

HIGHWAY 7&8

TRANSPORTATION CORRIDOR PLANNING & CLASS EA STUDY



Ministry of
Transportation

Welcome to Public Information Centre (PIC) #5

Highway 7&8 Transportation Corridor Planning and Class Environmental Assessment Study

Wednesday, July 25, 2012

Shakespeare & District Optimist Hall
3976 Galt Street, Shakespeare

Thursday, July 26, 2012

Stratford Rotary Complex, Community Hall B
353 McCarthy Road, Stratford

Wednesday, August 15, 2012

Wilmot Recreation Complex
1291 Nafziger Road, Baden

5:00 p.m. to 9:00 p.m.

Brief presentations at 5:30 p.m. and 7:30 p.m.

Welcome!



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- Please sign in.
 - Please indicate if you would like your name to be added to the study mailing list to receive updates and information regarding the study and invitations to future public involvement events in your area.
- Comment sheets are available to record your comments and suggestions.
- Materials available tonight:
 - PIC reference materials – study reports / plans, background materials
 - Handouts – study newsletter

Public Information Centres (PICs) are held at key stages of the Class Environmental Assessment (EA) Study. PICs are held to provide stakeholders with the opportunity to be engaged in the process through interaction with the study team and the submission of comments.

Purpose of PIC #5



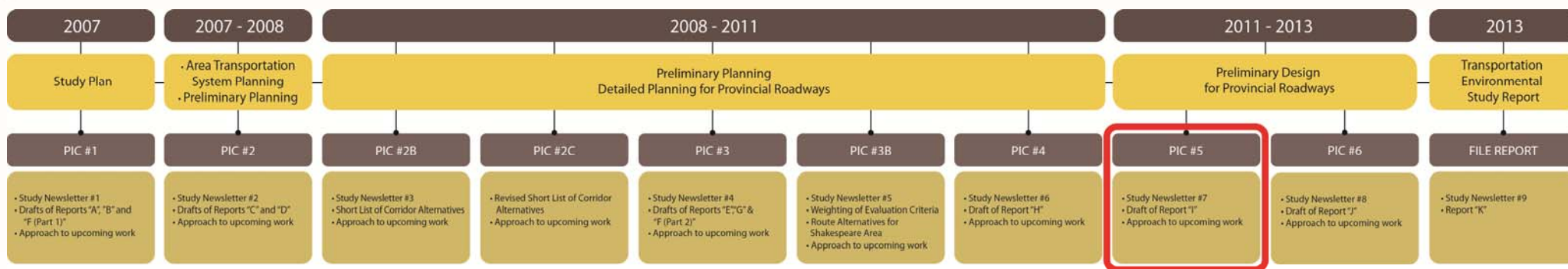
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- Provide update on Highway 7&8 Transportation Corridor Planning Study
- Provide update on Study Process and Schedule
- Present and obtain information and input on:
 - Preliminary Design Alternatives
 - Evaluation Process and Criteria to be used to identify a preferred Preliminary Design plan
 - Next steps in the EA process
- The above noted material is draft and subject to change as a result of new information and comments provided by stakeholders. Following the review period, all comments received will be considered in finalizing the draft material.

Overview of Study Process



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Submission date for comments is September 28, 2012

Minimum Review Periods for Study Reports

60-day Review Period for Milestone Reports

- Report A: Study Plan for Technical Work, Outreach and Consultation
- Report D: Area Transportation System Alternatives
- Report E: Transportation Corridor Needs Assessment
- Report H: Selection of Detailed/Route Planning Alternatives for Provincial Roadway
- Report J: Selection of Preliminary/Concept Design Alternatives for Provincial Roadway
- Report K: Transportation Environmental Study Report

30-day Review Period for Working Papers

- Report B: Overview of Transportation, Land Use and Economic Conditions within Analysis Area
- Report C: Area Transportation System Problems and Opportunities
- Report F: Environmental Conditions and Constraints
- Report G: Generation of Detailed/Route Planning Alternatives for Provincial Roadway
- Report I: Generation of Provincial Roadway Preliminary Design Alternatives

Outreach and Consultation



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Outreach and Consultation are a major component of the Study.

Study Background



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Transportation, Land Use and Economic Conditions in Analysis Area (PIC #1)

- Comprehensive overview of existing conditions
- Identification of transportation problems and opportunities
- Identification of environmental conditions and constraints



Analysis Area

Generation and Assessment of Area Transportation System Alternatives (PIC #2)

- Individual transportation planning alternatives do not address identified problems and opportunities

Individual Alternatives



- Two combination alternatives carried forward for further review
 - Combination Alternative 3 (transportation demand management (ridesharing / telecommuting) plus transit plus widen existing Highway 7&8)
 - Combination Alternative 4 (transportation demand management (ridesharing / telecommuting) plus transit plus local by-passes or new highway corridor)



Combination Alternatives

- Note: With respect to potential transit improvements, GO Transit is planning to extend rail service to the Kitchener-Waterloo area, with a layover site for trains located in Baden. VIA Rail has also indicated they have future plans to increase their rail service within the existing railway corridor south of Highway 7&8.

Study Background Cont'd...



