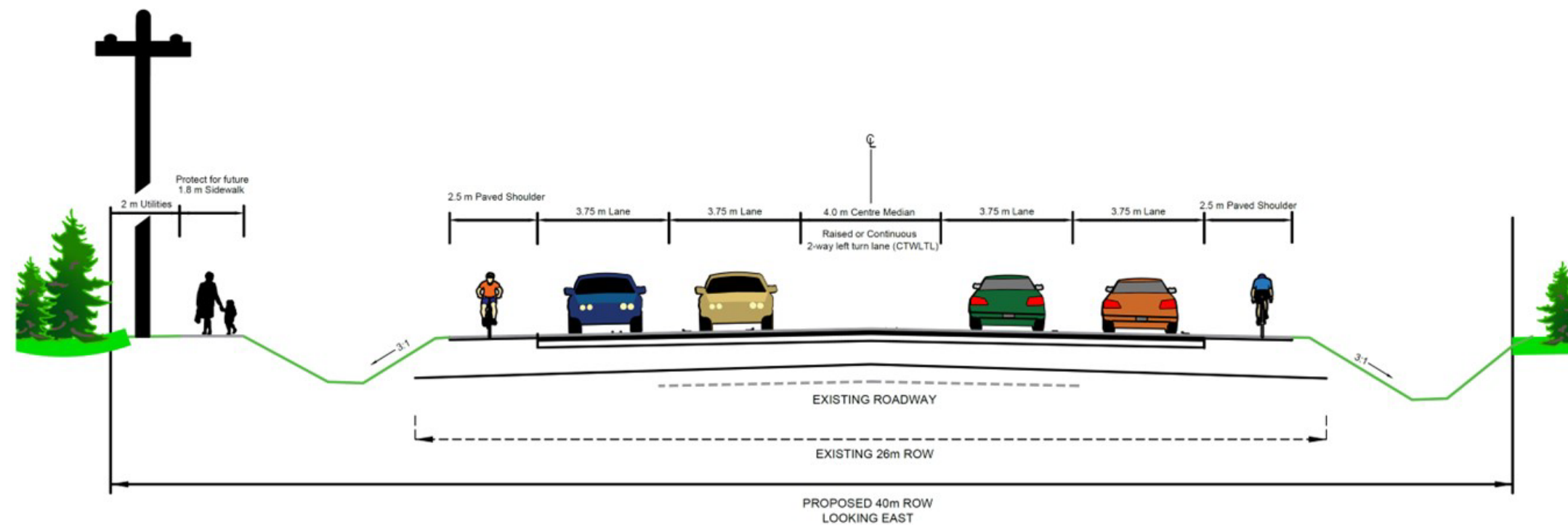


Figure E-4: Section 1 and 2 (Highway 401 to Concession Road 9) Recommended Cross Section



Urban on the south side through the commercial area.

