



**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

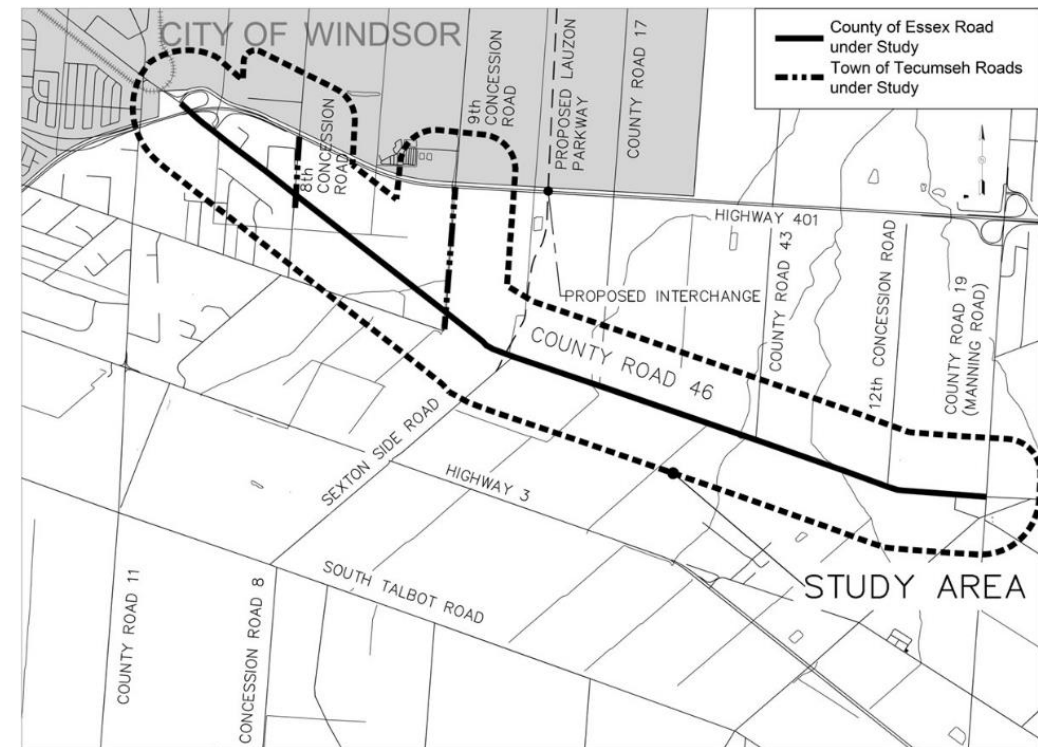
OCTOBER 15, 2025



# 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

---

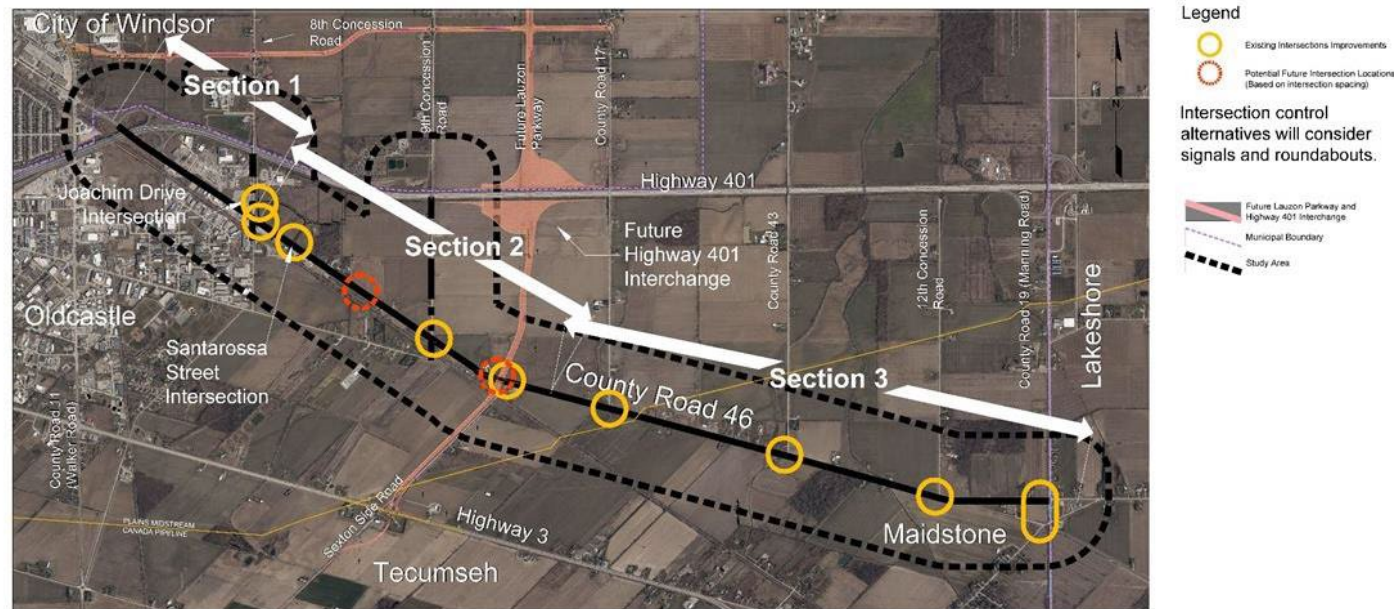
The following slides present the following:

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

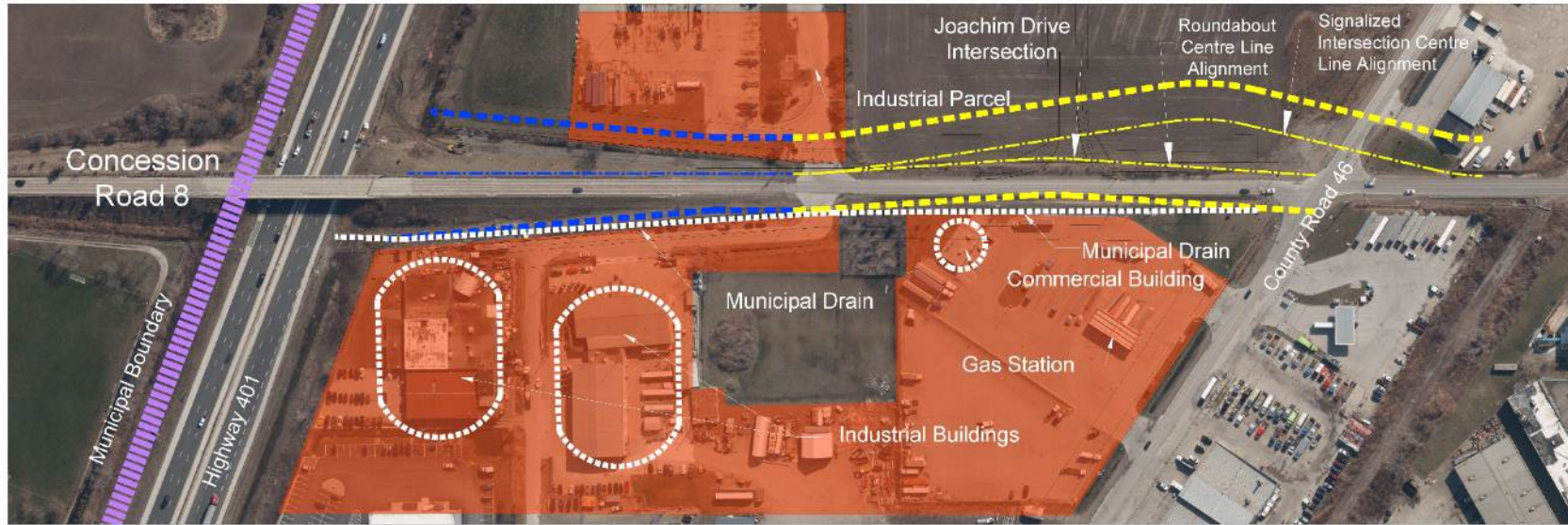
# Preliminary Design Alternatives

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

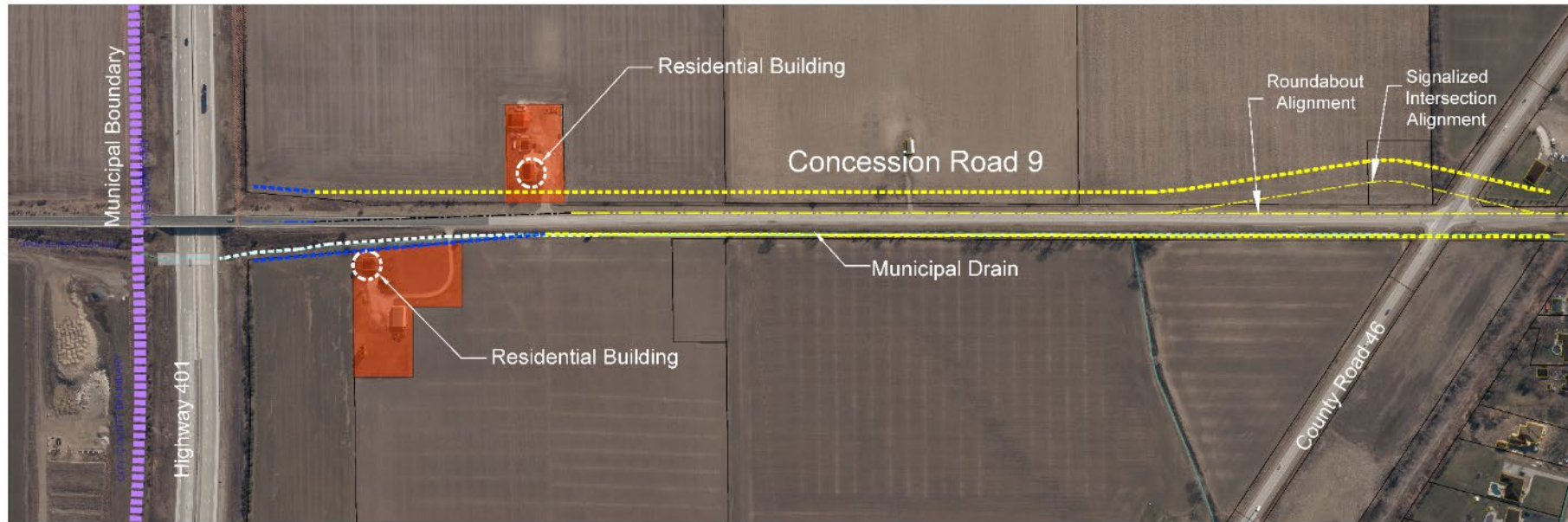


**Preliminary Recommendation to be Carried Forward**



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