Corridor Alternatives (PIC #2B / #2C / #3)

- Long List of Corridor Alternatives
- Screening Process (to screen out significantly less desirable corridors)
- Short List of Corridor Alternatives
- Refinements to Factors, Sub-Factors, Criteria and Indicators
- Comparative Evaluation of Short List of Corridor Alternatives
- Preferred Corridor Alternative
- Expanded Corridor in Shakespeare Area (alignment alternatives re-examined on a “route” rather than a “corridor” basis)

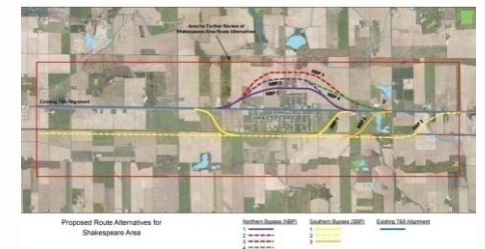


Preferred Corridor Alternative including area of expanded review of Shakespeare Route Alternatives

Route Alternatives (PIC #3 / #3B)

- Route Alternatives generated for various sections of Preferred Corridor
- Broader range of Route Alternatives generated for Shakespeare Area
- Refinements to Factors, Sub-Factors, Criteria and Indicators for route selection

Route Alternatives



Study Background Cont'd...



Preferred Route Alternative (PIC #4)

- Confirmation of Route Alternatives
- Assessment and Evaluation of Route Alternatives
- Identification of Preferred Route Alternative



Preferred Route Alternative

Agricultural Operations Questionnaire (Jan / Feb 2012)

- Objective: to obtain more specific information from agricultural producers to aid in the development of Preliminary Design Alternatives
- Three main components to questionnaire
 - Individual / property specific information
 - Travel routes across Highway 7&8
 - Travel routes along Highway 7&8
- 55 completed questionnaires received

The image displays three overlapping copies of the 'Agricultural Operations Questionnaire' form. The top-left form shows the header 'Highway 7&8 Transportation Corridor Planning and Design EA Study' and 'AGRICULTURAL OPERATIONS QUESTIONNAIRE January 2012'. It includes fields for Name, Address, City/Town, Postal Code, Lot/Concession, Phone #, and E-mail. Below this is the 'Individual / Property Specific Questions' section, starting with '1. Does your agricultural business use properties north and south of and/or along the selected Highway 7&8 route?' and '2. Which of the following does your agricultural business include?'. The bottom-right form shows the 'Travel Routes Across Highway 7&8' section, which includes a table for 'Crossing Road' and 'Crossings per Year', and another table for 'Entrance/Road to Hwy 7&8' and 'Trips per Year'. The bottom-most form shows the contact information section, including 'Please return your completed questionnaire and any attachments by February 5, 2012 to: Highway 7&8 Project Team, CD AECOM, 300 Water Street, Windsor, ON L9B 3G2, Phone: (519) 251-1000, Fax: (519) 254-0221, Email: agprojectteam@ec.gc.ca'.

Agricultural Operations Questionnaire

Preliminary Design



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Preliminary design involves defining the selected route in greater detail, including:

- ❑ Horizontal and vertical alignments
- ❑ Roadway cross section
- ❑ Right-of-way width / property requirements
- ❑ Crossing road treatments (interchanges; grade separations; signalized and unsignalized intersections; roundabouts)
- ❑ Drainage requirements (watercourse crossings, municipal drainage / tile drainage modifications, and a preliminary stormwater management strategy)
- ❑ Roadway lighting requirements
- ❑ Access management (number and location of intersections and private entrances)
- ❑ Mitigation measures (e.g. environmental protection)

Preliminary Design Cont'd...



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Preliminary Design Alternatives are generated when more than one method of implementing the proposed improvements is available with the objectives of capitalizing on transportation engineering opportunities, avoiding significant environmental features and/or minimizing design-related environmental impacts.

Preliminary Design Alternatives for roadway cross section and intersection treatments have been generated for review and comment at PIC #5. The Preliminary Design Alternatives will be comparatively evaluated following PIC #5 to select the preferred Preliminary Design Alternative.

Once the roadway cross section and intersection treatments are defined, Preliminary Design plans detailing the items noted on the previous panel will be generated and presented at PIC #6 for public review and comment.

Photo Examples of Highway Cross Section Alternatives



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Photo Examples of Crossing Road Intersection Treatment Alternatives



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Role and Function of Highway 7&8



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Highway 7&8 is a significant part of the overall provincial highway network. It plays a key role in linking larger communities and supporting economic prosperity across Ontario. The task of managing a sustainable provincial highway network includes planning for the future.

Roads are categorized on the basis of traffic mobility and land access which aids in the selection of required geometric design parameters for a roadway.

Highway 7&8 is classified as a Rural Arterial Highway with a Class III Special Controlled Access designation under the Public Transportation and Highway Improvement Act. The future plan for Highway 7&8 will maintain the current functional classification.

For a Rural Arterial Highway, the selected design criteria must achieve the following objectives:

- ❑ Accommodation of long distance / inter-regional traffic and local traffic needs
- ❑ High emphasis on efficient operations and public safety
- ❑ High level of uninterrupted traffic flow
- ❑ Number of access points (i.e. road connections and entrances) minimized and/or controlled to maintain long-term efficiencies
- ❑ Consistent arrangement of geometric design features that reinforce driver's confidence and expectancy

Guiding Principles for Generation of Preliminary Design Alternatives



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Preliminary Design Alternatives for the cross section and crossing road intersection treatments have been generated according to a set of Guiding Principles which were developed in consideration of key study area issues and concerns. The Guiding Principles include:

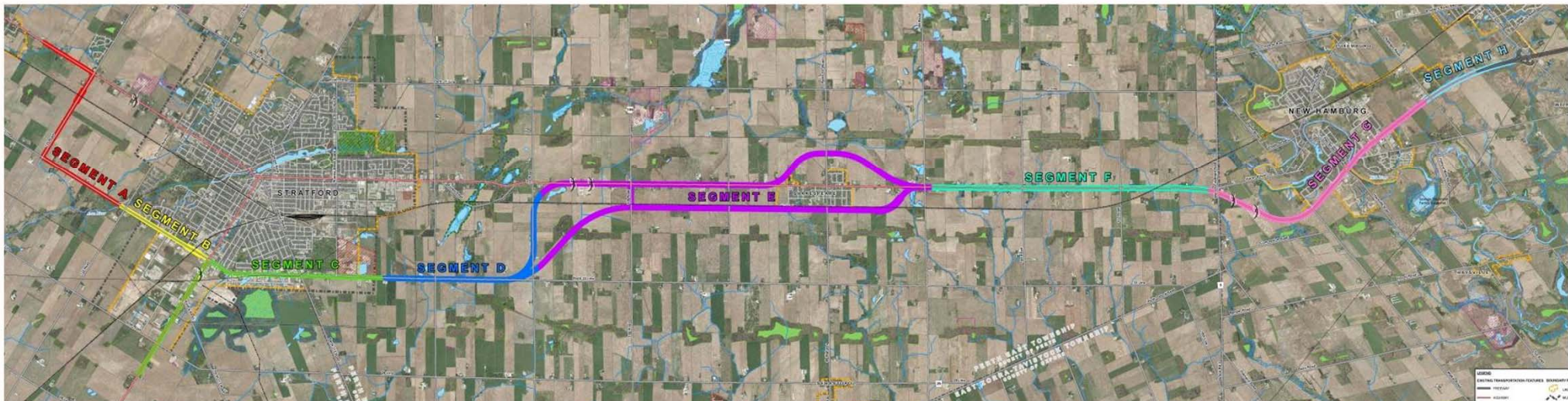
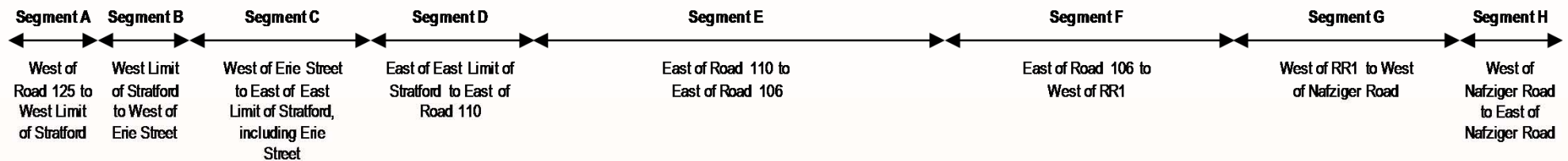
- ❑ Address study purpose to provide adequate long-term transportation capacity, and improved highway operation and safety
- ❑ Comply with applicable provincial highway safety and design standards for the functional classification of Highway 7&8
- ❑ Retain north/south connectivity for agricultural businesses and other local users along all major crossing roads
- ❑ Provide direct access from the new highway route to Shakespeare via Road 107 (all moves)
- ❑ Improve long-term access to New Hamburg and retain good access to properties in Stratford along the selected route
- ❑ Grade separate the highway at railway crossings
- ❑ Protect long-term operation along the new route segment east of Road 110 to west of Road 106 by prohibiting private entrances

Preliminary Design Alternatives



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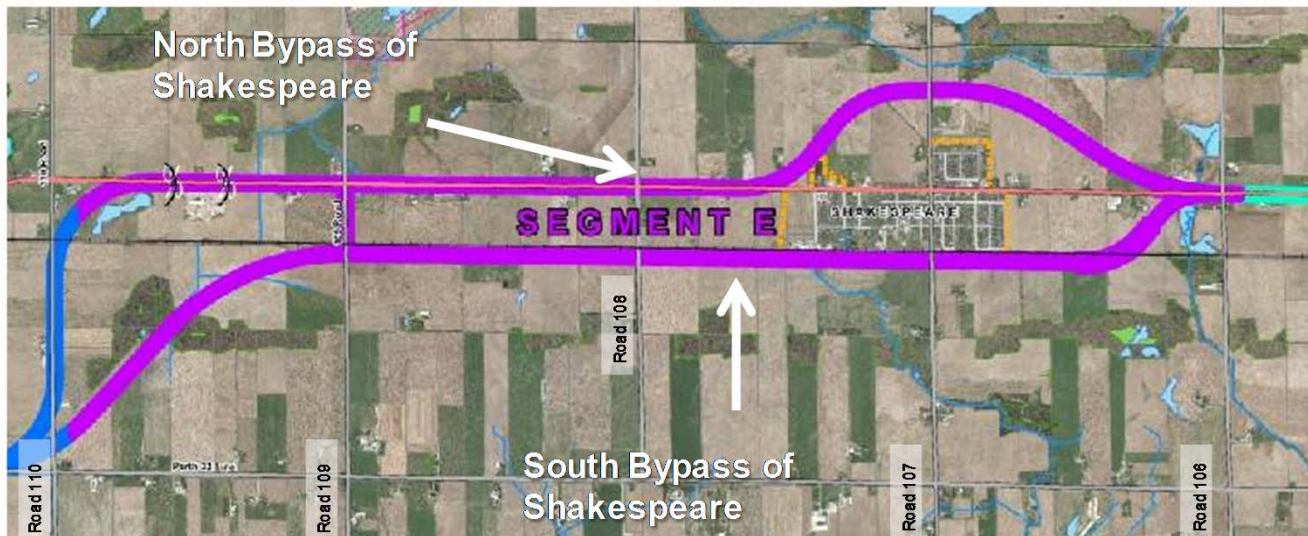
The study area was divided into eight segments as shown on the plan below for the development of Preliminary Design Alternatives.



