
Highway 7&8 Transportation Corridor Planning and Class EA Study

Greater Stratford to the New Hamburg Area

Agricultural Operations Questionnaire Summary Report

Date: July 2012

Preface

Preliminary design has been initiated for the selected route. Preliminary design involves defining the selected route in greater detail and generating alternatives for:

- Roadway cross section (e.g. number of lanes, lane / shoulder widths)
- Roadway profile
- Crossing road connections
- Drainage requirements
- Lighting requirements
- Property requirements
- Mitigation measures (e.g. environmental protection)

To aid in the development of preliminary design alternatives, particularly crossing road treatments and the roadway cross section, a questionnaire was broadly distributed to agricultural property owners throughout the study area to obtain more specific information from agricultural producers regarding equipment type and size and travel routes across and along Highway 7&8.

A copy of the questionnaire and the associated distribution letter are provided in **Section 1**.

Consultation meetings were held on the following dates / times to provide an explanation of how the collected information will be used and to answer any questions about the questionnaire.

Monday January 23, 2012	Tuesday January 24, 2012	Thursday January 26, 2012
Tavistock & District Memorial Hall	North Easthope	Tavistock & District Memorial Hall
Memorial Hall	Community Centre	Memorial Hall
3 Adam Street, Tavistock	2198 Line 40	3 Adam Street, Tavistock
7:30 pm to 9:00 pm	10:30 am to 12:00 pm	2:00 pm to 3:30 pm

The meeting presentation slides are provided in **Section 2**. A summary of the comments raised and the responses provided at the meetings can be found in **Section 3**.

A total of 55 questionnaires were returned. A summary of the responses received are provided in **Section 4**.

The input received from the agricultural community through this questionnaire and previous consultation activities will be taken into consideration, along with other factors including input received from other stakeholders, identified problems and opportunities, and road design standards, when developing preliminary design alternatives for the selected route. For example, preliminary design alternatives for crossing road treatments will take into consideration factors such as roadway use, vehicle type (including agricultural equipment based on travel configuration dimensions), emergency service requirements, network connectivity and road design standards. Input received with respect to the usage of crossing roads will augment available traffic data for the crossing roads and Highway 7&8.

The preliminary design alternatives will be presented to the public for review and comment at the next round of Public Information Centre scheduled for July and August 2012.

Section 1: Questionnaire and Distribution Letter

January 11, 2012

Dear Sir / Madam:

**Re: Highway 7&8 Transportation Corridor Planning and Class EA Study
Agricultural Operations Questionnaire**

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

After careful review and consideration of stakeholder input received from the last round of PICs in January 2011, the study team is proceeding with the preliminary design of the preferred route that was presented at the last round of PICs (see attached plan). The preferred route is now the selected route.

Over the course of the study, the agricultural community has identified a number of concerns which could not be effectively addressed until a route was selected. Now that a route has been selected, we are undertaking additional consultation with the agricultural community to obtain more specific information from agricultural producers to aid in the development of alternatives and measures to soften potential impacts. Specifically, the study team is seeking information to aid in the development of crossing road treatments and access requirements as per the enclosed questionnaire.

Consultation meetings are scheduled for the following dates / times to provide an explanation of how the collected information will be used and to answer any questions about the questionnaire. The same information will be presented at all three meetings.

Monday January 23, 2012
Tavistock & District Memorial Hall
Memorial Hall
3 Adam Street, Tavistock
7:30 pm to 9:00 pm
Presentation at 7:30 pm

Tuesday January 24, 2012
North Easthope
Community Centre
2198 Line 40
10:30 am to 12:00 pm
Presentation at 10:30 am

Thursday January 26, 2012
Tavistock & District Memorial Hall
Memorial Hall
3 Adam Street, Tavistock
2:00 pm to 3:30 pm
Presentation at 2:00 pm

January 11, 2012

If you would like to provide us with additional information regarding your agricultural operation and travel patterns along and across Highway 7&8 in the study area, please complete the enclosed questionnaire and return it to the study team at the address provided on the bottom of the questionnaire by Friday February 3, 2012. Please note that completion of the questionnaire in no way assumes your support for the selected route.

This letter and questionnaire have been broadly distributed to agricultural property owners throughout the study area, some of whom have multiple land holdings. If you received duplicate copies of the questionnaire, please accept our apologies. Only one copy of the questionnaire needs to be completed for your agricultural business.

The letter and questionnaire are also available on the study website at www.7and8corridorstudy.ca.

If you have any further questions or comments regarding the enclosed materials or the study in general, please do not hesitate to contact me.

Sincerely,
AECOM Canada Ltd.



Brenda Jamieson, P.Eng.
Consultant Project Manager
Brenda.Jamieson@aecom.com
1-800-668-1983 ext. 2251

Encl. Agricultural Operations Questionnaire, January 2012
Study Area Reference Map
Postage paid, addressed envelope

cc: C. Organ, MTO
J. Corcoran, MTO
F. Leech, AECOM

AGRICULTURAL OPERATIONS QUESTIONNAIRE

January 2012

Please print and use the check boxes where appropriate

Name :

Mailing Address:

City/Town:

Postal Code:

Lot / Concession:

Fire Code #:

Phone #:

E-mail:

Individual / Property Specific Questions

1. Does your agricultural business use properties north and south of and/or along the selected Highway 7&8 route?

☐ Yes

☐ No

2. Which of the following does your agricultural business include:

☐ Cash Crop

☐ Livestock

☐ Custom work that you have done or do as part of your business

☐ Other (please specify _____)

3. In the table below, please identify some of the largest equipment, including combination vehicles, that you use or others use to operate your business which travels along existing Highway 7&8 or crosses over existing Highway 7&8.

Type of Equipment	Vehicle Size / Dimensions			
	Width	Length	Height	Weight

4. Please identify which of the following components of your nutrient management plan are impacted by the selected route for Highway 7&8:

☐ Land Loss ☐ Movement of Manure ☐ No Impact

Travel Routes ACROSS Existing Highway 7&8

5. Do you travel ACROSS existing Highway 7&8 for your business operation?

☐ Yes ☐ No

6. If yes, please identify which concession roads you presently use in your business operation and how frequently you use these roads in the table below.