Figure E-5: Section 2 (Concession Road 9 easterly) Recommended Cross Section

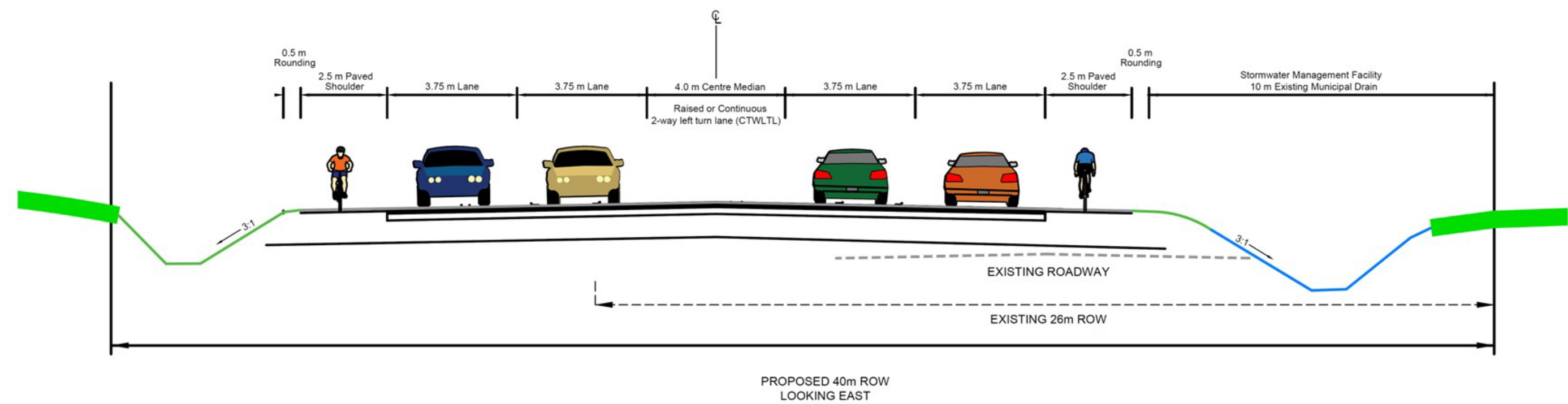


Figure E-6: Section 3 Recommended Cross Section