Shakespeare North Bypass Route Alternative



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Bypass route, from east of Road 110 to west of Road 106

- ❑ In response to municipal stakeholder input, a route alternative that uses existing Highway 7&8 west of Shakespeare, via a northern bypass of Shakespeare, and which connects to Lorne Avenue via a segment of Road 110 is being examined in greater detail.
- ❑ For both the north bypass route and the previously selected south bypass route, a range of roadway cross-section and crossing road treatment Preliminary Design Alternatives have been generated and will be evaluated following PIC #5 to identify a preferred Preliminary Design Alternative and Recommended Plan for the entire study area.

Segment A Alternatives



West of
Road 125 on
Highway 8
to West
Limit of
Stratford on
Line 32



Cross Section Alternatives

For Highway 8 and Road 125

A1 / A2 / A3: Two lanes

A4 / A5 / A6: Two lanes, 5 m continuous two-way
centre left-turn lane

For Perth Line 32

A1 / A2 / A3 / A4 / A5 / A6: Two lanes

Crossing Road	Alternative Intersection Treatments			
	<i>Signalized Intersection</i>	<i>Signalized Intersection with Channelization</i>	<i>Roundabout</i>	<i>Unsignalized Intersection (stop signs on crossing roads)</i>
<i>Road 125 / Highway 8</i>	A1 / A4	A2 / A5	A3 / A6	Not Applicable
<i>Road 125 / Perth Line 32</i>	A1 / A4	A2 / A5	A3 / A6	Not Applicable
<i>O'Loane Avenue</i>	Not Applicable	Not Applicable	A3 / A6	A1 / A2 / A4 / A5

Segment B Alternatives

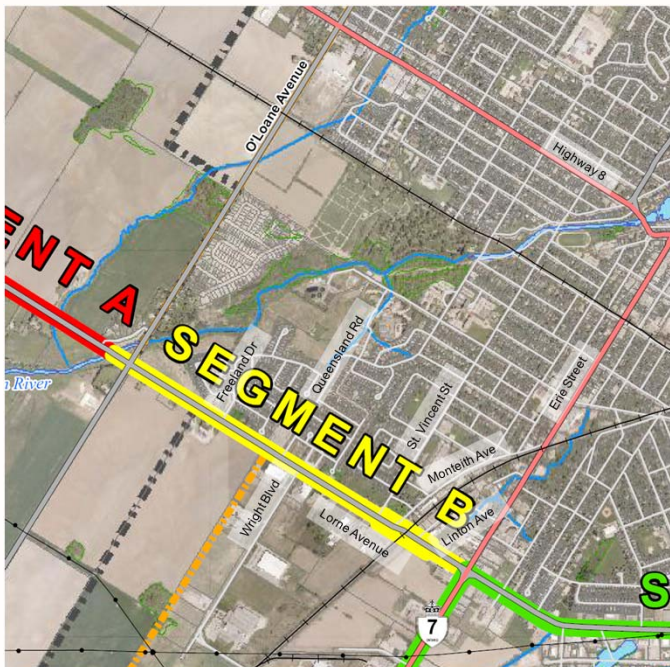


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Cross Section Alternatives

B1: Two lanes

B2: Two lanes, 5 m continuous two-way centre left-turn lane



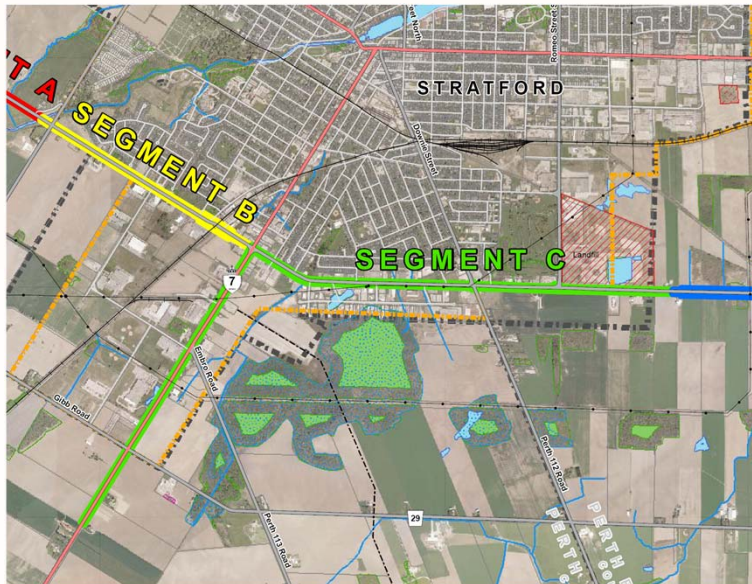
**Line 32, from West Limit of
Stratford to West of Erie Street**

Crossing Road	Alternative Intersection Treatments	
	<i>Unsignalized Intersection</i>	<i>Cul-de-sac</i>
<i>Freeland Drive</i>	B1 / B2	Not Applicable
<i>Queensland Road</i>	B1 / B2	Not Applicable
<i>Wright Boulevard</i>	B1 / B2	Not Applicable
<i>St. Vincent Street</i>	B1 / B2	Not Applicable
<i>Monteith Avenue</i>	Not Applicable	B1 / B2
<i>Linton Avenue</i>	Not Applicable	B1 / B2