Crossing Road	Crossings per Year

Travel Routes ALONG Existing Highway 7&8

7. Do you travel ALONG existing Highway 7&8 for your business operation?

☐ Yes ☐ No

8. If yes, please indicate in the table below where you access existing Highway 7&8 and how frequently you travel along existing Highway 7&8.

Entrance/Exit to Hwy 7&8	Trips per Year

- [illegible]

Highway 7 & 8 Project Team
C/O AECOM
300 Water Street, Whitby ON L1N 9J2
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Section 2: Presentation Slides



Highway 7&8 Transportation Corridor Planning and Class EA Study

Agricultural Operations Questionnaire Presentation

January 23, 24 & 26, 2012



Purpose of Today's Meeting

- Provide Study Update
- Discuss Agricultural Operations Questionnaire
 - Why additional information is being collected
 - How the information will be used
 - Answer questions about the questionnaire
- Present Next Steps in Study Process



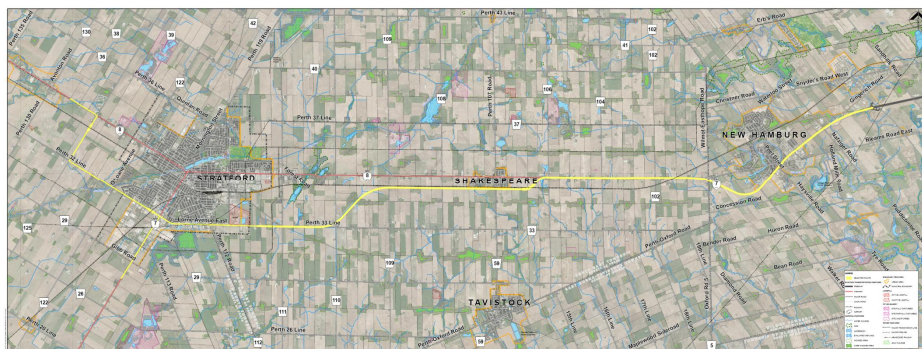
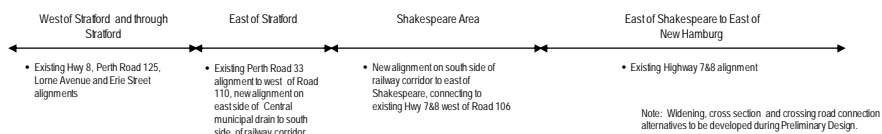
Study Update

- PIC #4 held in January 2011
 - Assessment and evaluation of route alternatives
 - Preferred route alternative for entire study area
 - Comment period ended March 25, 2011
- Reviewed and responded to comments received through PIC #4 consultation process
- Preferred Route now confirmed as Selected Route
- Initiated Preliminary Design for Selected Route

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Selected Route



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Preliminary Design

- Preliminary design involves defining the selected route in greater detail and generating alternatives for:
 - Roadway profile
 - Roadway cross section (number of lanes, lane/shoulder widths, etc.)
 - Crossing road connections
 - Drainage requirements
 - Lighting requirements
 - Property requirements
 - Mitigation measures (e.g. environmental protection)

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Agricultural Operations Questionnaire

- Objective
 - To obtain more specific information from agricultural producers to aid in development of Preliminary Design alternatives
- Completion of questionnaire in no way assumes your support for the selected route
- Three main components to questionnaire
 - Individual / property specific information
 - Travel routes across existing Highway 7&8
 - Travel routes along existing Highway 7&8
- Completed questionnaires requested by February 3, 2012

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Individual/Property Specific Information

Individual / Property Specific Questions

1. Does your agricultural business use properties north and south of and/or along the selected Highway 7&8 route?

☐ Yes ☐ No

2. Which of the following does your agricultural business include:

- ☐ Cash Crop
☐ Livestock
☐ Custom work that you have done or do as part of your business
☐ Other (please specify _____)

3. In the table below, please identify some of the largest equipment, including combination vehicles, that you use or others use to operate your business which travels along existing Highway 7&8 or crosses over existing Highway 7&8.

Type of Equipment	Vehicle Size / Dimensions			Weight
	Width	Length	Height	

4. Please identify which of the following components of your nutrient management plan are impacted by the selected route for Highway 7&8:

☐ Land Loss ☐ Movement of Manure ☐ No Impact

■ Questions 1 and 2:

- General information about your agricultural business requested to provide context for your questionnaire input

■ Question 3:

- Input requested regarding equipment type and size to:
 - Aid in the design of the roadway cross section (e.g. shoulder width and shoulder treatment)
 - Aid in the design of the crossing road connections (e.g. storage lengths for turning lanes, type of intersection control)

■ Question 4:

- Input requested regarding potential impact to nutrient management plan to:
 - Aid in design of crossing road connections (e.g. type of crossing)
 - Aid in the development of mitigation measures

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Travel Routes Across Existing Hwy 7&8

Travel Routes ACROSS Existing Highway 7&8

5. Do you travel ACROSS existing Highway 7&8 for your business operation?

☐ Yes ☐ No

6. If yes, please identify which concession roads you presently use in your business operation and how frequently you use these roads in the table below.

Crossing Road	Crossings per Year

■ Questions 5 & 6:

- Additional input requested regarding use of crossing roads to:
 - Supplement traffic count data which may not fully capture daily, weekly and seasonal traffic volume variations on the crossing roads
 - Aid in the design of the crossing road connections (e.g. type of crossing, lane requirements, storage lengths for turning lanes, type of intersection control)

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7. Do you travel **ALONG** existing Highway 7&8 for your business operation?

8. If yes, please indicate in the table below where you access existing Highway 7&8 and how frequently you travel along existing Highway 7&8.

- Questions 7 & 8:

- 9

[illegible]

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Next Steps

- Review and summarize questionnaire results
- Refine design criteria based on questionnaire results
- Generate preliminary design alternatives
- PIC #5 – Late Spring 2012
 - Present preliminary design alternatives
 - Present preliminary design evaluation criteria
- PIC #6 – Late Fall 2012
 - Present preferred preliminary design alternatives
 - Present Recommended Design for Selected Route

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Thank You
Questions?

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Section 3: Summary of Comments Raised at Meetings

Section 3: Summary of Comments Raised at Meetings

The comments and questions raised during the course of the agricultural meetings and the study team's response are summarized below.