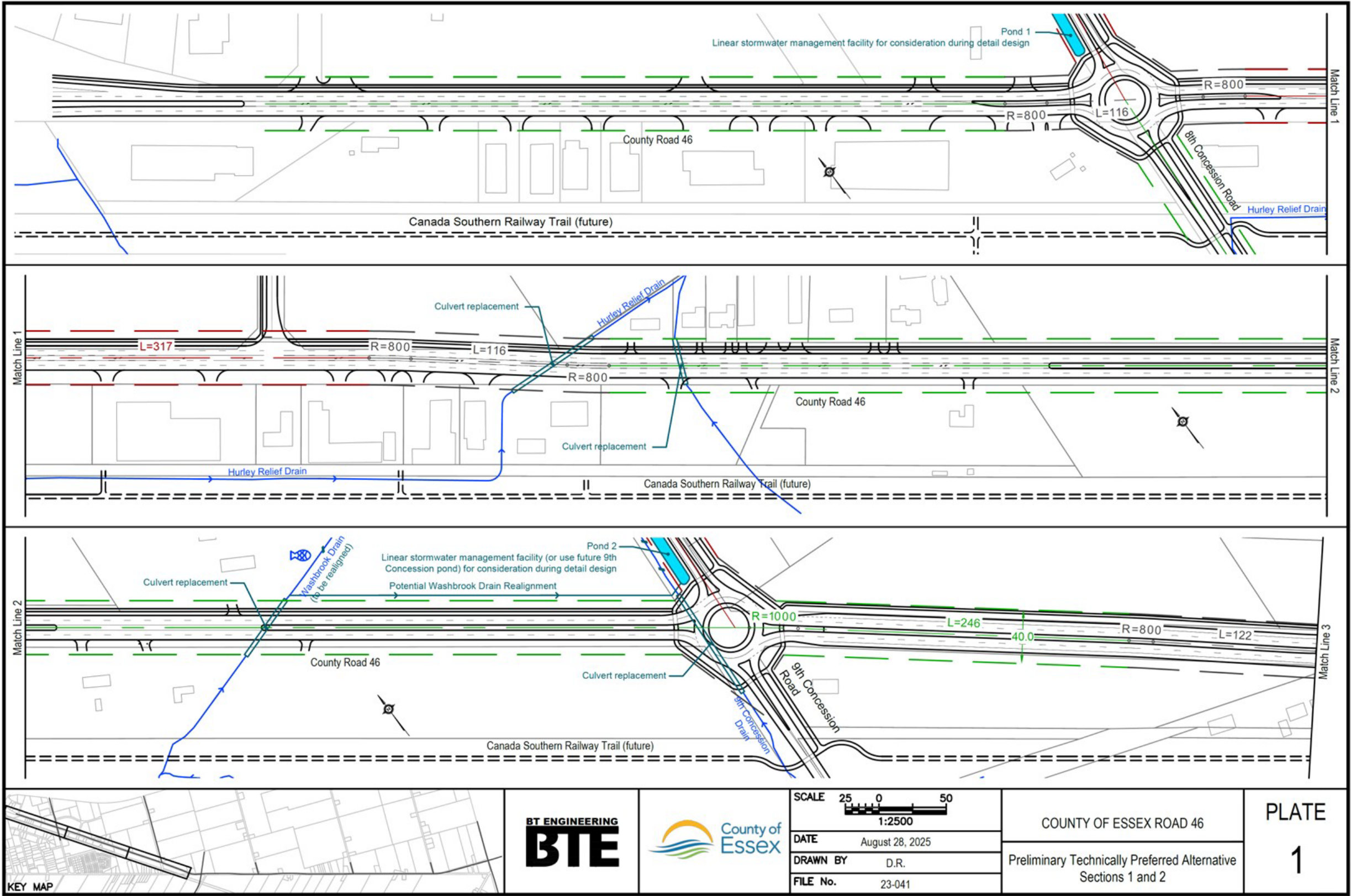


Figure E-7: Sections 1 and 2 Recommended Alignment