Segment C Alternatives



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Lorne Avenue, from west of Erie Street to east of east limit of Stratford, including Erie Street

Cross Section Alternatives

C1 / C2: Four lanes, continuous two-way centre left-turn lane

C3: Four lanes, 5 m raised median

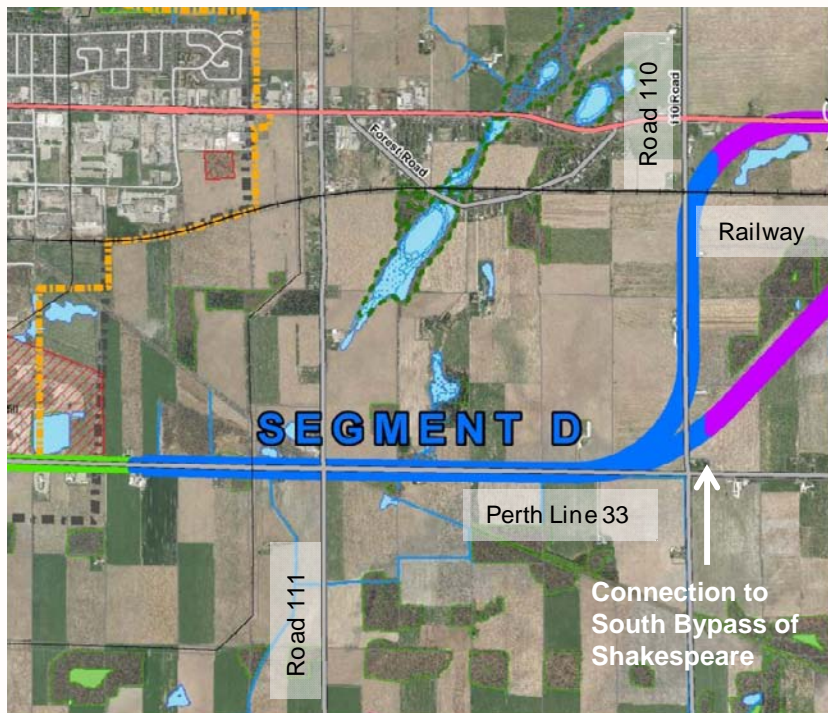
Crossing Road	Alternative Intersection Treatments	
	<i>Signalized Intersection</i>	<i>Roundabout</i>
<i>Erie Street / Lorne Avenue</i>	C1	C2 / C3
<i>Downie Street / Lorne Avenue</i>	C1	C2 / C3
<i>Romeo Street / Lorne Avenue</i>	C1	C2 / C3
<i>Embro Road / Erie Street</i>	C1	C2 / C3
<i>Line 29 / Erie Street</i>	C1	C2 / C3

Segment D Alternatives

Connection to South Bypass of Shakespeare



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Line 33, from east of east limit of
Stratford to east of Road 110

Cross Section Alternative

D1 / D2: Four lanes, continuous two-way centre
left-turn lane

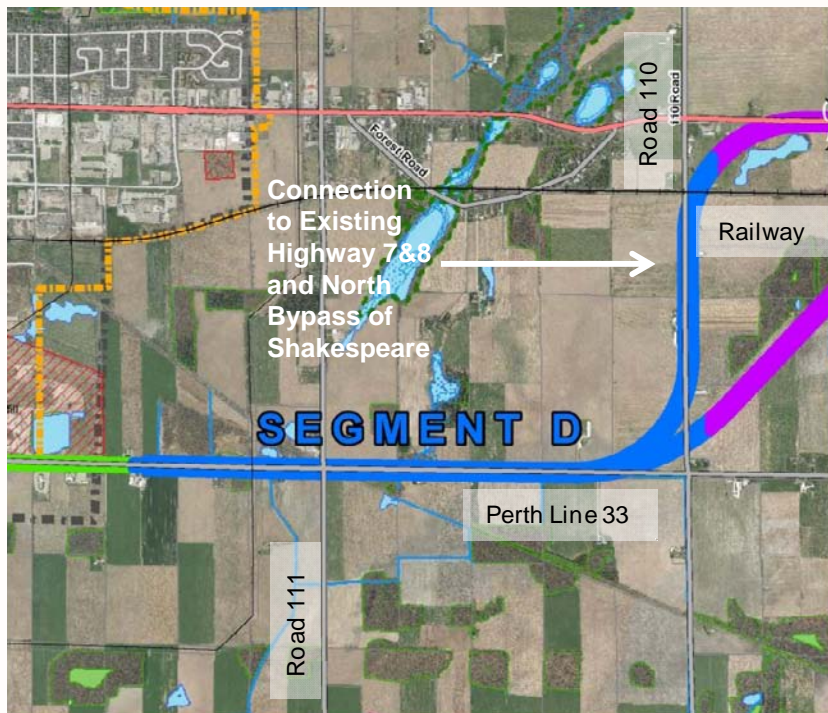
Crossing Road	Alternative Intersection Treatments	
	<i>Signalized Intersection</i>	<i>Roundabout</i>
<i>Road 111</i>	D1	D2
<i>Road 110 / Perth Line 33 Connection</i>	D1	D2

