

Highway 401 at Southminster Bourne New Interchange Ramps Public Information Centre

Preliminary Design, Class Environmental Assessment,
and Design Build Ready

WP 3044-26-01

highway401tilburytolondon.ca

Welcome to the Public Information Centre



The purpose of this Public Information Centre is to present and gather your feedback on:

- Project background and the process being followed
- Existing conditions in the study area
- Transportation needs and opportunities in the study area
- Evaluation of Alternatives
- Preferred Plan
- Potential impacts and mitigation measures

Additional information is available on the project website:

highway401tilburytolondon.ca/wp-3044-26-01/

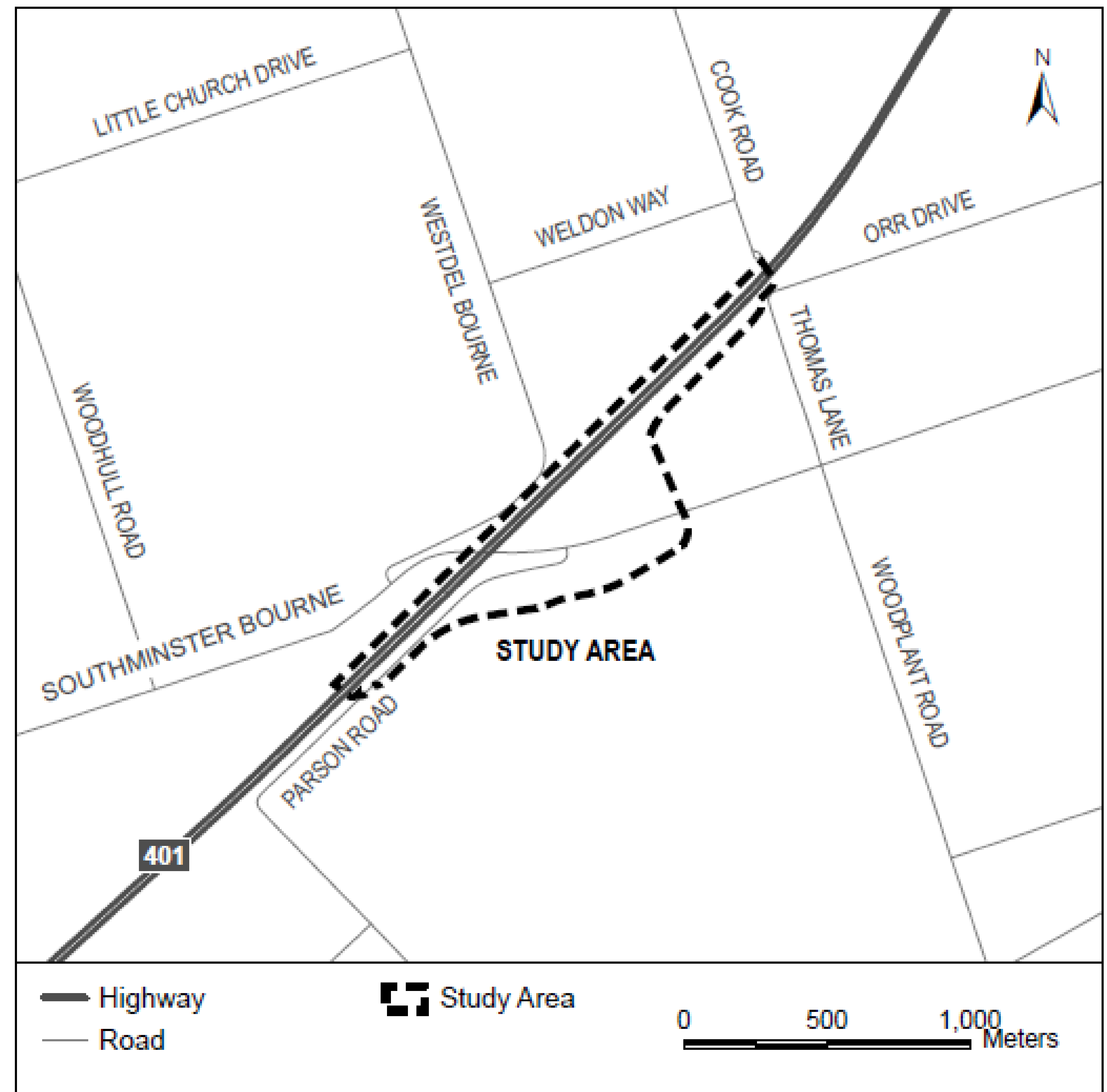
About the Project

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake the Preliminary Design, Class Environmental Assessment (EA), and Design Build Ready Study for new interchange ramps at Highway 401 and Southminster Bourne. The study area is located in the Municipality of Middlesex Centre, Township of Southwold, Elgin County, Middlesex County, and the City of London.