Meeting Comments	Study Team Response
<p>Questionnaire Comments / Clarifications</p> <ul style="list-style-type: none"> • References to Highway 7&8 in the questionnaire, does this mean the new route or the existing highway? • We need more information about the design of the route to provide a full response to the questionnaire. • How many questionnaires have been sent back so far? 	<ul style="list-style-type: none"> • The questionnaire was intended to gain information about both the existing highway and the future highway. We were asking for input about existing travel patterns (which are occurring on the existing highway) for consideration during preliminary design of the future highway. • The questionnaire and the information the study team will gather through this process is required at this stage to feed into the preliminary design process and the generation and evaluation of preliminary design alternatives. Once alternatives have been developed, the information and any additional input stakeholders wish to provide can be incorporated through the refinement of preliminary design alternatives and the associated evaluation process, if appropriate. • So far 10 responses have been received. • A summary of the input received will be posted on the study website. <p><i>Note: As of July 2012, 55 responses have been received.</i></p>
<p>Preliminary Design Alternatives</p> <ul style="list-style-type: none"> • Will rail crossings be looked at for all properties north and south of the rail line? • How are access and safety issues being addressed? • In Stratford, where the selected route goes, there is development on both sides of the road already; further development could mean more problems in this area. • How can you determine acres impacted without having a cross section? • Where the selected route is on existing roads, where will the road be widened; north, south? 	<p>Private crossings of the railway will be looked at. However, it is important to note that properties north and south of the railway are not always owned by the same property owner. The railway company is also looking to upgrade their facility to high speed and to implement a second line. When those improvements occur, private crossings of the rail corridor will likely be prohibited.</p> <p>The property requirements to-date have been based on a typical right-of-way width (of 60 m). Property requirements will be identified on a preliminary basis for the preliminary design alternatives and will be subject to refined during preliminary design of the Recommended Plan.</p> <p>The location for widening of existing roads, north, south or symmetrically, will be considered during preliminary design.</p>

Meeting Comments	Study Team Response
<ul style="list-style-type: none"> • Are safety concerns increased with the potential for different cross sections along the selected route? • The study team should rule out roundabouts all together. • Will the profile be developed during preliminary design? 	<p>It is important to note the 500 acre figure that has been referenced reflects a 60 m ROW from east of New Hamburg to west of Stratford and includes existing roads. The actual acreage affected by the 'new route segment' is significantly less than 500 acres.</p> <p>Approximately 150 to 200 acres of land is estimated to be required for the new segments of Highway 7&8 from east of Stratford to west of New Hamburg and widening of the existing infrastructure. Additional acreage may be required for crossing road requirements / treatments. This will be defined during the Preliminary Design Phase of the study.</p> <p>No. With two lanes in each direction, the safety concerns are decreased because of improved passing opportunities.</p> <p>A range of crossing road treatments will be considered, including roundabout intersection configurations where appropriate.</p> <p>Yes.</p>
<p>Use of Agricultural Equipment on the Highway</p> <ul style="list-style-type: none"> • Will agricultural equipment be allowed to use the shoulders of the selected route? • Will Frost Laws be in place on the selected route (limits to load sizes)? 	<p>Yes, agricultural equipment will be able to use the selected route. There will be no restrictions on the new highway; hence we are looking for input on shoulder size, slope, etc.</p> <p>Municipal roads are designed to different standards than provincial roads. There will be no seasonal tonnage limitations for the selected route.</p>
<p>Mitigation</p> <ul style="list-style-type: none"> • What is mitigation for nutrient management impacts? 	<p>Where lands cannot be replaced, compensation will be provided for the lands affected and for the cost of nutrient management plan updates / revisions which are required as a result of the land taking. To properly determine where nutrient management plan impacts are occurring, we need to complete preliminary design and have accurate information regarding property requirements.</p>
<p>Property Impacts / Land Acquisition</p> <ul style="list-style-type: none"> • When will land locked parcels be dealt with? 	<p>The potential for land locked parcels has been minimized by aligning the route adjacent to the rail corridor and along the municipal drain. Where land locked parcels are identified, the ministry could acquire them or look to</p>

Meeting Comments	Study Team Response
<ul style="list-style-type: none"> • How is property value determined? Values on the selected route are decreasing while values surrounding the route are increasing. • How will you determine how much of my farm you are buying? When will I know if you're bulldozing my home? • What will be done with surplus lands? • If an access is closed, will I be compensated? • What if I decide to build something in the right-of-way for the selected route? 	<p>develop a preliminary design alternative that maintains access so the parcel is not land locked.</p> <p>Property value is determined by an independent appraiser based on the market value of surrounding lands of a similar nature.</p> <p>The impacts to individual properties will be determined during preliminary design.</p> <p>Surplus lands will be dealt with following the completion of the study. It may be feasible to put surplus lands back into production / use.</p> <p>Compensation is typically provided for direct property impacts. It is important to note that the route is for a highway, not a freeway; if an access is displaced, the ministry will look at maintaining access by relocating it in consideration of operational and safety concerns.</p> <p>If you can get the necessary building permits, you can do so. The route is not designated until it receives environmental approval. However, doing so will not change the selected route or stop the study.</p>
<p>Rationale for Selected Route</p> <ul style="list-style-type: none"> • For residents on the south side of Shakespeare, this doesn't appear to be the best route for environmental, sustainability and cost purposes. Why is this the selected route? • Why not upgrade existing roads? • Make 34 and 37 one way each. • This is not a real bypass. • Is this the route? No more changes? • Why was the existing Highway 7&8 preferred previously? • Why not improve the existing highway and leave farmland alone? • The problems the questionnaire is gathering information on, access, crossing roads, etc would not exist if the 	<p>The selected route is being carried forward to preliminary design. This route was preferred because it achieved the study objectives with the least overall environmental impact. Other improvement options, including bypass alternatives and improvements to local roads, were considered during earlier phases of the study but were not carried forward as they did not address the local and inter-regional deficiencies in the study area network from east of New Hamburg to west of Stratford.</p> <p>One way roads result in significant out of way travel. In addition, one of the key objectives of the study is to address safety concerns. A majority of collisions on the existing highway are head-on collisions. Two lane roads don't address this concern.</p> <p>Planning is an iterative process. Using all of the information provided, the study team has addressed the long term needs for the study area with an alternative that best balances the impacts.</p> <p>The issues we are gathering information on, (e.g. accesses, crossing the highway), are issues that exist</p>