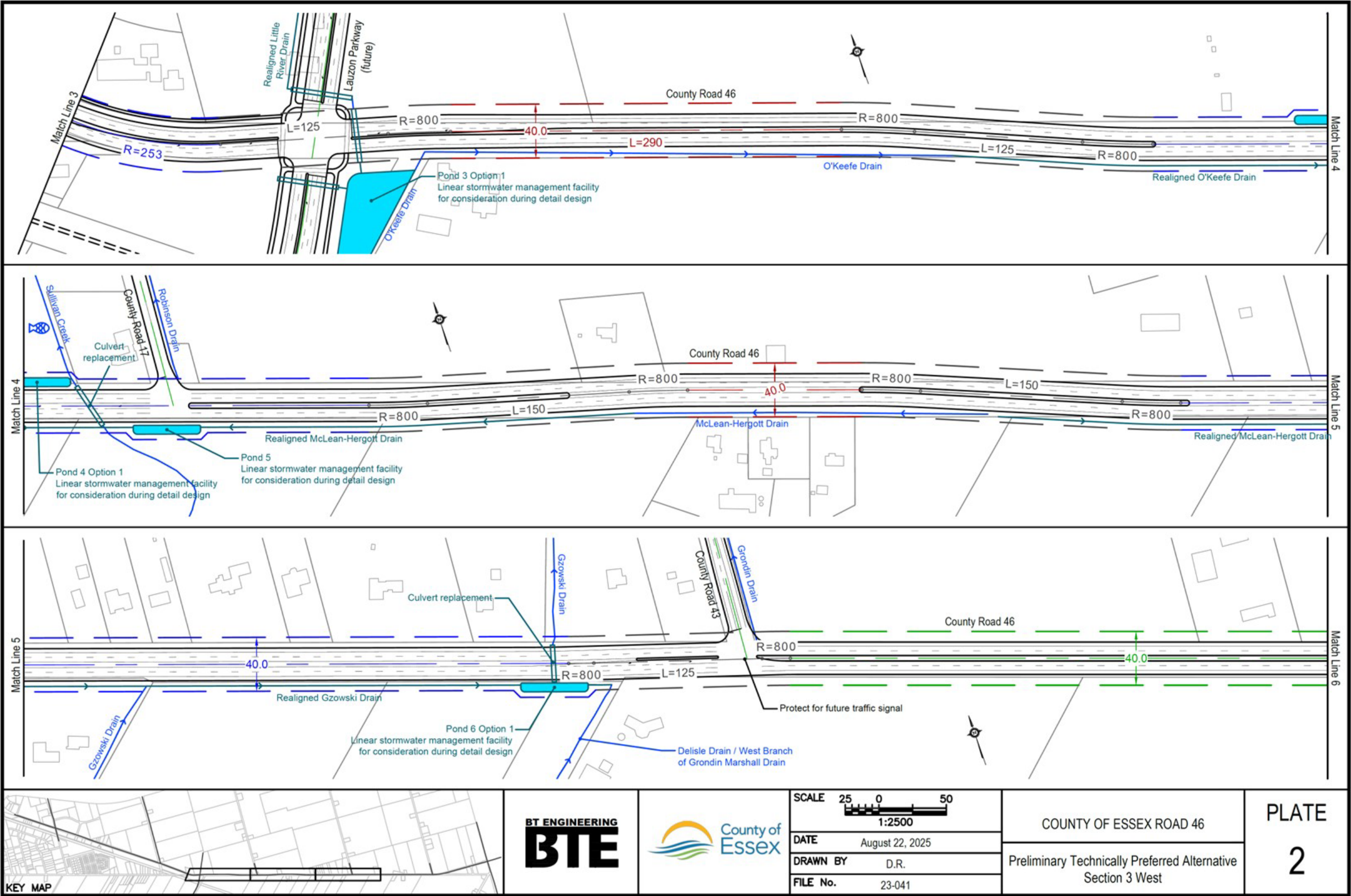
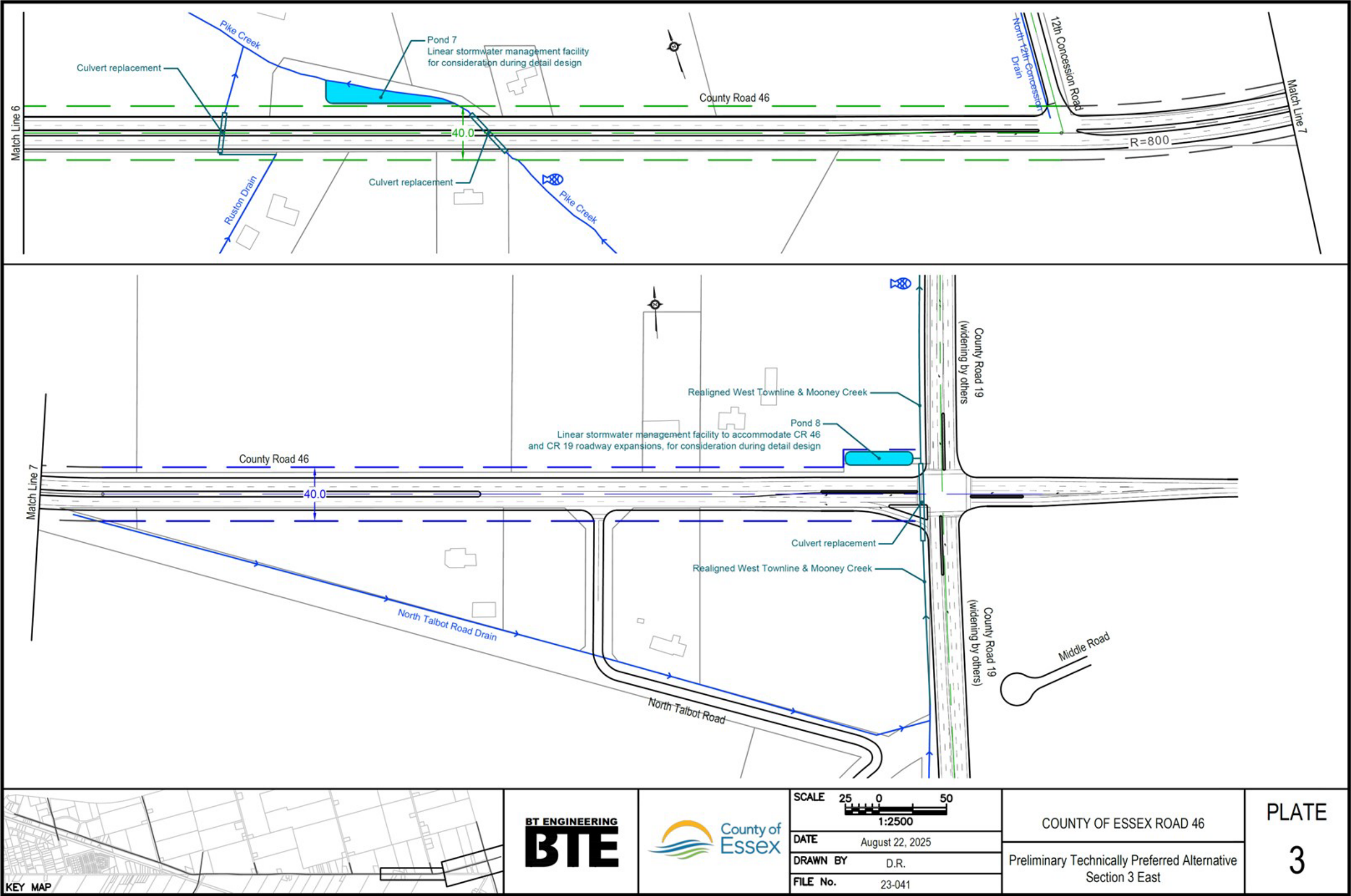


