

## OVERVIEW OF EVALUATION PROCESS FOR PRELIMINARY DESIGN ALTERNATIVES

The evaluation of highway cross section and intersection treatment alternatives will be conducted on a segment by segment basis using the “reasoned argument approach”. The reasoned argument approach presents the trade offs between various evaluation factors, sub-factors, criteria and indicators. For each segment, only those evaluation criteria that reflect the environmental conditions applicable to the segment will be utilized.

The preferred alternative east of Stratford is in part dependent upon the preferred alternative for the Stratford area.

The proposed evaluation process and associated factors, sub-factors, criteria and indicators are documented in Report I: Generation of Preliminary Design Alternatives for Provincial Roadways which is available on the study website, at local municipal offices and at local libraries for public review and comment.

The results of the assessment and evaluation of the Preliminary Design Alternatives will be presented at PIC #6 for public review and comment.

## NEXT STEPS

Following PIC #5, the Study Team will:

- Review and respond to comments received through the PIC #5 consultation process
- Refine the Preliminary Design Alternatives and the process for their evaluation taking into consideration the input received
- Evaluate the Preliminary Design Alternatives and identify a Preferred Preliminary Design Alternative
- Finalize the preliminary design for the Recommended Plan
- Prepare for PIC #6, tentatively scheduled for Spring 2013
- Prepare the Transportation Environmental Study Report (TESR) for filing in late 2013

## 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.

All stakeholders and interested members of the public who are on our contact mailing list will receive a mailed invitation to attend PICs. If you are new to the area or know someone who would be interested, please contact the study team. Please watch for upcoming information on the study website.

## STUDY CONTACTS

### Ms. Brenda Jamieson, P. Eng.

Consultant Project Manager

AECOM  
300 Water Street  
Whitby, ON L1N 9J2

Tel: Toll Free 1-866-921-9268  
Fax: (905) 668-0221  
Email: [projectteam@7and8corridorstudy.ca](mailto:projectteam@7and8corridorstudy.ca)

### Mr. Charles Organ, C.E.T.

Project Manager  
Ministry of Transportation - West Region  
Planning & Design Section  
659 Exeter Road  
London, ON N6E 1L3

Tel: (519) 873-4591, Toll Free 1-800-265-6072  
Fax: (519) 873-4600  
Email: [projectteam@7and8corridorstudy.ca](mailto:projectteam@7and8corridorstudy.ca)

# HIGHWAY 7&8



Ministry of  
Transportation

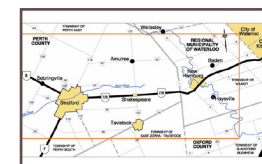
TRANSPORTATION CORRIDOR PLANNING & CLASS EA STUDY

## 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 strategy to address the identified transportation needs and prepare a preliminary design for the provincial roadway components of the recommended plan.

This is the seventh in a series of newsletters that are being 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.

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## STUDY UPDATE

Public Information Centres (PICs) are scheduled at key points throughout the EA process to provide opportunities for public and stakeholder input. To-date, seven rounds of PICs have been held.

At the last round of PICs (PIC #4), held in January 2011, MTO presented the assessment and evaluation of route alternatives and the preferred route alternative for Highway 7&8 within the study limits. In consideration of the comments and input received, the preferred route alternative was confirmed as the selected route in Spring 2011.

In Spring 2011, preliminary design, which involves defining the selected route in greater detail, was initiated.

To support the preliminary design process, additional consultation was undertaken with the agricultural community in the form of an Agricultural Operations Questionnaire which

was distributed in January 2012. The results of the Agricultural Operations Questionnaire are documented in the Agricultural Operations Questionnaire Summary Report, available on the study website.

A range of Preliminary Design Alternatives for the highway cross section and intersection treatments have been generated and are being presented at PIC #5 for public review and comment. In recognition of the varied environment and transportation requirements along the selected route, the study area was divided into eight segments for the development of Preliminary Design Alternatives, as shown on the plan on pages 2 and 3.

The Preliminary Design Alternatives are documented in Report I: Generation of Preliminary Design Alternatives for Provincial Roadways which is available on the study website, at local municipal offices and at local libraries.

## SHAKESPEARE NORTH BYPASS ALTERNATIVE

The Shakespeare north bypass alternative is being re-examined in response to the municipal stakeholder request to examine in greater detail the route alternative that uses existing Highway 7&8 west of Shakespeare via a north by-pass of Shakespeare, and a segment of Road 110 as the linkage from existing Highway 7&8 to Lorne Avenue. To accomplish this, preliminary

design alternatives have been developed for the north bypass route at the same level of detail as the preliminary design alternatives which have been developed for the previously selected south bypass route. The preliminary design alternatives for both bypass routes will be collectively evaluated with the preliminary design alternatives for the rest of the corridor.