Meeting Comments	Study Team Response
existing Highway 7&8 was used.	today and that will continue. Had the existing Highway 7&8 been confirmed as the selected route, these issues would still need to be addressed.
<p>Timing for Improvements</p> <ul style="list-style-type: none"> What is the timing for improvements? We've heard before that there is no money available to do any improvements. Is it possible this route will never be built? Studies have been done on this highway for 50 years and nothing done. We are preparing plans for the next 10 years of operation. We are sitting in limbo. How will this study be different to the previous one when lands were purchased and are not used? Does funding mean money for buying property or for construction? 	<p>There is no scheduled timing for improvements at this stage. The ministry establishes funding and construction schedules for improvements once the study is complete and the improvements are approved. Actual construction timing will be subject to the availability of funding as the forecasted needs become realized.</p> <p>In the meantime, regular maintenance activities such as replacement of driving surfaces and localized operational improvements may occur throughout the study area as the need is identified; for example, MTO's Southern Highways Program has the section of Highway 7&8 from Shakespeare easterly to the Perth County boundary scheduled for pavement rehabilitation between the years 2012 to 2014.</p> <p>The process has changed to avoid the acquisition of property and not using it. Funding typically refers to money for both land acquisition and construction. However, if a property owner wants to sell, they should contact the ministry.</p> <p>The ministry has purchased property in the past based on cases of hardship and in some cases, on a willing seller willing buyer basis.</p>
<p>Cost</p> <ul style="list-style-type: none"> Was a cost study done for each route alternative? What is the difference in cost between using the existing Highway 7&8 and the selected route? 	<p>Route alternatives were evaluated based on an order of magnitude (road construction cost). This information is available in Report H on the study website.</p>
<p>Process</p> <ul style="list-style-type: none"> What are the legal options for stakeholders who wish to oppose the selected route? What would drive a 'bump up' request to be successful? 	<p>The Study team has taken a number of steps to ensure the process is transparent including the preparation of a study design at the start of the process to outline the work plan for the study.</p> <p>At the end of the study, opponents to the study and any of its recommendations can request a Bump Up of the study. The process will be explained in a notice that is published to inform stakeholders about the study's completion.</p> <p>The MOE (who receives the request) will typically refer the matter back to the study team to make sure all issues are addressed before making a decision.</p> <p>In making their decision, MOE will look at the study process, issues raised and how they were addressed, the</p>

Meeting Comments	Study Team Response
<ul style="list-style-type: none"> Farming has changed, and will continue to do so. With no schedule for building these improvements, what happens if changes in the future, such as larger equipment means the road is no longer designed appropriately? 	<p>balance of impacts, consultation, etc.</p> <p>Agreed. We recognise there is potential for changes in the industry. We have to proceed with current conditions and industry trends, equipment, processes etc.</p> <p>There will be opportunities in the future, during detail design of the route, for changes to be made if there is a significant change that requires alterations to the study recommendations.</p>
<p>Other</p> <ul style="list-style-type: none"> Signage in Stratford needs improving. Will development be allowed to occur along the right-of-way? 	<p>We will share your comments re: signage with the City of Stratford.</p> <p>Once approved and designated as the Highway 7&8 route, the ministry would assume responsibility for review and approval of proposed developments adjacent to and in proximity to the right-of-way (ROW).</p>

Section 4: Summary of Questionnaire Responses

Agricultural Operations Questionnaire

Summary of Responses

January 2012

1. Does your operation use properties north and south of and/or along the selected route?

Yes	No	No Response	TOTAL
48	6	1	55

2. Which of the following does your business include?

Cash Crop	Livestock	Custom Work	Other	No Response
49	36	28	9	1

Farm Drainage Company
Logging
Elevators
Excavating Business
Horticulture
Local Organic food source and network
International tours
Farm store, travelling shears and stud farm
Hay

3. Equipment, including combination vehicles travelling along and on Hwy 7&8.

Equipment	Width (ft)	Length (ft)	Height (ft)	Weight
				(tonne unless noted otherwise)
12 Furrow Plow	12	16	8	
Backhoe	8	25	13.6	6 to 7
Bailer 1	12	23	7	2
Bailer 2	8	14	8	2
Combine	10			
Combine	17	30	14	11.25
Combine	20	50	13	
Combine	16	30	13	4.5
Combine	18	30	18	20
Combine	16	18	12	10
Combine	18	40	16	24
Combine	35	35	14	14
Combine	25	30	18	18
Combine	28	60	15	9
Combine	22	30	12.6	10
Combine	32	30	18	
Combine	13	25	13	10
Combine	18			
Combine	18			
Combine	30		15	
Combine	15	35	13.2	20
Combine	15	35	13.2	20
Combine	15	36	13.2	22
Combine	30			
Combine	14	30	14	35
Combine	15	20	12	
Combine	17			
Combine	11	28	14	10.6
Combine (+ heads)	30			
Combine + Grainhead + Grain Truck + Har	14	50	14	
Corn Planter	18	17	10	
Crop Sprayers	16	16	14	10
Cultivator	15	50	14	13.5
Cultivator	19	18	12	
Cultivator	20			
Cultivator	38			
Cultivator	38			
Cultivator	16	25	8 to 10	2
Cultivator	15	30	15	20
Cultivator	12.6	30	10.6	10
Cultivator	18	20	10	
Cultivator	18			
Cultivator	10	20	13	
Cultivator	15			
Cultivator / Tractor	20	30	15	20
Cultivators	10			
Cultivators + Disks	16	10	4	5
Cultivator	30			
Discbine	15	25	6	
Dry Spreader	30			