Figure E-8: Section 3 West Recommended Alignment



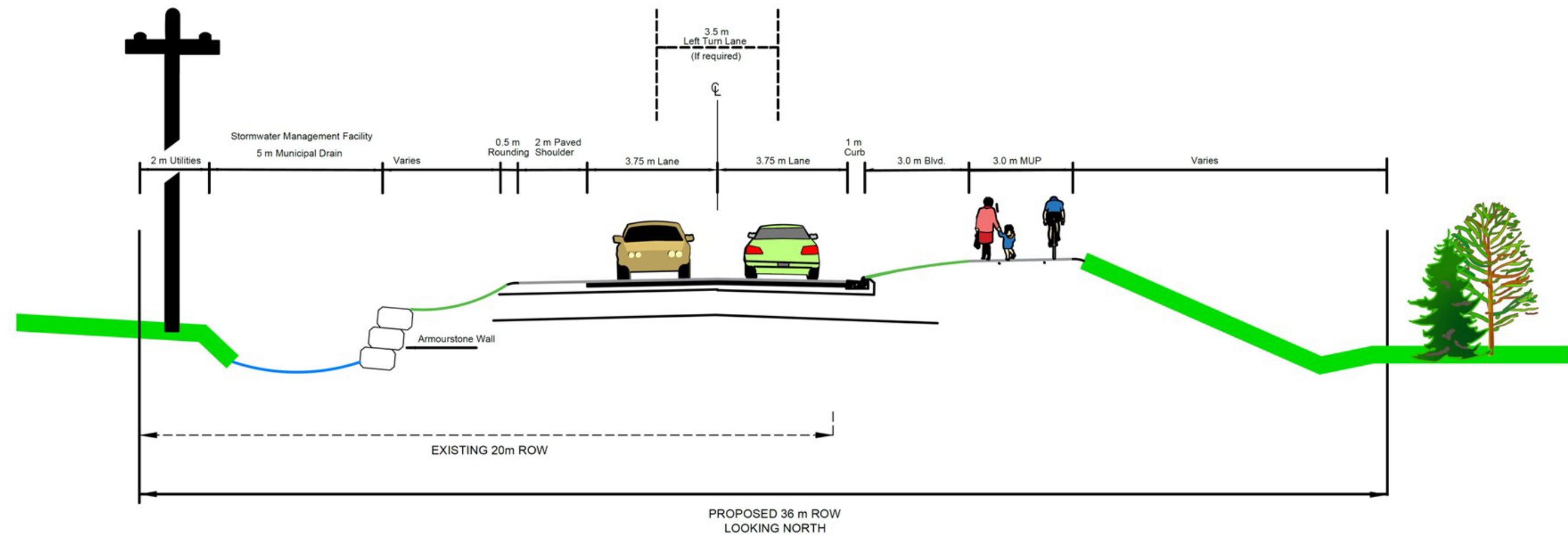


Figure E-10: Concession Road 8 Recommended Cross Section