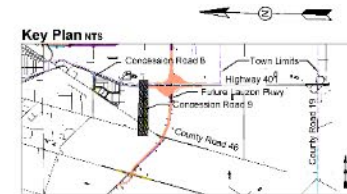
NTS

### 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

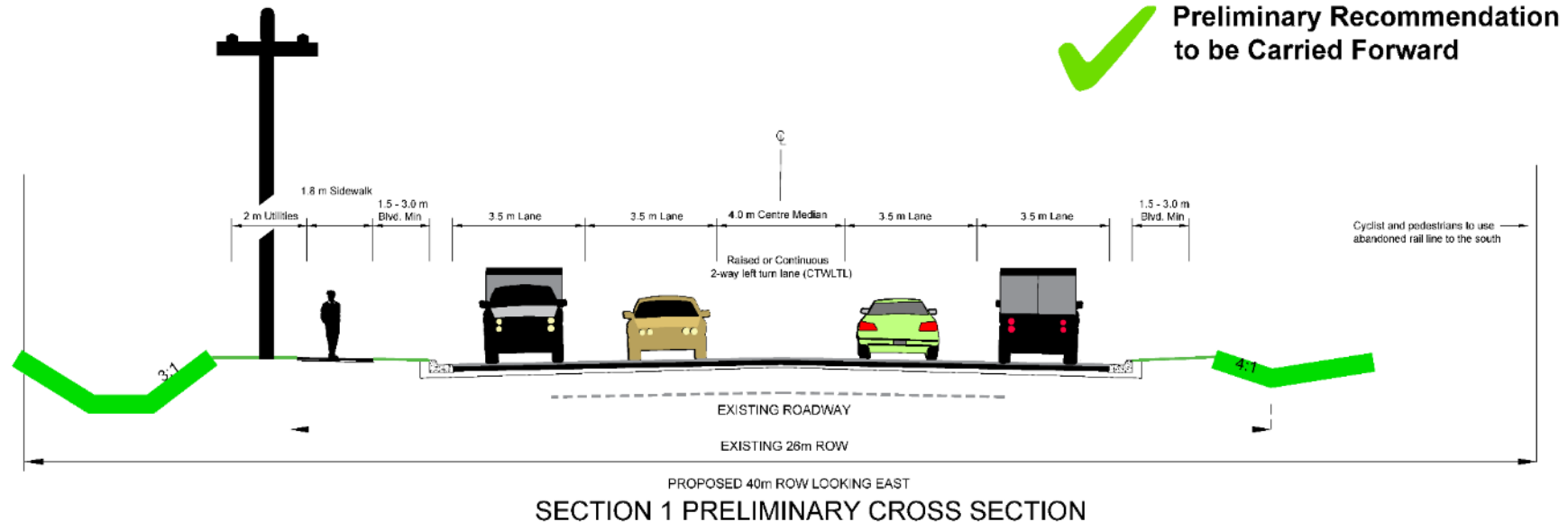
---

## Alignment Recommendations

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

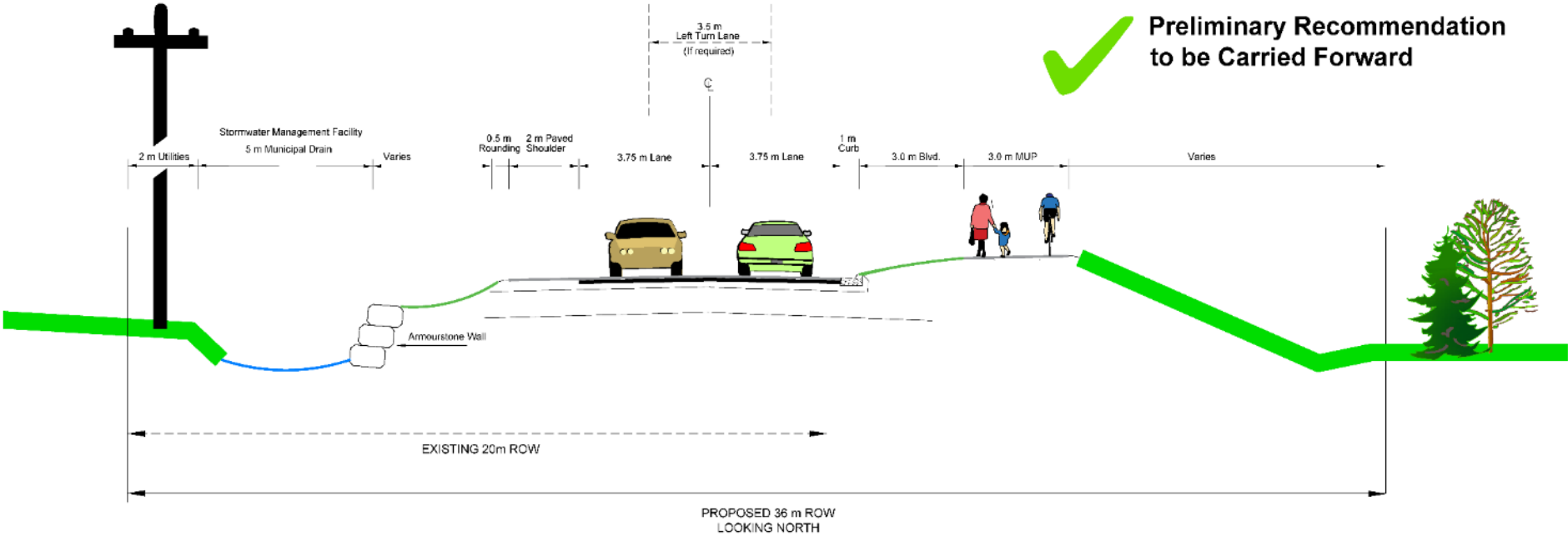
# County Road 46 Cross Section Recommended for Section 1