Equipment	Width (ft)	Length (ft)	Height (ft)	Weight
				(tonne unless noted otherwise)
Float Equipment	11.6	74	14.6	55
Ford new Holland Tractor	16	30	12	4
Grain Buggy	16	30	14	4.5
Grain Buggy	12.5	19	12	3.8
Grain Trucks with Hanger		45		
Grain Wagon	8.7	19.7	9.7	
Grain Wagon	8.9	20.8	10.6	
Grain Wagon Trains (3 Wagons + Tractor)		65	8	
Gravity Bins (full)	8	35	10	22
Harvester + Wagons	16	45	12	5 (10 full)
Hay Equipment (baler, wagons, bine)	15			
Hay Wagon	8	30	12	
Hay Wagons	8	20	16	
Haybale Wagon (3 Wagons + Tractor)		85	10	
Haybine	13	15	5	2.5
Horses				
John Deere Combine	16	30	15	4
Livestock Trucking				
Livestock Trucks		45		
Log Trucks	8.5	75	13.6	
Manure Spreader	8	15	5	
Manure Spreader	10	30	12	30
Manure Spreader	8			
Manure Spreader	12	25	10	20
Manure tank	17	60	14	22.5
Manure Tank	15	36	11	25 gallons full
Manure Tank	16			7500 gallons
Manure Tank				6700 gallons
Manure Tank		18		
Manure Tanker	10	30	12	
No Till Drill	21	15	10	
No Till Drill	18	15	6	
No Till Drill	20	30	12	
Personal Farm Vehicles (trucks/cars)				
Planter	12			
Planter	25		70	
Planting Equipment	28	40	12	10
Roller	39			
Seed Drill	22	18	8	
Seed Drill	16	25	6	5
Skippers	11.6	22	10	
Sprayer	10	20	12	
Sprayer	98.5	17.9	9.84	3.9
Sprayers	20	40	16	30
Sprayer Disk Planter Drill	12	16	6	
Tillage Equipment	30	30	18	5
Tractor	8	15	16	
Tractor	8			
Tractor	10	18		
Tractor	8.2	13.6	8.9	4.8
Tractor - Baler - Wagon	10	50	13	
Tractor / Haybine	15	30	12	25
Tractor / Liquid Manure Tank	20	40	15	50
Tractor + 4WD Duals	12	18	8	
Tractor + Bailer + Wagon	11.8	55.8	14.1	
Tractor + Baler + Wagons	10			
Tractor + Big Baler	13	50	13.2	30
Tractor + Bin Extension		45		
Tractor + Corn Planter	14	40	13.4	11.25
Tractor + Corn Planter	20	40	16	14
Tractor + Corn Planter	13.1	32.1	14.1	
Tractor + Corn Wagons	12	60	13	20.25
Tractor + Cultivator	18	50	14	20
Tractor + Cultivator	12	30	12	
Tractor + Cultivator	16	34	13	20.25
Tractor + Cultivator	15.7	49.2	14.1	
Tractor + Cultivator	26			
Tractor + Cultivator	16	40	15	25
Tractor + Cultivator	14	35	11	15
Tractor + Discbine	16	38	11.1	12
Tractor + Grain Wagons	13	50	12.6	30
Tractor + Grain Wagons	13	50	12.6	30
Tractor + Gravity Bins	10			
Tractor + Gravity Wagon	11.8	54.4	14.1	

Equipment	Width (ft)	Length (ft)	Height (ft)	Weight
				(tonne unless noted otherwise)
Tractor + Harvester + Wagon	12.5	52.5	14.1	
Tractor + Harvester + Wagon	15	70	13.6	30
Tractor + Hay Wagon	10	55	13	30
Tractor + 2 Hopper Wagons	10	60	14	35 to 40
Tractor + Large Hay Wagon	11.8	57.1	14.1	
Tractor + Liquid Manure Tank	13	60	13.2	70
Tractor + Livestock Trailer	8			
Tractor + Manure Spreader	12	40	13	13.5
Tractor + Manure Spreader	11.5	39.4	14.1	
Tractor + Manure Spreader	10			
Tractor + Manure Spreader	14	65	13	55
Tractor + Manure Tank	11	30	10	30
Tractor + Manure Tank	12.8	55.8	14.1	
Tractor + Manure Tank	16	45	14	40
Tractor + Manure Tank	14	50	11	40 to 50
Tractor + Manure Wagon	14	18	14	
Tractor + Mower	16	40	12	25
Tractor + No Till Drill	20	40	11	30
Tractor + Plow	12	55	13	17.1
Tractor + Plow	9.8	38.7	14.1	
Tractor + Plow	9	50	11	15
Tractor + Plow Cultivator	12	16	8	
Tractor + Seed Drill	12.5	29.5	14.1	
Tractor + Seed Drill	17	35	11.6	15
Tractor + Seed Drill	17	35	11.6	15
Tractor + Straw Wagons	14	65	15	25
Tractor + Straw Wagons	14	65	15	25
Tractor + Tillage Equipment	13	60	13.6	20
Tractor + Tillage Equipment	13	60	13.6	20
Tractor + Tillage Equipment	13	60	13.6	20
Tractor + two bale wagons	8	69	12	20
Tractor + Wagons	14	50	14	30
Tractors	10			
Tractors / Harvester Wagon	20	80	15	50
Transport Trucks	10	72	14	50 - 60
Truck + Float	12	80	15	67.5
Trucks + Trailers	12	30	15	40
Walking				
Weed Sprayer	12.1	20.3	14.8	

Dimensions provided in metres have been converted to feet (1 metre = 3.28 feet)

Weights provided in lbs have been converted to tonne (1 lb = 0.00045 tonnes)

Weights provided in kgs have been converted to tonne (1 kg = 0.0011 tonnes)

4. Which components of your NMP are impacted by the selected route?

Land Loss	Movement of Manure	No Impact	No Response
24	33	12	4

5. Travel ACROSS Highway 7&8

Yes	No	No Response
42	8	5

6. Travel ACROSS Highway 7&8								
Crossing Road				Specified Crossings per Year				
Road 101	800	50	50					
Road 102	300	55	100	600	10	12	10	60
Road 104	300	30	480	160	124	730	10	100
Road 106	730	10	180	124	500	50	10	
Road 107 / Highway 59	25	100	100	100	100	1000	365	
Road 108	730	20	150	20	1000	400		
Road 109	1460	75	12	200	400			
Road 110	730	100						
Road 111	100	50	365					
Road 125	52	730						
Line 29	700							
Line 31	1000							
Line 32	144	150	1095					
Line 33	350	730						
Line 34	40	80	3000					
Line 37	730							
Private Property Access	124							
Highway 7&8	350	730	120	200				
Romeo Street	50							

Note1: Some questionnaires noted "too many to count" or "millions". This information is not included above.
Note 2: Several questionnaires were returned with no response to this question.