This study will review existing conditions, develop and evaluate potential ramp alternatives, identify potential impacts, and develop preliminary environmental mitigation measures.

A Recommended Plan will be confirmed at the completion of the study.

This study is a Group 'B' project under the Class Environmental Assessment (Class EA) for Provincial Transportation Facilities and Municipal Expressways (2024), which is approved under the Ontario Environmental Assessment Act for provincial transportation projects of a defined scope and magnitude.



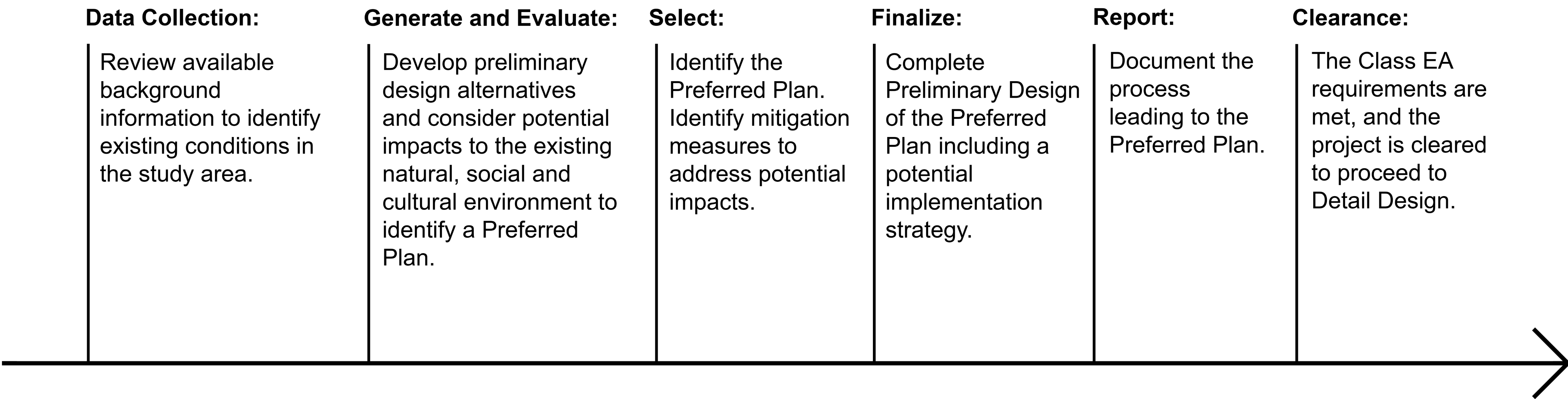
Study Area

Class Environmental Assessment Process

Group ‘B’ Project

This study is being carried out under the requirements of the Class EA for Provincial Transportation Facilities and Municipal Expressways (2024), which has been approved under the Ontario Environmental Assessment Act for provincial highway planning, design, and construction projects.

The Class EA categorizes this study as a Group ‘B’ project, which includes major improvements to existing provincial transportation facilities.



Consultation will continue throughout the Class EA process.