**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.

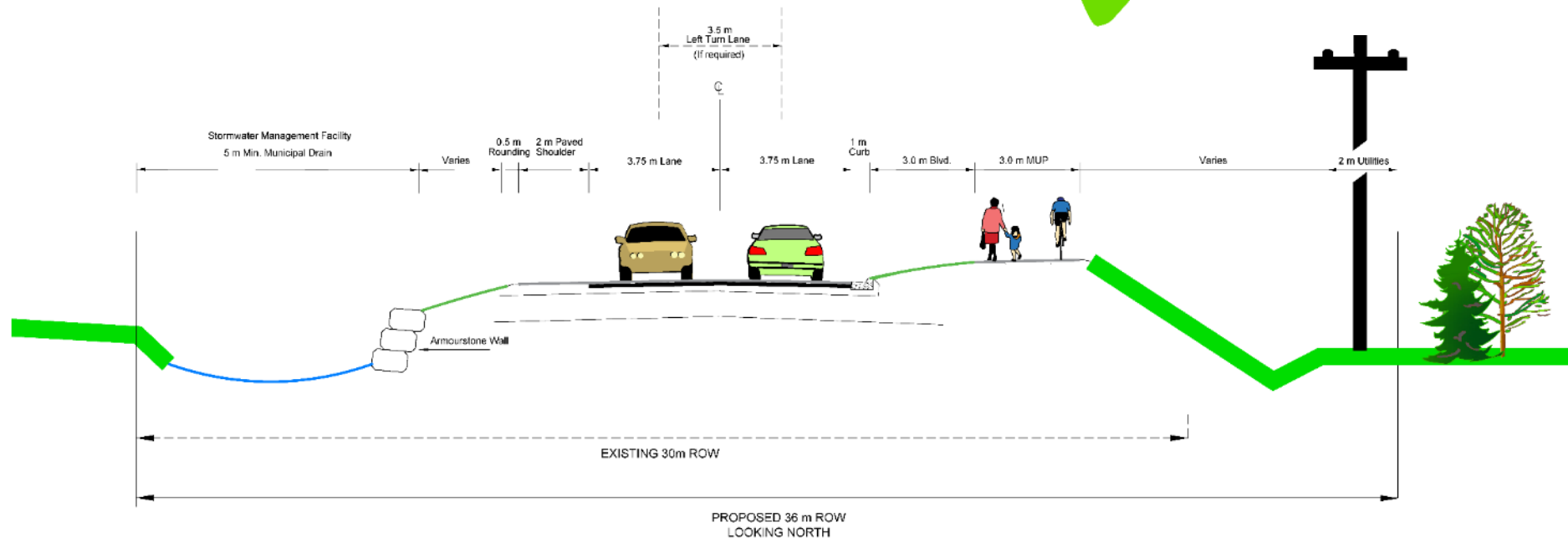


CONCESSION ROAD 8 PRELIMINARY CROSS SECTION

# 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.

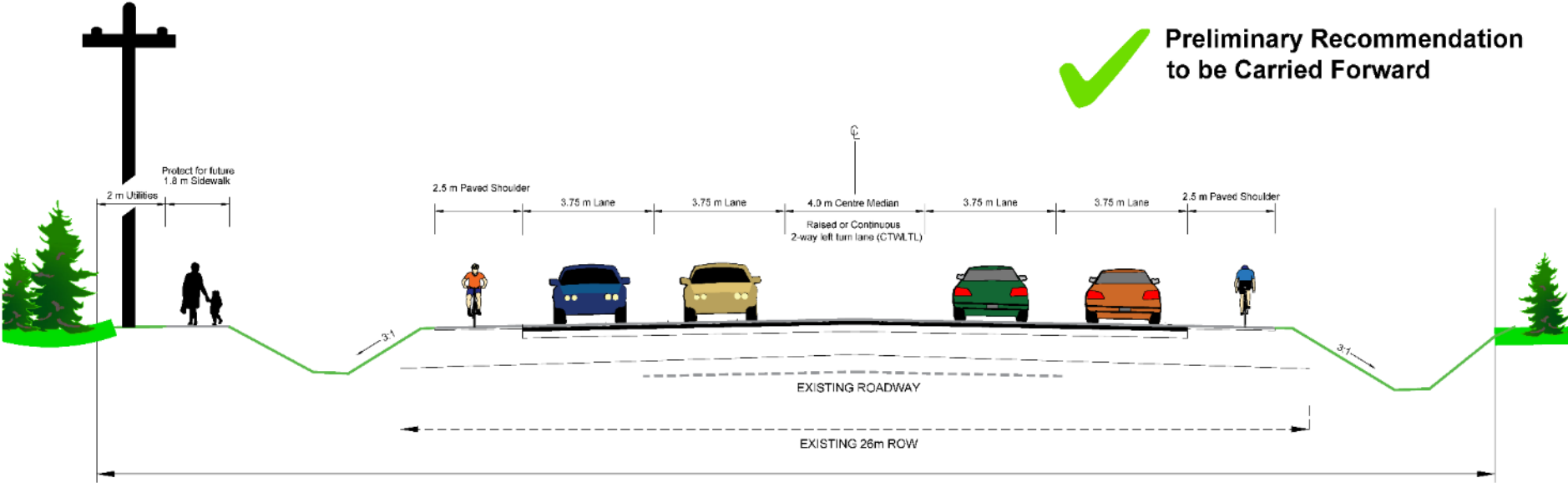
✓ Preliminary Recommendation to be Carried Forward



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.