VISIT OUR STUDY WEBSITE FOR UPDATES  
AND NOTICES OF EVENTS [www.7and8corridorstudy.ca](http://www.7and8corridorstudy.ca)

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

[www.7and8corridorstudy.ca](http://www.7and8corridorstudy.ca)



PRELIMINARY DESIGN ALTERNATIVES

Segment A

Cross Section Alternatives

- 2 lanes, with or without a continuous two-way centre left-turn lane

Intersection Treatment Alternatives

- Signalized intersection, with and without channelization
- Unsignalized intersection with stop signs on crossing road
- Roundabout

Segment B

Cross Section Alternatives

- 2 lanes, with or without a continuous two-way centre left-turn lane

Intersection Treatment Alternatives

- Unsignalized intersection with stop signs on crossing road
- Cul-de-sac at Montieth Avenue and Linton Avenue

Segment C

Cross Section Alternatives

- 4 lanes, with continuous two-way centre left-turn lane or raised median

Intersection Treatment Alternatives

- Signalized intersection
- Roundabout
- Cul-de-sac at Dunlop Place and Scott Street

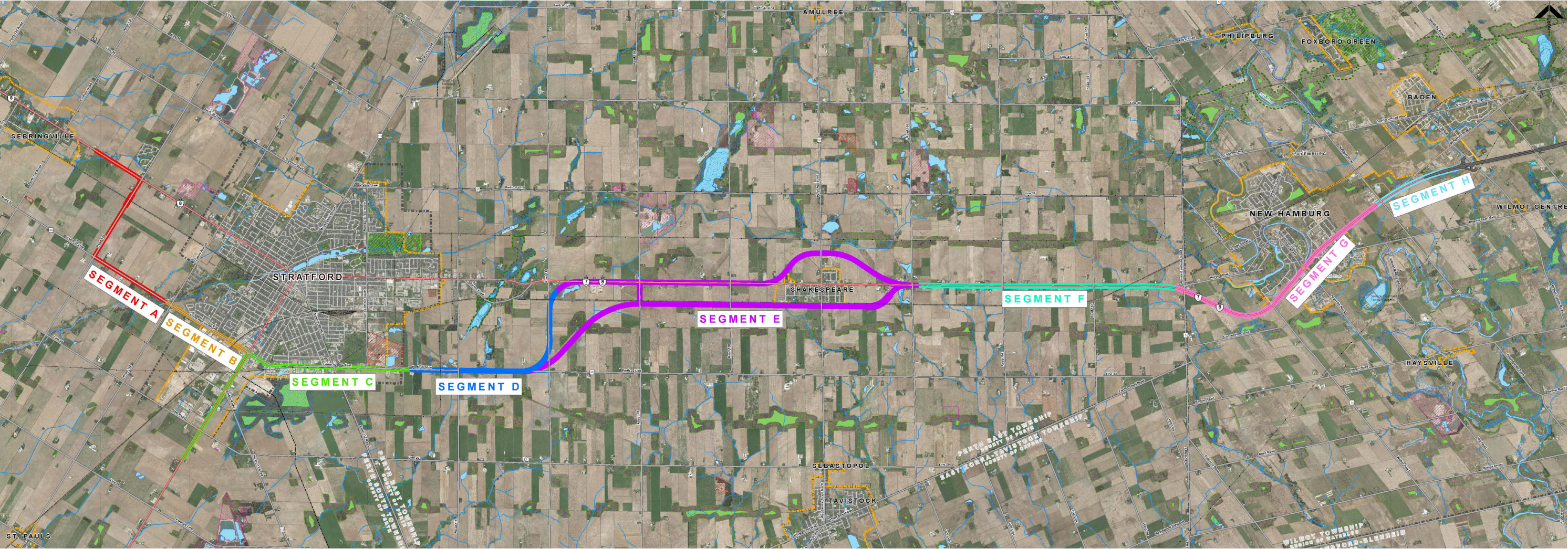
Segment D

Cross Section Alternatives

- 4 lanes, with continuous two-way centre left-turn lane

Intersection Treatment Alternatives

- Signalized intersection
- Roundabout



Segment E

Cross Section Alternatives

- 4 lanes, with 7 m median

Intersection Treatment Alternatives

- Signalized intersection, with or without channelization
- Unsignalized intersection with stop signs on crossing road
- Roundabout
- Grade separation (no highway access)
- Modified access to Shakespeare

Segment F

Cross Section Alternatives

- 4 lanes, with continuous two-way centre left-turn lane

Intersection Treatment Alternatives

- Unsignalized intersection with stop signs on crossing road
- Grade separation (no highway access)

Segment G

Cross Section Alternatives

- 4 lanes, with 7 m median
- 4 lanes, with 6 lanes from west of Peel Street to east of Hamilton Street, with 7 m median

Intersection Treatment Alternatives

- Signalized intersection
- Interchange
- Right in / Right out intersection at Walker Road
- Cul-de-sac at Victoria Street

Segment H

Cross Section Alternatives

- 4 lanes, with 7 m median

Intersection Treatment Alternatives

- Interchange