Existing Conditions



Problem and Opportunities

The purpose of the study is to identify a recommended plan that addresses the current and future transportation needs in the study area as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network. The study will include reviewing existing conditions, developing and evaluating alternatives, identifying a preferred plan, and developing environmental protection/mitigation measures.

At the completion of the study, a Recommended Plan for new interchange ramps at Highway 401 and Southminster Bourne will be confirmed and designated (i.e., protected). A designation is a mechanism for the Ministry to provide route/corridor protection as well as impose development control measures along the corridor and on adjoining owners. This type of designation is most often used where lands are still under private ownership, sometimes years in advance of intended property acquisition and construction.

The study has been initiated to address the following problem and opportunities:

Problems

- Traffic on Highway 4 south of Highway 401 and within the area will continue to increase as recent and future industrial, commercial and residential growth occurs, which will impact traffic operations and safety in the community
- Vehicles requiring Highway 401 access are limited to the Highway 401 and Colonel Talbot Road interchange

Opportunities

- Provide additional free flow access and reduce distance between access points to/from Highway 401 through new eastbound interchange ramps at Southminster Bourne

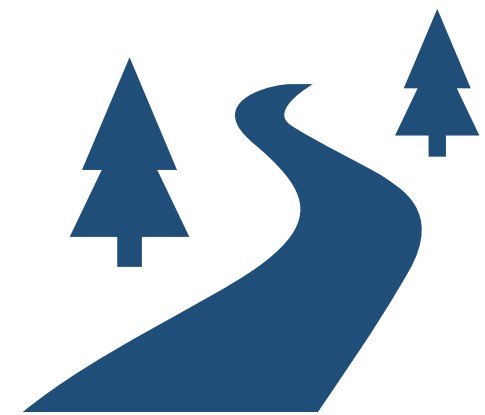
Alternatives to the Undertaking

The Class EA requires that ‘reasonable alternatives’ be considered to address identified challenges and opportunities. This involves two levels of analysis. The Alternatives to the Undertaking considers a broad range of alternatives that could address the project needs. Once the best alternative is selected, the Alternative Methods of Carrying out the Undertaking can be studied. A summary of the Alternatives to the Undertaking screened for this study are provided below:

Alternatives to the Undertaking	Does it address the problems?
Do Nothing Area transportation system would be limited to maintenance of current transportation infrastructure and the implementation of approved provincial and municipal initiatives	Does not address the problems and opportunities for the study area. Do not carry forward.
Optimize the Existing Area Transportation System Optimize the existing area transportation system by Travel Demand Management (TDM) and Transportation Systems Management (TSM). TDM will improve the operation of transportation by managing travel demand during peak hours. TSM will improve the transportation system through strategies and technology policy initiatives.	Does not address the problems and opportunities for the study area. Do not carry forward.
Improve Adjacent Road Systems Widen/enhance existing roads to improve capacity and operations and provide congestion relief on existing facilities through additional lanes to increase the performance of the transportation network.	Does not address the problems for the study area. Do not carry forward.
New Interchange Ramps New eastbound interchange ramps (i.e., partial interchange) at Highway 401 and Southminster Bourne to improve network connectivity, and enhance safety and operational efficiency.	Addresses the problems and opportunities for the study area. Carry forward.

Investigations

In accordance with the MTO Class Environmental Assessment process, this study includes engineering and environmental specialists who are carrying out background studies and site-specific investigations to support the development and the evaluation of alternatives, and to identify potential impacts and mitigation measures. The investigations for this study include, but are not limited to, the following:



Engineering Investigations

- Highway
- Traffic and Safety
- Drainage and Hydrology
- Geotechnical
- Electrical



Natural Environment Investigations

- Terrestrial
- Fish and Fish Habitat
- Species at Risk
- Tree Inventory



Socio-Economic & Cultural Investigations

- Archaeology
- Contamination

Ramp Design Alternatives

Three alternatives are being considered for the interchange ramps:

- Alternative 1 – Diamond
- Alternative 2 – Parclo B
- Alternative 3 – Parclo A

Alternatives 1 and 3 require the realignment of Parson Road to accommodate the ramps.