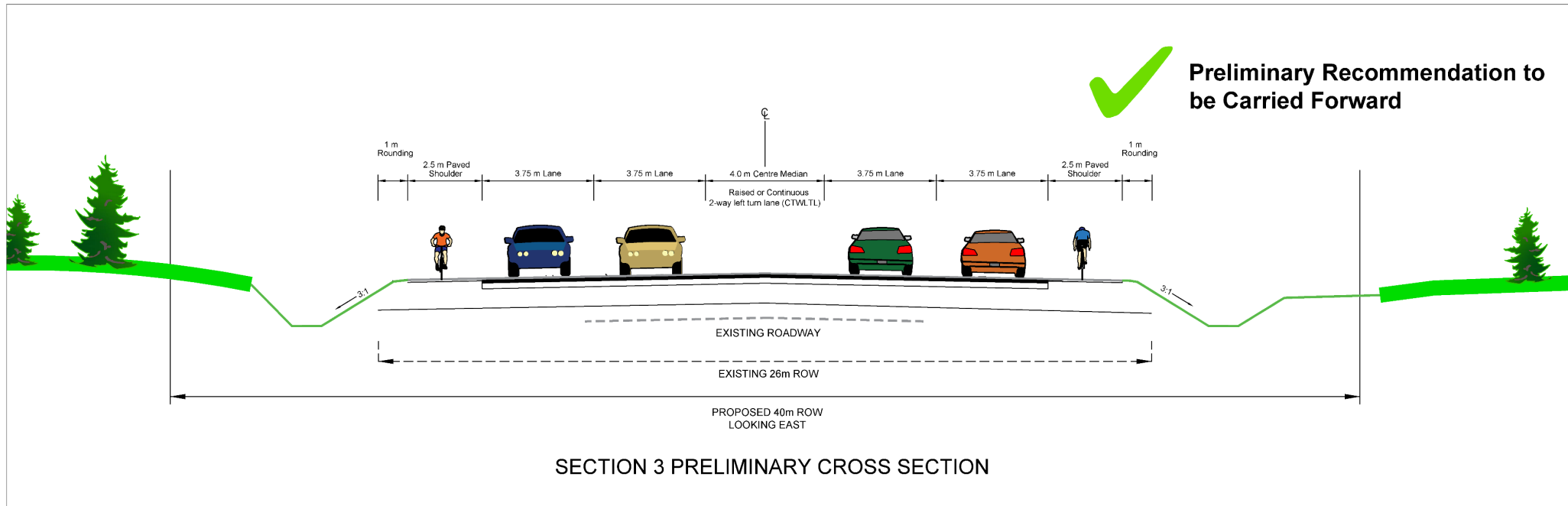


SECTION 2 PRELIMINARY CROSS SECTION

Urban on south side through commercial area

# County Road 46 Cross Section Section 3

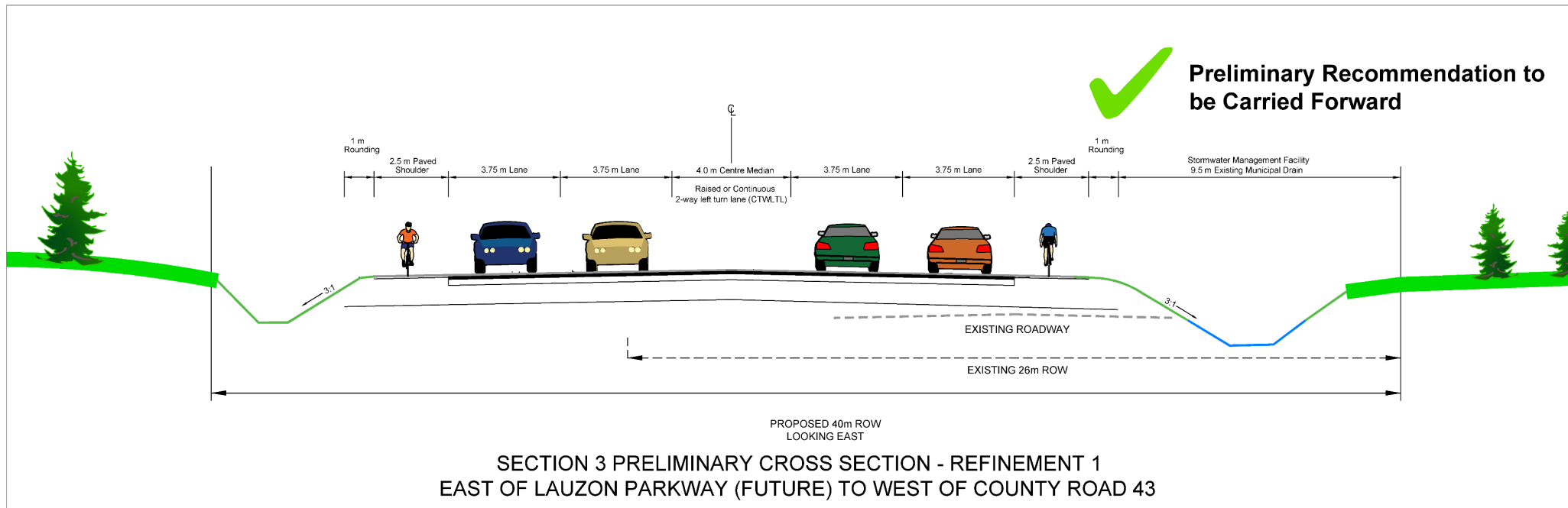
**Alternative 4 – 5-Lane Rural Cross Section** provides the greatest flexibility for future growth, accommodates farm vehicles and includes active transportation for cyclists. Alternative 4 is the technically preferred cross section for Section 3.