7. Travel ALONG Highway 7&8

Yes	No	No Response
42	8	5

8. Travel ALONG Highway 7&8								
Crossing Road				Specified Trips per Year				
Regional Road 1	250							
Road 108	2500	5	150	1200				
101 to Walker Road	100							
Road 107	2	365						
Road 106 to 107	200							
Road 109	2190	75	20	175	1600			
Private Property Access	700							
Road 107 / Highway 59	100	75	20	800	40			
Private Property Access	730							
Road 104	365	80	248	100	50	100		
Road 104 to Private Field Access	120							
Road 102 to Private Field Access	120							
Road 106 to Private Field Access	120							
Road 102	40	100	100	10	60			
Road 102 at Private Laneway	730							
Road 106	100	400						
Line 34 to Private Property Access	200							
Road 110	175	1200						
Road 111	1460	1200	365					
Private Property Access	80							
Line 34 to Private Property Access	3000							
Line 34 at Private Property Access 1	600							
Line 34 at Private Property Access 2	600							
Private Property Access	300							
Private Property Access 1	3							
Private Property Access 2 on Road 104	20							
Private Property Access	200							
Private Property Access	500							
Bleams	75							
Road 101	80							
Line 33	50							
Private Property Access	1000							

Note1: Some questionnaires noted "too many to count" or "millions". This information is not included above.
Note 2: Several questionnaires were returned with no response to this question.

9. Additional Suggestions / Comments

Additional Suggestion / Comments	
1	<p>I appreciate you undertaking this survey and hope that you will also work with local farm equipment dealers to estimate size/weight of equipment if you get a low response rate. They can supply you with a wealth of information as well as existing use on the future plans for implements. I think you need this as a bench mark.</p> <p>E.g. Zehr Brothers, 2 dealerships in Tavistock, Local OMAT operators would be able to id the types of equipment used in this area.</p>
2	<p>Leave Line 34 2 lanes wide with 80 km/h.</p> <p>Construct Line 37 to be two lanes at 80 km/h for north route going west and north-west.</p> <p>Construct Line 33 two lanes wide 80 km/h for south route going west and south-west.</p> <p>Construct a round-about circle at 7&8 and Wilmot-Easthope Road with destination signs there.</p> <p>And we have 6 lane road into Stratford for a very long time.</p> <p>There should be very little interruption to any one or services.</p>
3	<p>Slope of shoulders.</p> <p>Keep signs and mail boxes back so you don't have to weave around them.</p>
4	<p>Use the land you bought in 1962 for a four lane. Put a turning lane in Shakespeare and leave the rest alone!!!!</p>
5	<p>We have 4 farm operations with livestock on Line 32 and 1 on Road 125 in the Elise Ward.</p> <p>Our grain handling facility is located on Line 32. All of our grain from hundreds of acres of farm land is brought in and out of here.</p> <p>I urge you not to use Side Road 125 for your route as it is the only low volume traffic road suitable for farm equipment to move north and south of highway 8 to Ellise Ward.</p> <p>Road 135 goes direct into Sebringville. Road 130 does the same.</p> <p>O'Loane Avenue has multiple subdivisions on it.</p> <p>This leaves area farms with only Road 125 to use as a north south route.</p> <p>We have hundreds of acres that need to be accessed from Road 125 from Line 32 to Line 42.</p>
6	<p>The road that you think are safer and faster are more dangerous for farm equipment to travel on because of their size and slower speed. If you were ever to drive a tractor on the road you would see that the traffic is only concerned about getting around and don't even pay attention to the turning lights on equipment.</p>
7	<p>How can MTO have restricted access on the road east of Stratford for farmers and then come through on of the busiest roads with so many access to so many business. This does not make sense for a less congested route.</p>
8	<p>Instead of a proposed route going up Perth Road 125 leave as Perth Road 130. All that is needed is a yield lane from Line 32 on to Perth Road 130. Instead of impacting farmers houses and buildings there is vacant land and dump on Road 130.</p> <p>Also, City is expanding to the west (residential area) thinking ahead Perth Road 130 make more sense as part of corridor rather than Road 125.</p> <p>In Stratford need turning lanes e.g. Lorne Avenue to Downie Street often backs up with traffic trying to turn left onto Downie from Lorne.</p> <p>Speed limits need to be reduced - road is used by vehicles speeding on their way out of Stratford.</p>
9	<p>Use stop lights at intersections.</p> <p>Put more rail cars on railroads and less trucks on road.</p>
10	<p>We cross the highway up to 20 times per day during peak season.</p> <p>So now that you have asked the questions give me a response not an overall response but to my specific situation.</p> <p>Please, nothing personal but appreciate its my life at stake. My wife and I worked all our lives and put everything into the farm and bingo, in 1 strike - what now? Today? Decisions?</p>
11	<p>For our farming business we need an easy access anytime of the day. Due to fire safety, animal health care, trucking, manure management, animal management our business requires us to visit the barns several times a day.</p> <p>We strongly suggest an access for our livestock business onto the highway for road trucks (feed and grain and livestock trading) due to the weight and separate 'access only' road for farm equipment.</p>
12	<p>Need a turning lane.</p>
13	<p>Large shoulders.</p>
14	<p>If this highway should be widened a new laneway will need to be supplied and installed from xxxx Line 34 to xxxx Line 34.</p> <p>There is no possible way to travel on a four lane highway with the equipment we use to operate both farms. We could not enter or exit these properties with a motor vehicle or equipment.</p> <p>A large portion of our land would be used to put in a new railway bridge and four lane highway.</p>
15	<p>Highway #8 should not be changed between Stratford and Sebringville. If it is made into a 4 lane highway it will be impossible for us to carry on with our day to day agriculture business. The by-pass should continue along Line 33 up to Perth Road 130.</p>
16	<p>Where I cross at Perth Oxford Road 101 and Highway 7&8 there is a traffic light which makes for a safe crossing.</p> <p>However, my concern with the increased heavy truck traffic on this route, transports need adequate warning of the lights changing especially east bound coming down the hill approaching Peel Street there should be warning lights which would be activated to warn drivers long before they get to the lights of a change.</p> <p>There is such a warning coming west bound on 7&8 as you approach Nafziger Road and that certainly gives drivers lots of notice the lights will change. I believe this would certainly benefit and be much safer for the increased traffic.</p>