Alternative 1
Diamond



Alternative 2
Parclo B



Alternative 3
Parclo A



Evaluation Process



Step 1 – Identify Evaluation Factors & Criteria

Evaluation criteria are established through:

- Provincial guidelines
- Existing conditions
- Similar projects
- Public input

Please see the next board for the draft evaluation criteria.



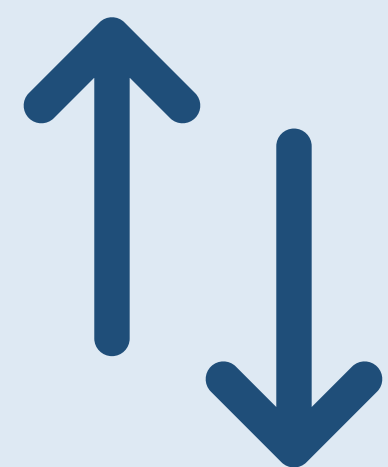
Step 2 - Screen Alternatives

Alternatives will be identified and screened based on their ability to satisfy the problems and opportunities. Feasible alternatives will be carried forward for more detailed evaluation against the evaluation criteria.



Step 3 - Evaluate Alternatives

The evaluation process will consider a range of engineering and environmental (natural, socio-economic and cultural) factors in the study area. Alternatives will be evaluated using a comparative analysis based on the evaluation criteria and consideration of the benefits and impacts of each alternative. The evaluation process will provide an objective approach to the analysis and evaluation of each alternative.



Step 4 - Rank Alternatives

Each alternative will be ranked to provide an overall recommendation (Most Preferred, Moderately Preferred, Least Preferred). This is the basis for identifying the Preferred Plan.