# 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.

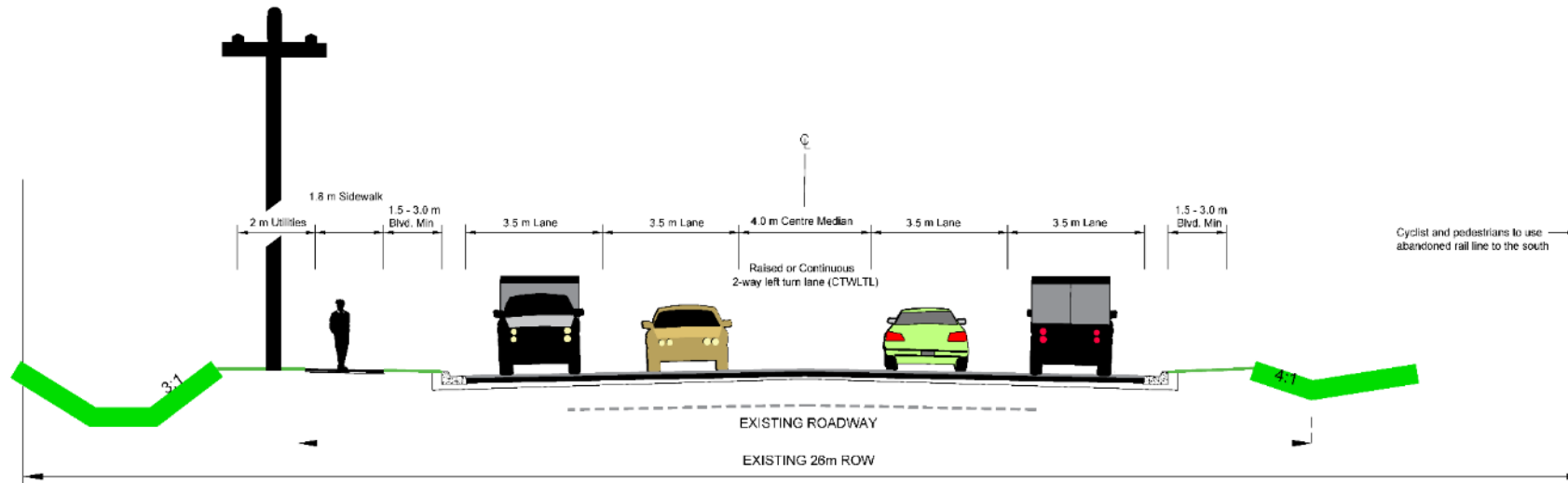


# County Road 46 Cross Section Section 2 – Refinement 2

## 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



PROPOSED 40m ROW LOOKING EAST  
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.

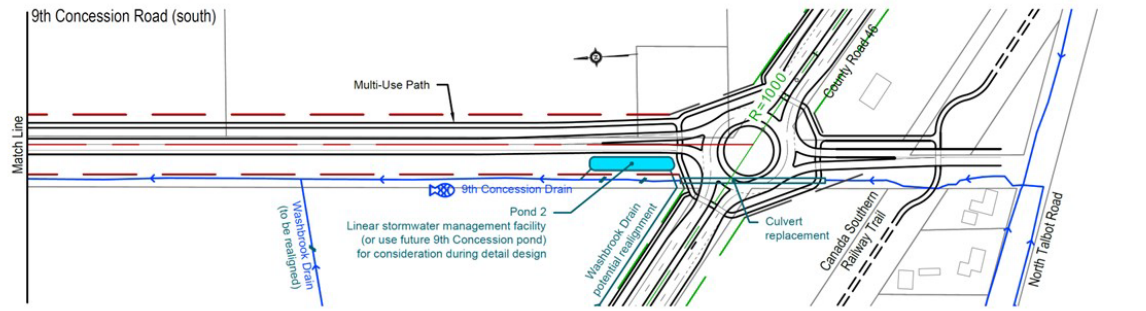
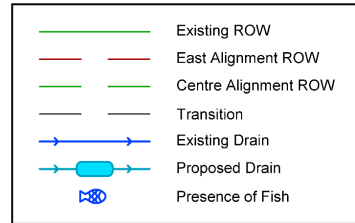
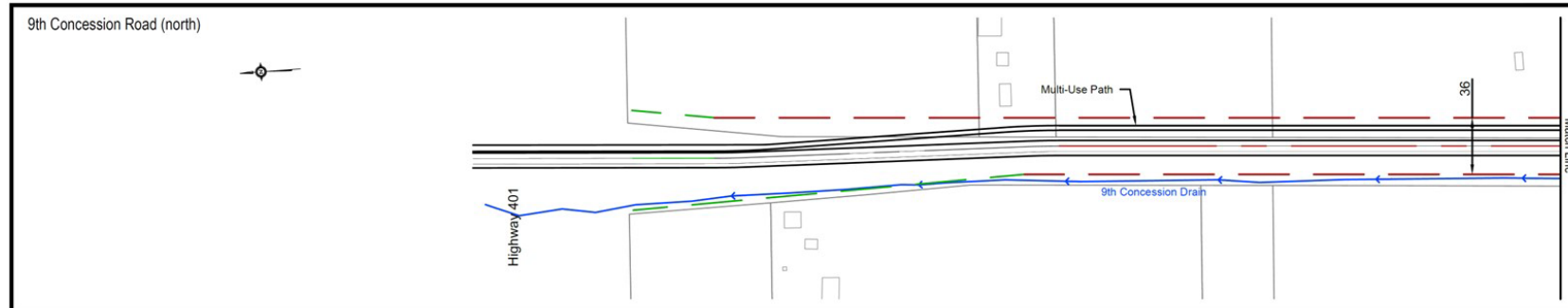
Previously approved intersections designs for Lauzon Parkway and County Road 19 are carried forward unchanged.