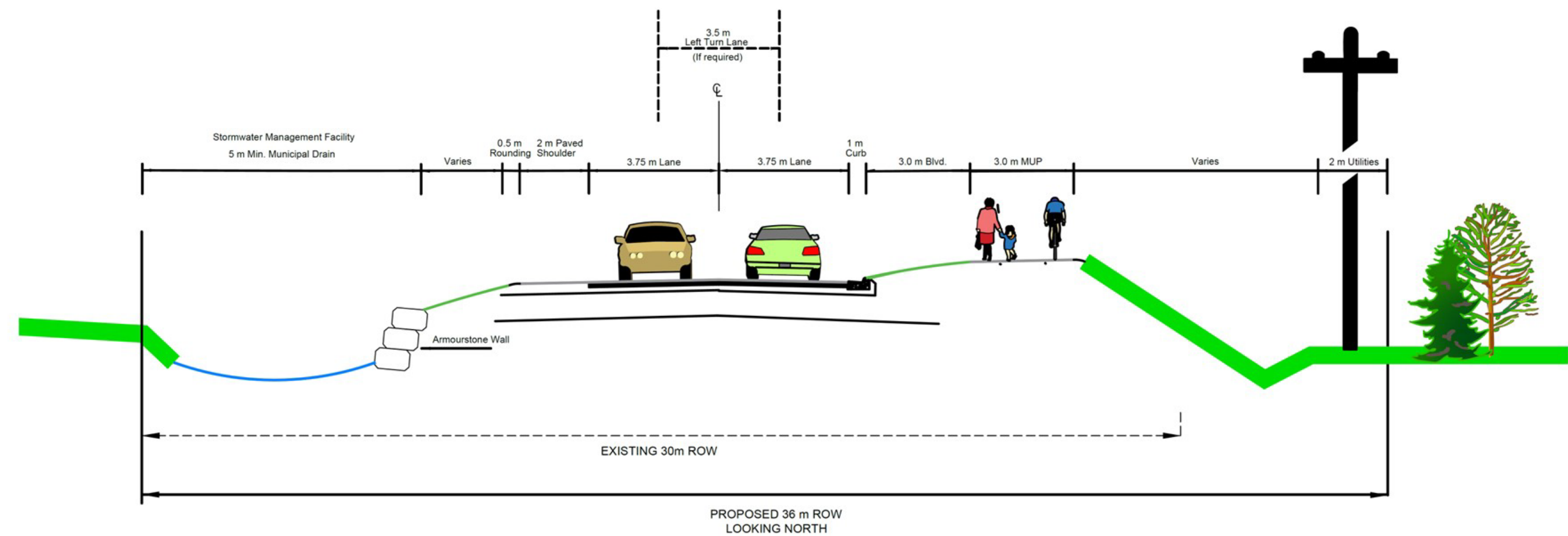


Figure E-11: Concession Road 9 Recommended Cross Section

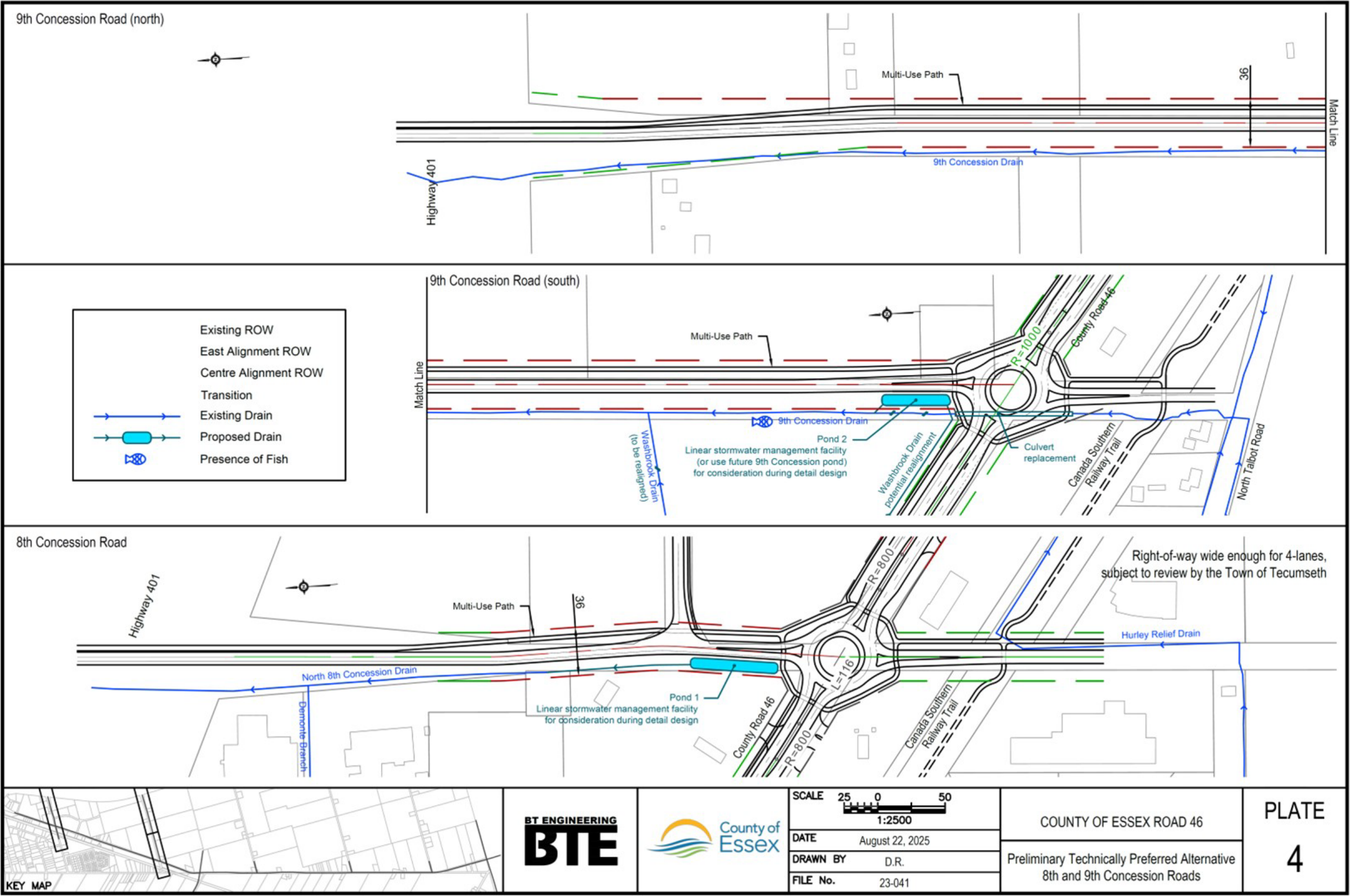