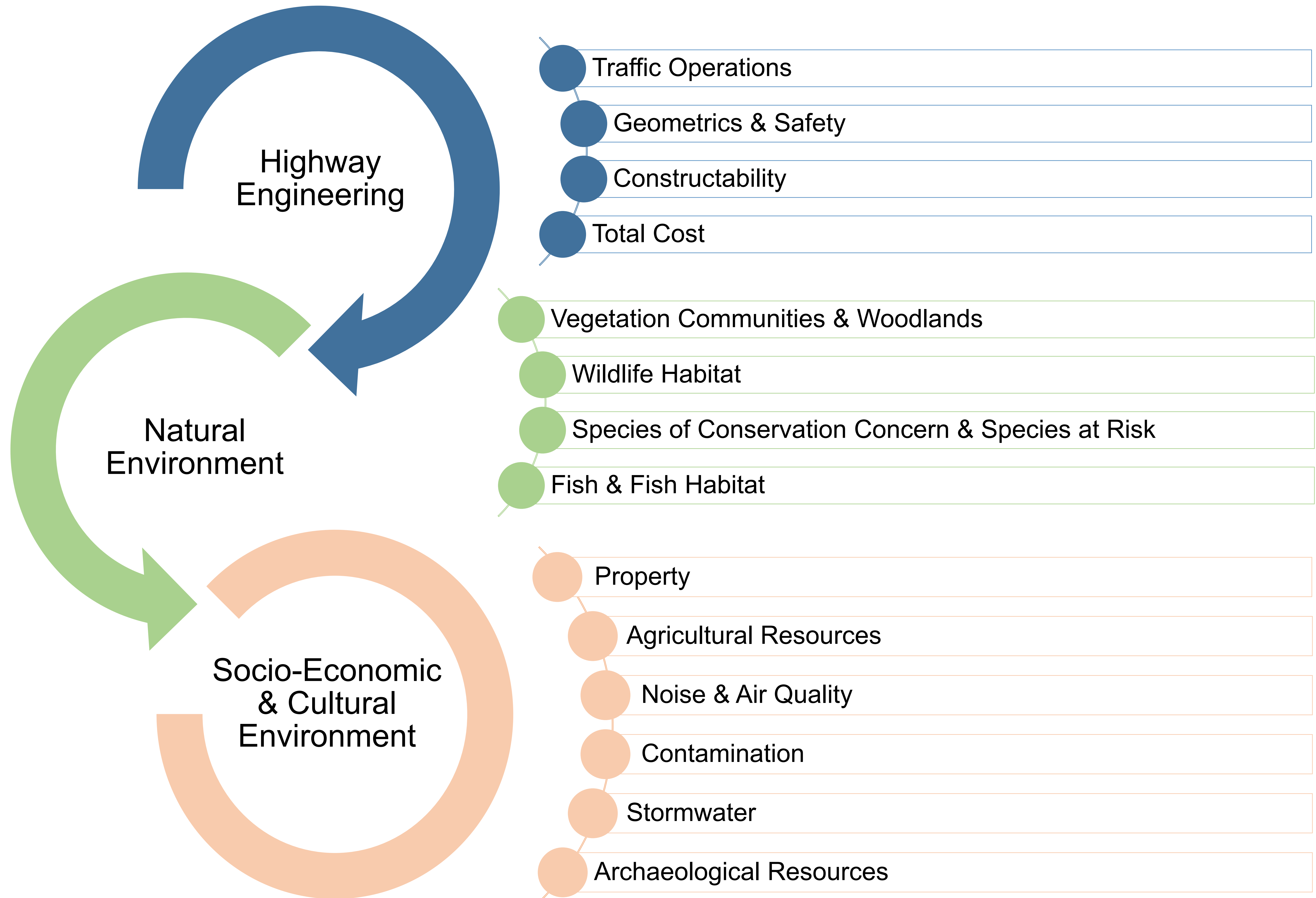


Step 5 – Preferred Plan

The Preferred Plan will be selected and presented later in this PIC.

Preliminary Evaluation Criteria

The following factors and criteria will be used to evaluate the alternatives carried forward:



Evaluation of Ramp Design Alternatives

Factor / Criteria	Alternative 1 – Diamond	Alternative 2 – Parclo B	Alternative 3 – Parclo A
Highway Engineering	Moderately Preferred	Most Preferred	Least Preferred
Socio-Economic Environment	Least Preferred	Most Preferred	Moderately Preferred
Cultural Environment	Least Preferred	Most Preferred	Moderately Preferred
Natural Environment	Least Preferred	Most Preferred	Moderately Preferred
Preferred Alternative			

Alternative 2 – Parclo B is recommended for the new interchange ramps at Highway 401 and Southminster Bourne for the following reasons:

- Smallest footprint which reduces overall impacts compared to other alternatives
- Minimizes vegetation removal, and does not impact significant woodlot south of Parson Road
- Easier to construct with no impacts to existing Southminster Bourne Underpass
- Does not require the realignment of Parson Road
- No impacts to residential properties



An overview of the evaluation of Alternatives 1 & 3 is provided on the next display.

Overview of Evaluation of Ramp Design Alternatives

Alternatives 1 & 3 were **not** recommended for the new interchange ramps at Highway 401 and Southminster Bourne. An overview of the evaluation for these alternatives is provided below.

Alternative 1 – Diamond is not preferred for the following reasons:

- Requires the realignment of Parson Road to accommodate the proposed ramps
- Significant traffic impacts are anticipated on Parson Road during construction
- Impacts the most private properties
- Impacts the greatest amount of agricultural lands
- Impacts the significant woodlot south of Parson Road



Alternative 3 – Parclo A is not preferred for the following reasons:

- Requires the realignment of Parson Road to accommodate the proposed ramps
- Requires the replacement of the Southminster Bourne Underpass to accommodate the proposed ramps
- Significant traffic impacts are anticipated on Southminster Bourne, Highway 401, and Parson Road during construction
- Impacts more private properties than the Alternative 2
- Impacts the significant woodlot south of Parson Road



Preferred Plan

Alternative 2 – Parclo B is the Preferred Plan for the new interchange ramps at Highway 401 and Southminster Bourne.