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

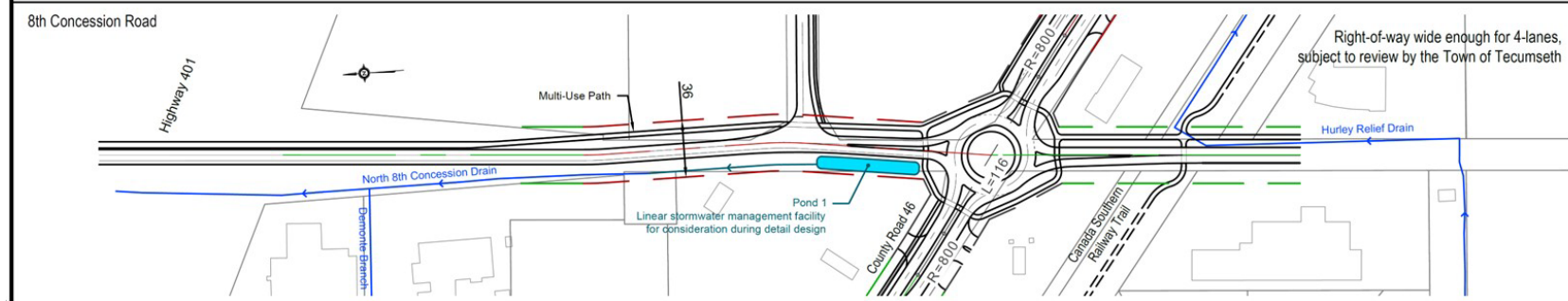
## Concession Road 9:

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



## Concession Road 8:

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



<p>KEY MAP</p>			SCALE 25 0 50 1:2500	COUNTY OF ESSEX ROAD 46 Preliminary Technically Preferred Alternative 8th and 9th Concession Roads	PLATE 4
			DATE August 22, 2025 DRAWN BY D.R. FILE No. 23-041		

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:

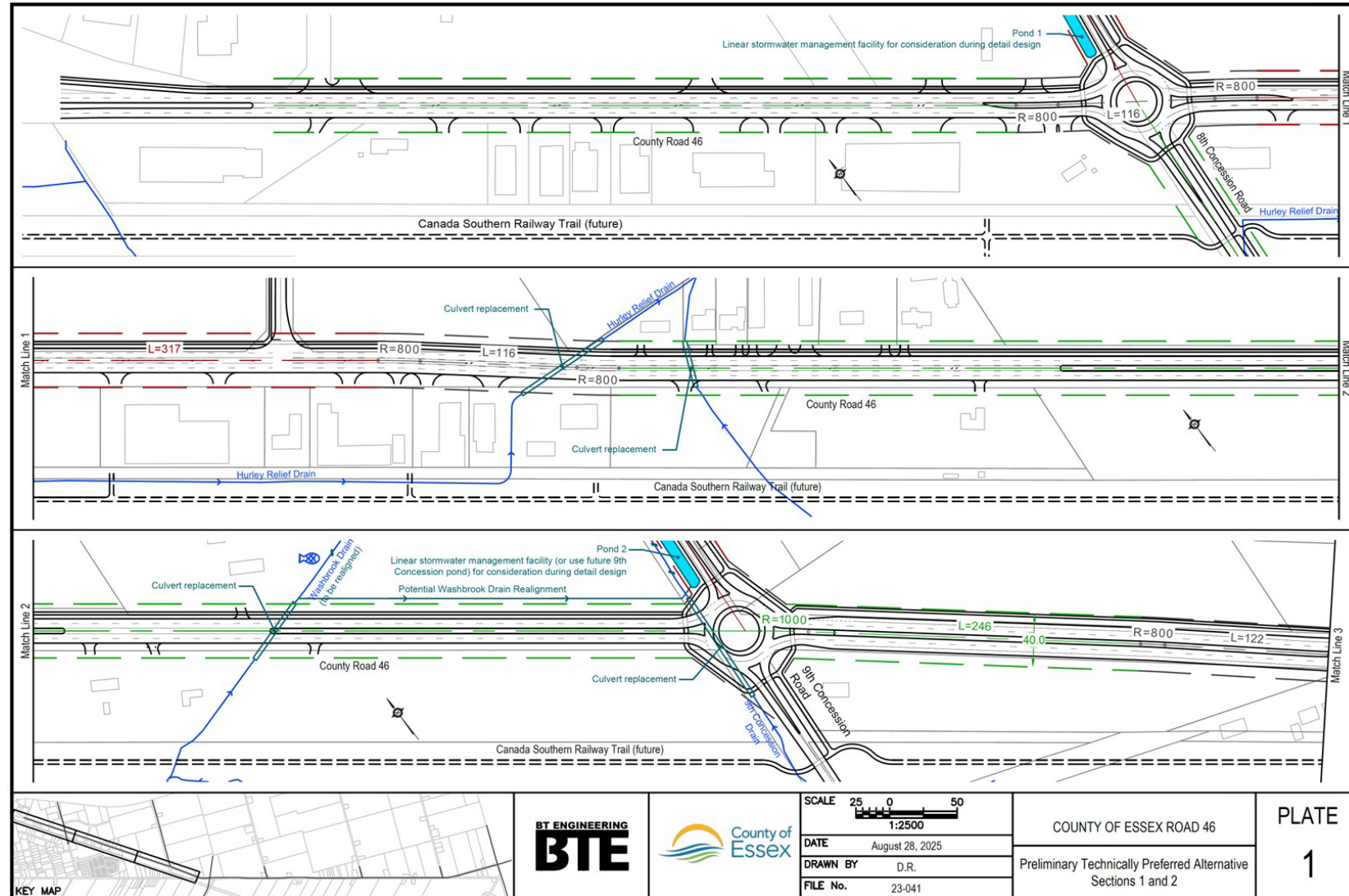
- 40 m right of way;
- Urban cross section;
- Continuous Two-way Left Turn Lane;
- Sidewalk on north side;
- The Canadian Southern Railway (CASO) will be available for pedestrians and cyclists to the south; and
- Driveways to meet County standards.