Additional	
17	<p>There is "no" safe solution to proposing a four lane highway that will require the transport of farm equipment. The only solution is a limited access highway away from the existing route. The proposed route will make it impossible to cross the highway (north to south and vice versa).</p> <p>This equipment is extremely large and lumbering and a significant amount of time is required to get this equipment up to speed from a standing stop. With this in mind, attempting to dart across four lanes of high speed traffic will be virtually impossible.</p> <p>I anticipate that it will be extremely difficult entering either farm property with passenger vehicles let alone tractors, sprayers, combines etc. With this in mind, a separate service road designated for farm equipment only would be required but in my opinion not practical.</p> <p>Attempting to make the stretch of highway between Shakespeare and New Hamburg 4 lanes is not logical when you consider that AECOM proposed other portions of the route to be away from farm residential properties/communities ... i.e. diverting between Shakespeare and Stratford. Following the train tracks from New Hamburg to Shakespeare does make sense to me despite the fact it will dissect my farm in half ... it would provide safer travel for commuters and farmers.</p>
18	<p>Put up signage to warn motorists of heavy equipment.</p> <p>Shoulder width should be at least 20 feet wide</p> <p>I personally still believe the bypass should be south of Stratford completely i.e. Gibb Road to Side Road 125, going down Lorne Avenue through the south edge of town seems like a poor decision to me. From Line 29 take an angle from #7 to SR 111 then follow the tracks past Shakespeare.</p> <p>As far as the green space goes plan a bunch of trees along the highway.</p>
19	<p>The property is currently farmed as cash crop and also has some forest for lumber. We currently actively use two entrances off Perth Line 33 and want to maintain these entrances for access in the future.</p> <p>In terms of design of the new road, we would like it to have a wide shoulder to accommodate movement of farm equipment.</p> <p>We would also like level crossings at existing entrance points onto the property.</p>
20	Must have access to new road at Road 110 off Line 33 to get to land
21	<p>I am very concerned about my access to land off of Road 109 and land on 110.</p> <p>The value of my whole operation has been now greatly depreciated because of this 4 lane route cutting through my property.</p> <p>The only recommendation I have is upgrade existing Highway 7&8</p>
22	<p>We need wider shoulders.</p> <p>Designated spots for agriculture to cross.</p> <p>Signage that agriculture equipment uses this road.</p>
23	<p>I live on the old highway where you want to put the new highway! So for agriculture equipment it would be nice to have wide shoulders but that means that you will have to come closer yet to my front door which already is within 50' of the road.</p> <p>You have made a great mistake in keeping this section of highway on the old road between Shakespeare and New Hamburg. This is the most congested section of road between Stratford and Kitchener and you decided to keep this new highway on this most deadly section complete with agriculture equipment. What A HUGE MISTAKE.</p> <p>No type of safety and road design can overcome these problems so what are you going to do??</p> <p>The people left on this section of the highway feel like they have been ignored. You have not addressed the fact that we are farmers but also we live right on the highway which means yes we need safe access for equipment which is occasional and seasonal BUT we also need safe access off and on the road for driveways daily. How are you to provide satisfaction for us left on this section?</p> <p>Please do not continue to ignore us. This section of highway will be the only section from Kitchener to Stratford that will have all these private driveways trying to get off and on a very busy highway. Drivers will not expect it which will once again make for unsafe conditions.</p>
Follow up letter	<p>From an agricultural perspective it would be great to have wide shoulders for equipment to move freely but from a residence point it would not because that would bring the road closer to homes that already are too close to the hwy. In this section of highway there are at least 12 homes where there front doors are within 200' of the highway. So you are asking those left on this section of highway to accommodate 30,000 cars per day plus agriculture equipment how is this possible?</p> <p>This section of highway historically has been one of the most deadly sections between Kitchener and Stratford. So now you are planning to make it 4-5 lanes wide plus designing for agriculture equipment, plus having 30 plus private driveways accessing this section all within less than 7km. You will have traffic flowing freely and almost unobstructed except through this most deadly and congested section, this makes no sense. If I were building anything along this highway there would be minimum distance to abide by these rules for minimum distance should apply for a new highway giving people along this route proper distance from the road. Over 40 years ago MTO and there advisors convinced everyone that they needed to have access to there land west of Shakespeare to Stratford so they bought a swath of land rebuilt houses and disrupted people lives in this area. Today MTO is not going to use this land, what kind of professional planning is that?. 40 years ago you had the common sense to have houses move away from a perspective highway but today you want us to accommodate a major highway plus farm equipment plus safety issues plus noise plus pollution plus land value loss. How is this fair to those left on the highway between Shakespeare and New Hamburg.</p>
24	<p>Need to be able to access suppliers on and across Highway 7&8 north of us.</p> <p>We use the route a lot, Road 111 -> Highway 7&8.</p> <p>Crossing highway is scary now because of volume increased volume for old highway or new highway is a concern (111 at Highway 7&8 is currently 4 lanes).</p> <p>With a long or heavy load it takes some time to actually get all the way across the road safely.</p>
25	<p>I am a land steward / owner / farmer - forty year history operating in the catchment area of the 7&8 corridor proposed changes.</p> <p>Information being released now gives a clear indication we are seeking to justify a need - resulting in the wrong decisions for this agricultural communities future.</p> <p>I observe agricultural movement patterns have changed in recent decades. Using the comparison of one hundred farmers with frequent small machinery movements vs. ten farmers with less frequent large machinery movements.</p> <p>Manufacturers - machinery owner/operators seem to have the identification and movements at a high standard.</p> <p>Minimal - cost effective upgrades to existing travel routes combined with improved maintenance (which has declined sine privatization of these responsibilities) could be a suitable approach.</p>