It is anticipated that the Preferred Plan will be implemented in two phases:

1. Interim Phase
2. Ultimate Phase

The Interim Phase will include the construction of the proposed Highway 401 on-ramp.

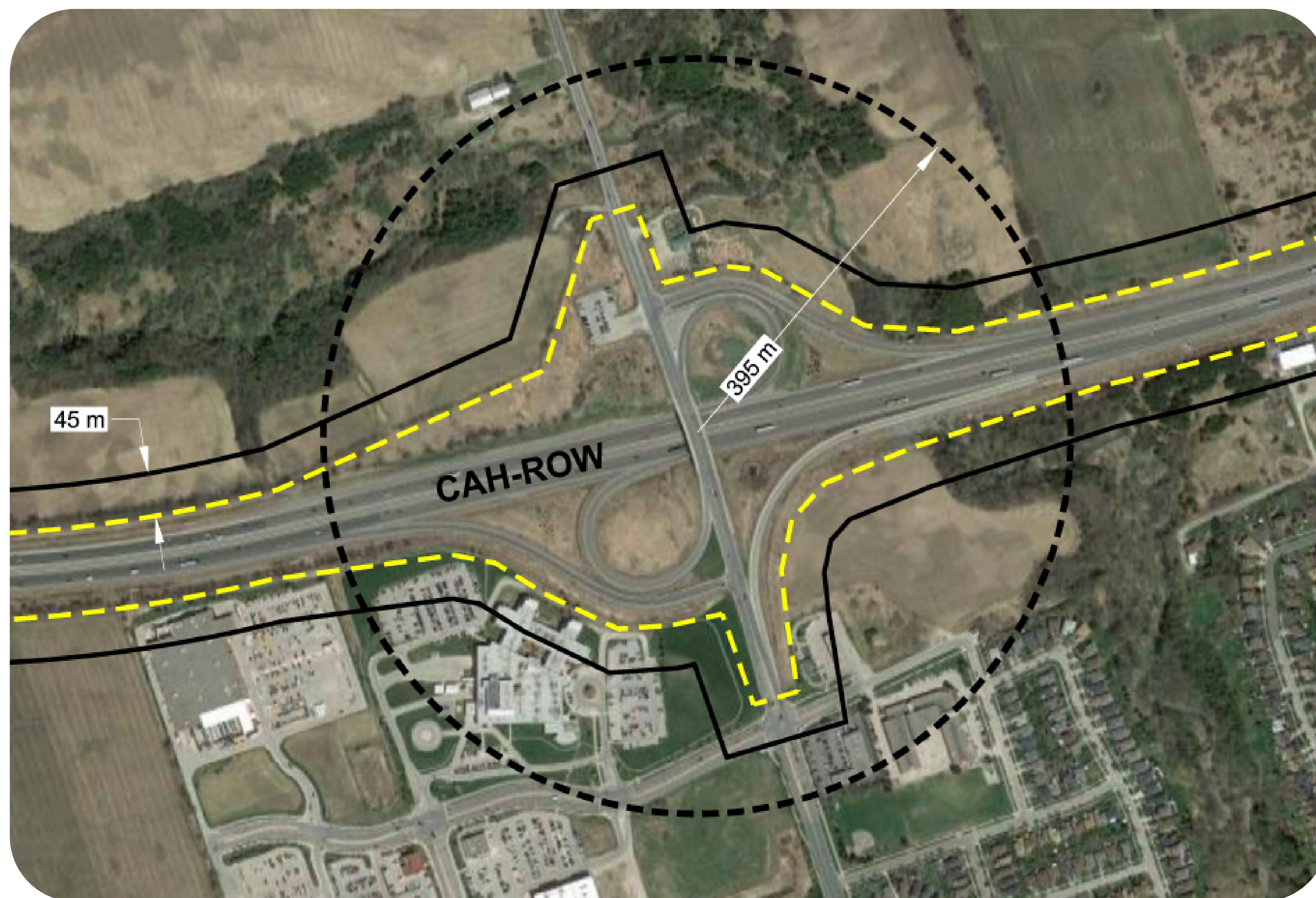
The Ultimate Phase will include the construction of the proposed Highway 401 off-ramp.