## 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



BT ENGINEERING  
**BTE**

County of  
**Essex**

SCALE	25 0 50 1:2500
DATE	August 28, 2025
DRAWN BY	D.R.
FILE No.	23-041

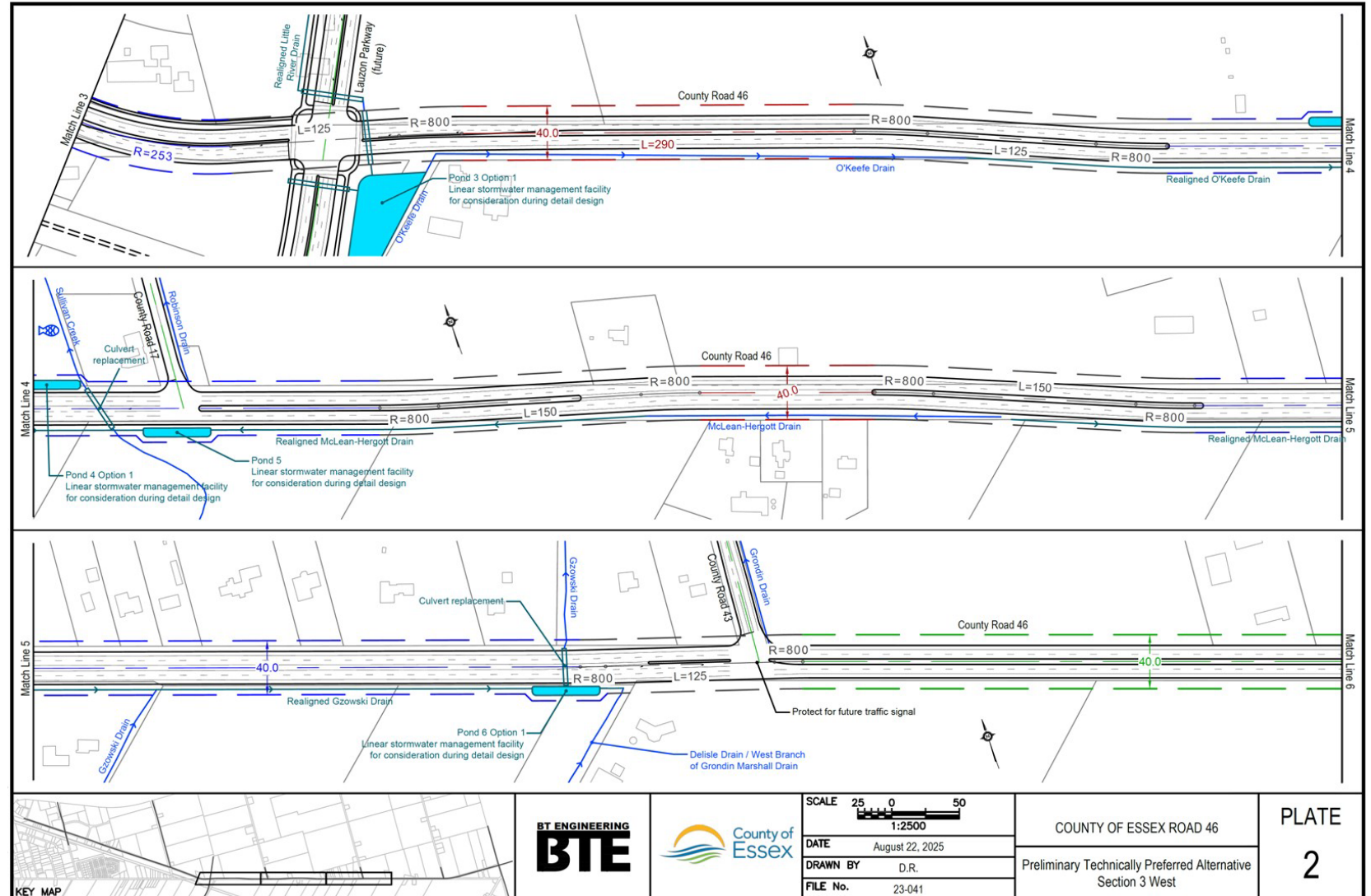
COUNTY OF ESSEX ROAD 46
Preliminary Technically Preferred Alternative Sections 1 and 2

PLATE  
**1**

# 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.



### Legend

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

 	 SCALE 1:2500	COUNTY OF ESSEX ROAD 46 Preliminary Technically Preferred Alternative Section 3 West	PLATE 2
	DATE August 22, 2025		
	DRAWN BY D.R.		
	FILE No. 23-041		



# 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).