Segment D Alternatives

Connection to North Bypass of Shakespeare



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Line 33, from east of east limit of Stratford to east of Road 110

Cross Section Alternative

D3 / D4: Four lanes, continuous two-way centre left-turn lane

Crossing Road	Alternative Intersection Treatments	
	<i>Signalized Intersection</i>	<i>Roundabout</i>
<i>Road 111</i>	D3	D4
<i>Road 110 / Perth Line 33 Connection</i>	D3	D4
<i>Existing Highway 7&8 Connection</i>	D3	D4

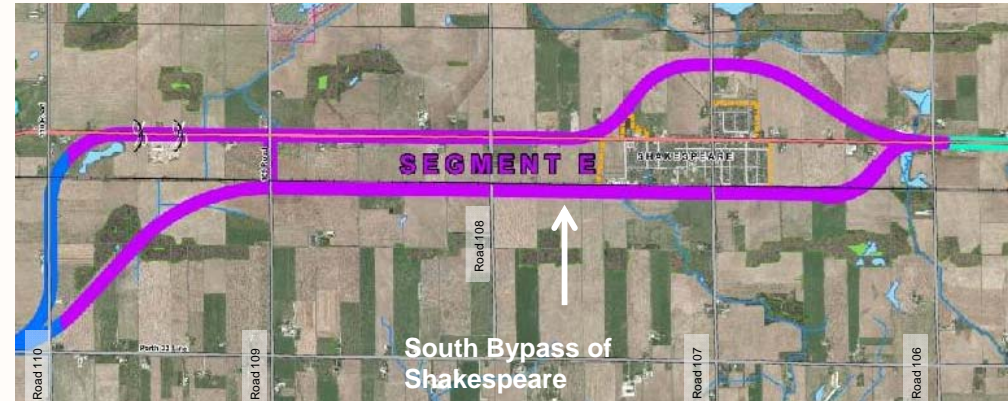
Segment E Alternatives

South Bypass of Shakespeare



Cross Section Alternative

E1 / E2 / E3: Four lanes, 7 m median



Bypass route, from east of Road 110 to west of Road 106

Crossing Road	Alternative Intersection Treatments					
	Signalized Intersection	Signalized Intersection With Channelization	Roundabout	Unsignalized Intersection (stop signs on crossing roads)	Grade Separation (no highway access)	Cul-de-sac / Westbound Slip Lane
Road 109 and New Highway 7&8	E1	E2	E3	Not Applicable	Not Applicable	Not Applicable
Road 109 and Existing Highway 7&8	E1	E2	E3	Not Applicable	Not Applicable	Not Applicable
Road 108	Not Applicable	Not Applicable	Not Applicable	Not Applicable	E1 / E2 / E3	Not Applicable
Road 107	E1 / E2	Not Applicable	E3	Not Applicable	Not Applicable	Not Applicable
Connection to Existing Highway 7&8 east of Shakespeare	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	E1 / E2 / E3
Road 106	Not Applicable	Not Applicable	Not Applicable	E1	E2 / E3	Not Applicable

Segment E Alternatives

North Bypass of Shakespeare



Cross Section Alternative

E4 / E5: Four lanes, 7 m median for new alignment section and continuous two-way centre left-turn lane for existing alignment section



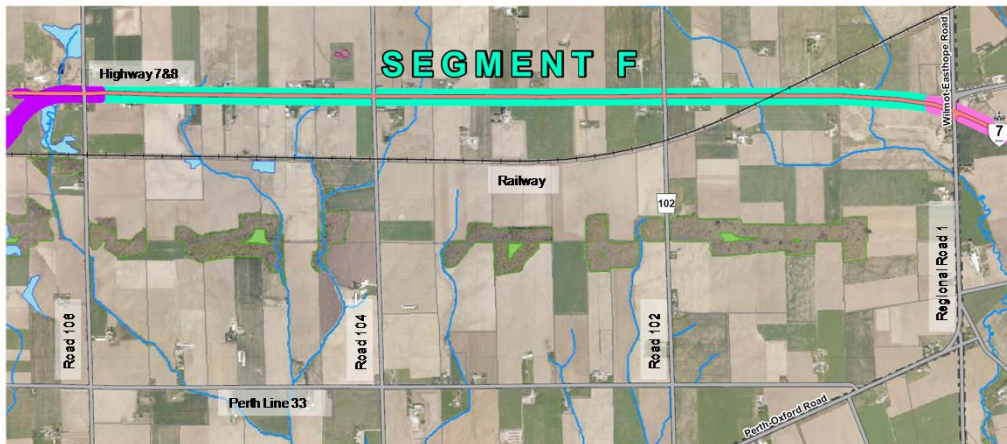
Bypass route, from east of Road 110 to west of Road 106

Crossing Road	Alternative Intersection Treatments				
	<i>Signalized Intersection</i>	<i>Roundabout</i>	<i>Unsignalized Intersection (stop signs on crossing roads)</i>	<i>Grade Separation (no highway access)</i>	<i>Cul-de-sac / Eastbound Slip Lane</i>
<i>Road 109</i>	Not Applicable	Not Applicable	E4	E5	Not Applicable
<i>Road 108</i>	Not Applicable	Not Applicable	E4	E5	Not Applicable
<i>Connection to Existing Highway 7&8 west of Shakespeare</i>	Not Applicable	Not Applicable	Not Applicable	Not Applicable	E4 / E5
<i>Road 107</i>	E4	E5	Not Applicable	Not Applicable	Not Applicable
<i>Connection to Existing Highway 7&8 east of Shakespeare</i>	Not Applicable	Not Applicable	Not Applicable	Not Applicable	E4 / E5
<i>Road 106</i>	Not Applicable	Not Applicable	E4	E5	Not Applicable