The implementation and timing of the Preferred Plan is subject to funding and approvals.



Designation and MTO Permit Control Areas

Once a Preferred Plan has been identified, MTO may designate lands as highway and acquire property prior to EA process completion. A designation enables MTO to provide route/corridor protection through the application of development control measures along the corridor and in the vicinity of the designated lands. For more information about highway corridor management, please visit: <https://www.ontario.ca/page/highway-corridormanagement>.



Any work on private property that is within 45 metres of the highway property or 395 meters from the centrepont of an intersection or interchange requires approval from the MTO.

Any work on private property that is within 800 metres of the highway property and that may have a large impact on traffic, is also subject to approval from MTO.

For more details on requirements for permits, please visit: <https://www.Ontario.ca/page/highway-corridormanagement> or make an inquiry regarding a specific property: <https://www.hcms.mto.gov.on.ca/>

Note: Limit of the MTO right-of-way shown on the figure is for illustrative purposes only.

Legend

	MTO right-of-way
	45 m from MTO right-of-way
	395 m from centrepont of intersection/interchange

Potential Impacts and Proposed Mitigation Measures

Impacts resulting from this project will be minimized to the extent possible. Investigations are ongoing and will continue during Detail Design to help confirm environmental impacts, refine mitigation measures, and support obtaining required permits and approvals.



Property

Impacts to private property are anticipated as part of this study. MTO is committed to working with property owners to make sure they understand the property acquisition process and their rights. MTO will contact all affected property owners.



Archaeological Resources

A Stage 1-2 Archaeological Assessment will be undertaken to identify areas of archaeological potential. Additional Archaeological Assessments may be required based on the results of the Stage 1-2 Assessment.



Utilities

Utility conflicts with the Recommended Plan will be determined. Relocations or mitigation measures will be completed in advance of construction through consultation with individual utility organizations.



Natural Environment

Trees and vegetation will need to be removed and will be minimized to the extent possible. Mitigation measures to protect wildlife will be identified.

Next Steps in the Process

The steps below will be completed following this PIC:

- Review, consider and respond to the comments received
- Confirm Preferred Plan and identify impacts and mitigation measures
- Prepare Transportation Environmental Study Report for 30-day public comment period

Transportation Environmental Study Report (TESR)

The Preliminary Design and Class EA process will be summarized in a final TESSR. The purpose of the TESSR is to describe the project, document input received from the public, external ministries, relevant stakeholders, agencies and municipalities, provide an overview of the alternatives considered during the study, document the evaluation of the alternatives, the Recommended Plan, and impacts and mitigation measures. The TESSR will be made available for a 30-day public comment period.

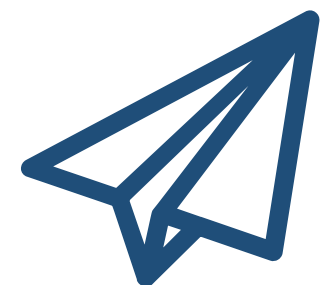


Discussion and Ways to Provide Your Feedback



Visit the Study website:

<http://www.highway401tilburytolondon.ca>



Email southminster@highway401tilburytolondon.ca



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All media inquiries shall be directed to MTO's Communications Branch at (416) 327-1158 or mto.media@ontario.ca.

We would appreciate receiving your comments by October 7, 2026.

Thank you for your interest in this study.

Freedom of Information and Protection of Privacy Act

Comments and information regarding this study are being collected to satisfy the requirements of the Ontario Environmental Assessment Act, and in accordance with the Freedom of Information and Privacy Act. With the exception of personal information, all comments will become part of the public record.