	Additional
26	Keep status quo: 4 lanes down to 2 through town (Shakespeare) out to 4 again. US does this all the time, I've driven US a lot.
27	Extra wide shoulders that don't really slope. Deep ditches, rollover danger
28	<p>Tractor and sprayer operate in tandem total length 9.59m, sprayed is fully loaded at 3520kg. Tractor and 2 wagons drawn in combination total length 15.08m each wagon will typically carry 10mt of grain in addition to it's own weight (?)</p> <p>www.gerbergravityboxes.com newest models are not shown on site www_jm-inc.com fort recovery Ohio sell many grain carts (bigger) and gravity wagons.</p> <p>Manufacturers do intend to keep developing larger capacity equipment. Does this translate into larger road transport dimensions. I don't know likely yes.</p> <p>My frequent crossing point is at Hwy 7 and L29, within the scope of this study area. Numerous other agricultural producers cross this intersection while travelling L29. Crossing two lanes here as opposed to four can be done in less time and thus more safely. Especially for longer combinations of equipment two lanes crossing two lanes would be preferred.</p>
29	Drivers are sometimes very impatient and take passing risks. Therefore shoulders that can accommodate farm equipment increase highway safety. In 50% of highway crossings, we do at a driveway instead of a road intersection. We need to learn to co-exist with traffic. Perhaps signage telling drivers that large farm machinery also use this roadway would create awareness.
30	We continue to maintain the proposed 7/8 corridor around Shakespeare, through farmland west of Shakespeare, and connecting to Line 33 is unnecessary, economically unsound, and very detrimental to the quality of life valued by all rural residents. In our view Hwy 7/8 west of Shakespeare should be upgraded using land already owned by MTO. This will provide 2 to 4 lane access to the east end of Stratford. If the city of Stratford wants a bypass, let them use existing and dormant land within city limits for this purpose. Let the city of Stratford pay for the upgrade of Lorne Avenue from Romeo St to Erie St. Many of the homes on Line 33 between Line 110 and Romeo St are already close to the road. Widening Line 33 in this area would introduce traffic, noise and air quality problems for all residents and in particular those located close to the road. We feel rural residents shouldn't have their quality of life destroyed to satisfy the desires of the adjacent urban center.
31	The safety solution is NOT to extend the 7/8 to 4 lanes. Instead, pave Line 33 and make it the truck route and pave Line 37 from Stratford to New Hamburg/Baden. This questionnaire does not inquire bus safety for our children getting on/off school buses. Will we be getting a questionnaire regarding our thoughts on 4 lanes of traffic stopping safely for a school bus?
32	shoulder width 15-20 ft
34	We are not farmers we have no large equipment issues or manure management needs. We own and that is on the section of Line 33 that is on the selected route. We will be greatly impacted by this highway. All this talk of road expansion will greatly affect our property value. While we have no intention of selling the property, looking to the future, one never knows and we fear we would be hard pressed to find a buyer for this property with the spector of a 4 lane highway being developed on our front yard. We have no large group of people behind us to make our voice heard, there are only a few home owners affected here on this section of Line 33 and we fear we are collateral damage.
35	I think that there should be no more agriculture land used. If anything stay on roads that are already roads.
36	It has been 50 years since the land was purchased along highway 7/8, for a four lane where the hell is it?!?!? What a waste of money and land? Why would anyone with a brain (don't need our engineer degree) want to destroy more farm land for a new highway. That is not required?!?!? It would be really, really dumb and stupid to put another major highway smack dab in the middle of Line 34 (Hwy 7/8) and Line 33! Anyone who thinks we need a new highway needs brain surgery!?!? Where are your next meals coming from, antique stores and old houses in Shakespeare I don't think so!?!? Farmland is a hell of a lot more precious and valuable then that! Just use common sense!
37	We will continue to require safe and convenient crossing of 7/8 at Road 107 in Shakespeare. We would risk losing our custom operators (several of whom live in N East Hope) if this crossing was closed. We also ship livestock more than monthly which cross 7/8 at Road 107.
38	With respect to our operations and safety we suggest you scrap this selected route alternative and revisit using the existing highway 7/8.
39	I would like to know why 2 lanes going west could not go around Shakespeare to the north starting east of Shakespeare and rejoining the old highway west of it. You could make the old highway into 4 lanes until east of Stratford.
40	Suggestion: A 4 lane highway to be built for regular traffic with a 6' shoulder on each side and then a extra tract lane 12' wide with a 6' shoulder on the outside. This lane should be for the farmers, farm equipment and farm trucks and the driveways going off the property. Most important there is the school bus stopping at almost every driveway north and south and farm equipment tractors. Trucks going in and out of the driveways space is to be considerate and to slow down and turn. Two 6 lane overpass's between Road 1 and 106, one at road 1 and one at road 6, 2 fly-over's with 2 lanes one at the side Road 102 and one at the side Road 104.
41	Highway 7/8 should have the shoulders widened and paved for extra safety! A third lane should be installed to act as a turning lane! A new road is not necessary! In the last 50 years since the property was purchased on for a four-lane along highway 7/8, a lot has changed. Machinery was smaller than it is now, and you talk about the future, well who knows if the machinery will get even bigger. If so then your newly proposed roads and cutoffs would be outdated already. In the past 50 years, combines have really gotten bigger (18' is big) but they might get to be 25' in width, then what! Our land is rented out, so you have to think of the people farming it now and in the next 10 years!
42	<p>We will be using intersections at 111 and 110 on the new route many times a year. Merging on and off at 110 (a curve in the new road) will be risky for all, but this will have to be an access point. Shoulders of the road need to be wider then current 7/8, very low grade, signs and mail boxes need to be set back to prevent us from swerving into traffic to avoid a collision. Signs indicating that slow moving vehicles use this road should be placed at many locations on this road.</p> <p>I feel the questions on page 2 are flawed and will prevent the study from getting input from many who miss understand the "Existing Highway" statement and not reply.</p>
43	<p>Shoulders need to be wide enough to be on completely. Otherwise it is safer to use roadway. Shoulders needs to be of similar slope as road surface and need to be packed level and graded regularly with smooth transitions at laneways and roadways as tractors can approach 40 km/h. Shoulders should continue over and under bridges so that equipment doesn't have to merge with traffic when traversing.</p> <p>Signage must also be at least 3 feet off of the shoulder so wide hanging equipment doesn't have to swerve around them.</p> <p>Note to the Project Team: a lot of land along 7&8 is run as cash crop and by farmers who run their operations outside of the study area and who may not have receive this questionnaire. Their operations would be affected by this route.</p>
44	<p>Need to be able to cross highway at 104 and 102, extra distance to cross elsewhere creates a significant burden in terms of time</p> <p>Need to access farms along 7&8 with agricultural machinery.</p>
45	Widen 7&8, add a passing lane and leave foodland to grow food.