Figure E-12: Concession Roads 8 and 9 Recommended Alignment

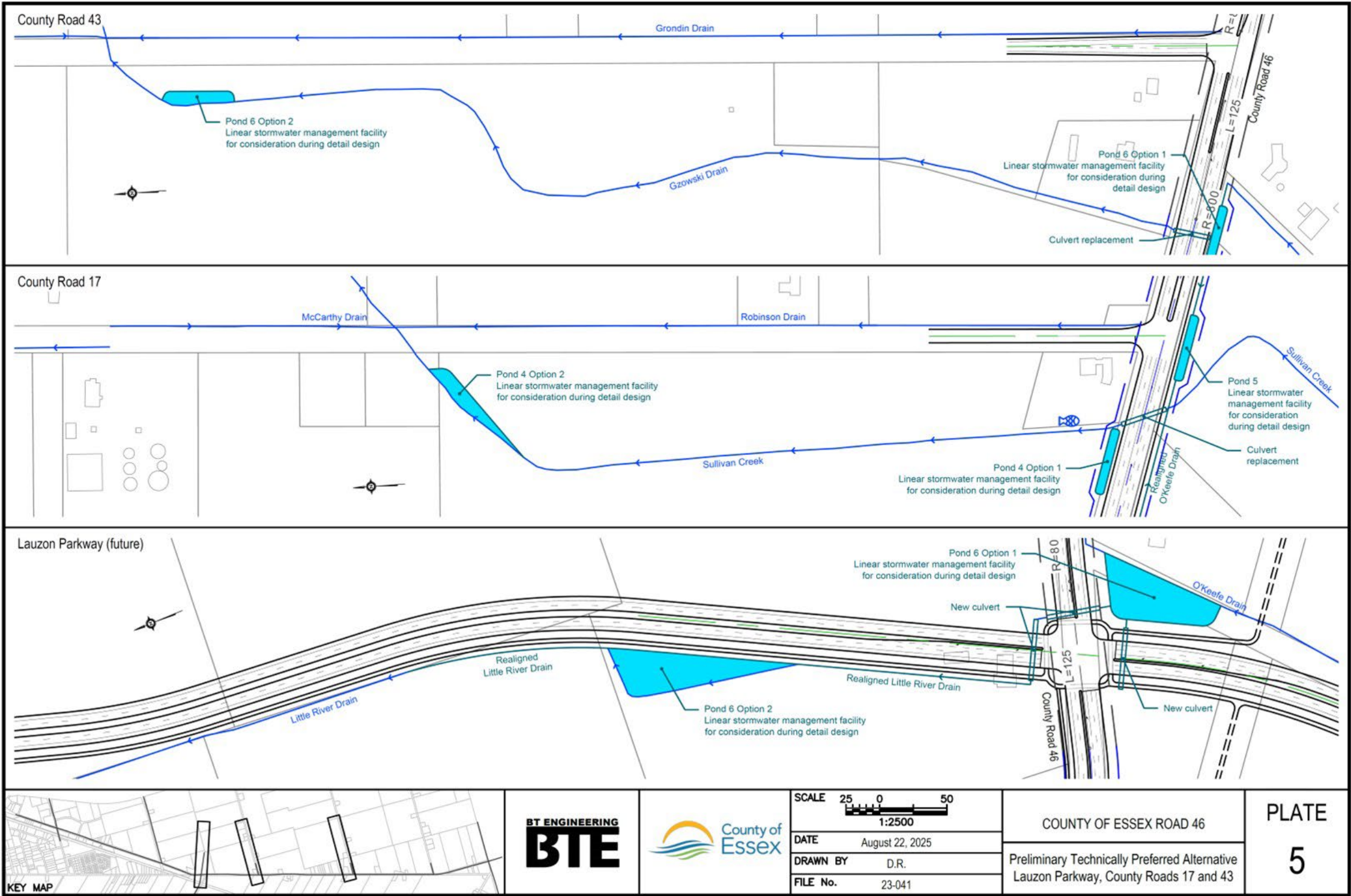


Figure E-13: County Road 43, County Road 17 and Lauzon Parkway Recommended Plan