Segment F Alternatives



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Highway 7&8 from east of Road 106 to west of Regional Road 1

Cross Section Alternative

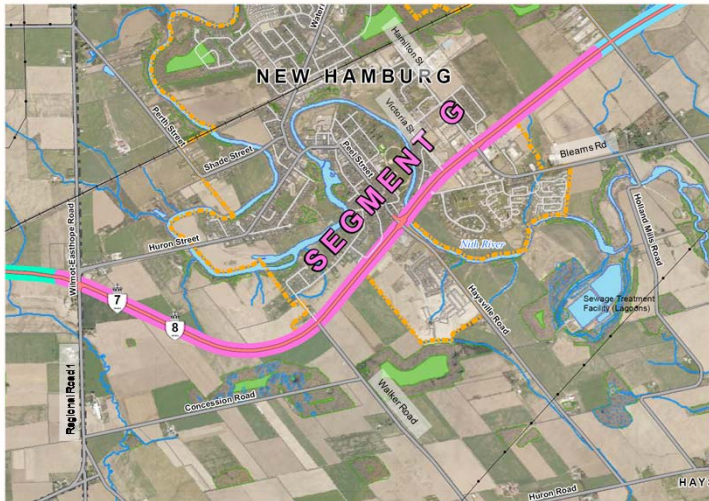
F1 / F2: Four lanes, continuous two-way
centre left-turn lane

Crossing Road	Alternative Intersection Treatments	
	<i>Unsignalized Intersection (stop signs on crossing road)</i>	<i>Grade Separation (no highway access)</i>
<i>Road 104</i>	F1	F2
<i>Road 102</i>	F2	F1

Segment G Alternatives



Highway 7&8 from
west of Regional
Road 1 to west of
Nafziger Road



Cross Section Alternatives

G1: Four lanes, with six lanes from west of Peel Street to east of Hamilton Street, 7 m median

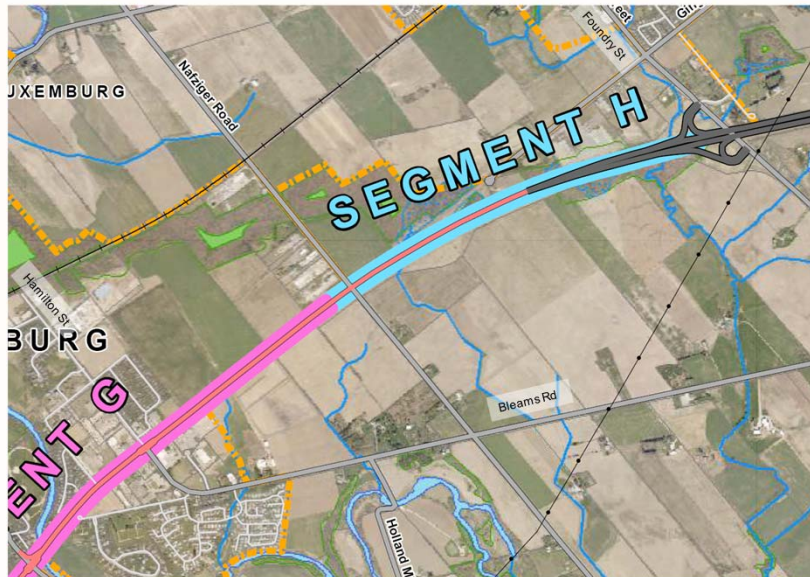
G2: Four lanes, 7 m median

Crossing Road	Alternative Intersection Treatments				
	<i>Signalized Intersection</i>	<i>Unsignalized Intersection (right in, right out)</i>	<i>Diamond / Buttonhook interchange Configuration</i>	<i>Parclo B2 / Buttonhook Interchange Configuration</i>	<i>Cul-de-sac</i>
<i>Regional Road 1</i>	G1 / G2	Not Applicable	Not Applicable	Not Applicable	Not Applicable
<i>Walker Road</i>	Not Applicable	G1 / G2	Not Applicable	Not Applicable	Not Applicable
<i>Peel Street / Haysville Road</i>	G1	Not Applicable	G2	Not Applicable	Not Applicable
<i>Victoria Street</i>	Not Applicable	Not Applicable	Not Applicable	Not Applicable	G1 / G2
<i>Hamilton Street / Bleams Road</i>	G1	Not Applicable	Not Applicable	G2	Not Applicable

Segment H Alternatives



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Highway 7&8 from west of Nafziger Road to
east of Nafziger Road

