

Key Refinements to Recommended Plan

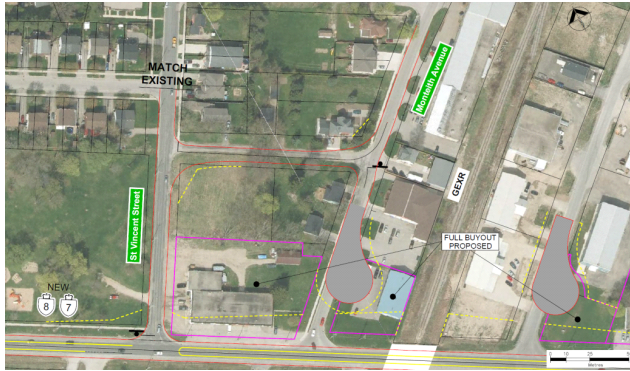
Monteith Avenue Connection: Patterson Street has been upgraded to provide a direct connection from Monteith Avenue to St. Vincent Street.



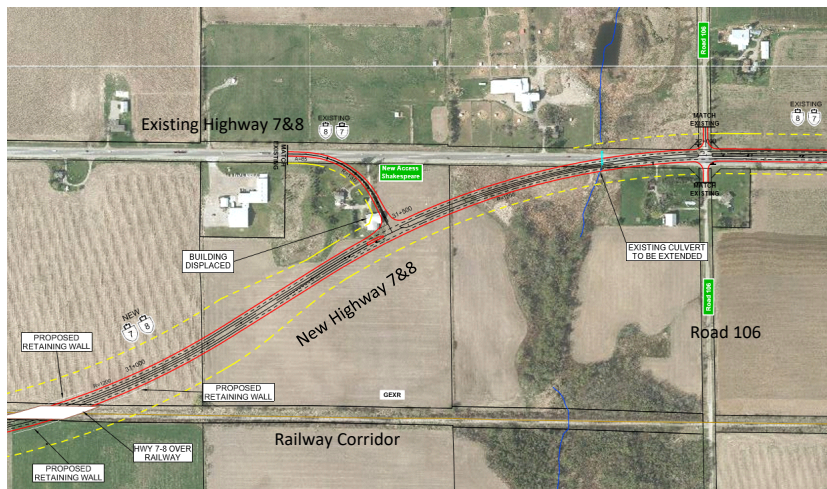
The existing Highway 7&8 alignment east of Shakespeare has been refined to allow for the provision of a full moves intersection between existing Highway 7&8 and New Highway 7&8 west of Road 106 (east of Shakespeare), addressing emergency response concerns and providing improved access to / from Shakespeare.

A grade separated crossing has been provided at the Road 109 / New Highway 7&8 crossing (i.e. no direct access to/from New Highway 7&8 at Road 109) given the provision of a full moves intersection east of Shakespeare. The existing New Highway 7&8 / Road 109 intersection will be retained in its current configuration. The revision results in reduced property requirements and associated impacts while maintaining the local road network continuity.

Snow drifting measures have been incorporated along rural sections of the proposed route.



Line 33/Road 110 Intersection: The existing Road 110 alignment will be retained, crossing over New Highway 7&8, with access to New Highway 7&8 provided via Line 33. The Line 33/Road 110 intersection will accommodate all movements. This revision results in reduced property requirements and reduced impacts to the agricultural lands while maintaining the local road network continuity.



HOW CAN I GET MORE INFORMATION OR COMMENT ON THE STUDY?

Your comments and questions are always welcome and can be submitted at any time during the Class EA process. To obtain additional information, provide comments or be placed on the study mailing list, please contact:

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Get Involved... Be involved... Stay involved.

HIGHWAY 7&8



Ministry of
Transportation

TRANSPORTATION CORRIDOR PLANNING & CLASS EA STUDY

INTRODUCTION

The Ministry of Transportation (MTO) is undertaking the Highway 7&8 Transportation Corridor Planning and Class Environmental Assessment (Class EA) Study from Greater Stratford to the New Hamburg Area. The purpose of the study is to prepare a long-term transportation strategy and a preliminary design for the provincial roadway components of the recommended plan.

This is the ninth in a series of newsletters that have been released over the course of the study to explain where we are in the study process, provide a status update, and describe the activities that are taking place.

STUDY UPDATE

The final round of Public Information Centres (PIC #6) was held in the Summer of 2013 to present the Recommended Plan. Based on the feedback received through the consultation process and further development of the preliminary design, refinements have been made to the Recommended Plan. The Recommended Plan and key refinements are described below and on the back page. Enlargements of the refinement images are available on the study website.

RECOMMENDED PLAN

The recommended plan includes:

- Southerly bypass of Shakespeare adjacent to the existing GEXR railway corridor
- 2-lane cross-section from Highway 8 to Erie Street with a 5 m two-way centre left turn lane for Line 32 / Lorne Avenue
- 4-lane cross-section from Erie Street easterly to east study limit, including Erie Street southerly to Perth Line 29, with:
 - 5 m two-way centre left turn lane from Erie Street to west of Shakespeare bypass, from east of Shakespeare bypass to Wilmot / Easthope Road / RR 1 and on Erie Street southerly to Perth Line 29
 - 7 m median for Shakespeare bypass, from Wilmot / Easthope Road / RR 1 to west of Peel Street and from east of Hamilton Road to east study limit
 - 6-lane cross-section from west of Peel Street to east of Hamilton Road to serve these high traffic at-grade intersections
- Full moves intersections controlled by traffic signals or stop signs on the crossing roads for majority of crossing roads
- Roundabouts at Perth Road 125 where Highway 7&8 changes direction
- Access to Shakespeare via a full move intersections controlled by traffic signals at Road 107 and the east limit of the village and retention of the existing highway access at the west limit of the village
- Cul-de-sac at several intersections in Stratford and at one intersection in New Hamburg
- Interchange at Nafziger Road

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