Cross Section Alternative

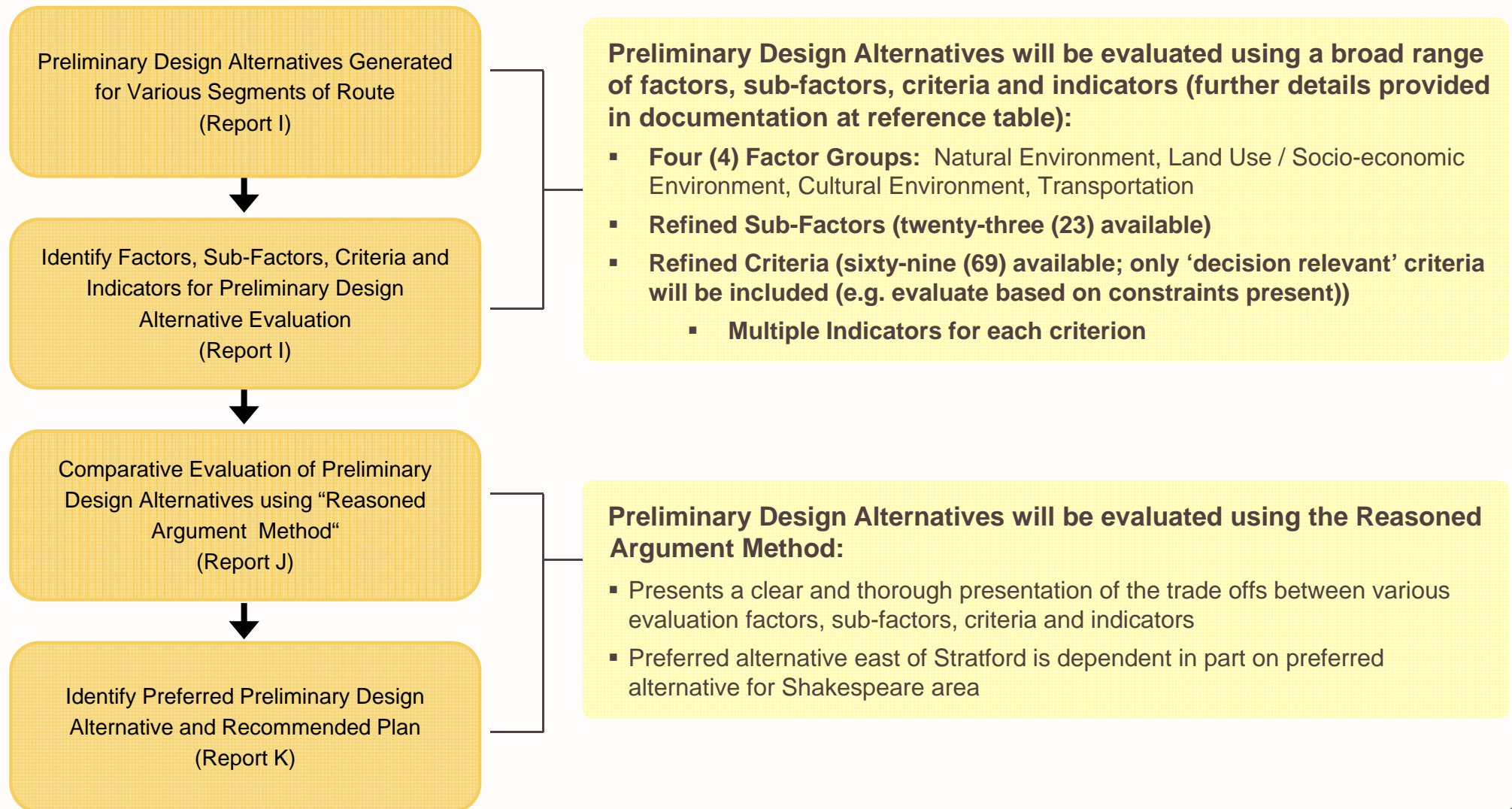
H1 / H2 / H3: Four lanes, 7 m median

Crossing Road	Alternative Intersection Treatments		
	<i>Diamond Interchange Configuration</i>	<i>Parclo A2 Interchange Configuration</i>	<i>Parclo B2 Interchange Configuration</i>
<i>Nafziger Road</i>	H1	H2	H3

Process Overview for Assessment and Evaluation of Preliminary Design Alternatives



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Proposed Evaluation Criteria by Segment



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Highway 7 & 8 Transportation Corridor Planning and Class EA Study Evaluation of Preliminary Design Alternatives									
Factor / Sub-factor	Criteria	Preliminary Design Segment							
		A	B	C	D	E	F	G	H
		√ = Applied				X = Not Applied			
1. NATURAL ENVIRONMENTAL FACTORS									
1.1 Fisheries and Aquatic Ecosystems									
	1.1.1 Fish Habitat	√	√	√	√	√	√	√	√
	1.1.2 Fish Community	√	√	√	√	√	√	√	√
1.2 Terrestrial Ecosystems									
	1.2.1 Wildlife	√	√	√	√	√	√	√	√
	1.2.2 Wetlands	X	X	X	√	√	X	√	√
	1.2.3 Forests	√	√	√	√	√	√	√	√
	1.2.4 Vegetation	√	X	X	√	√	√	√	X
	1.2.5 Designated/ Special Areas	X	X	√	√	√	X	X	X
1.3 Groundwater									
	1.3.1 Areas of Ground water Recharge and Discharge	√	√	√	√	√	√	√	√
	1.3.2 Groundwater Source Areas and Wellhead Protection Areas	√	√	√	√	√	√	√	√
	1.3.3 Large Volume Wells	√	√	√	√	√	√	√	√
	1.3.4 Private Wells	√	√	√	√	√	√	√	√
	1.3.5 Groundwater-Dependent Commercial Enterprises (e.g. water bottling operations)	X	X	X	√	√	X	X	X
	1.3.6 Groundwater-Sensitive Ecosystems (e.g. groundwater fed wetlands, coldwater streams)	√	√	√	√	√	√	√	√
1.4 Surface Water									
	1.4.1 Watershed / Sub-Watershed Drainage Features/Patterns	X	X	X	√	√	X	X	X
	1.4.2 Surface Water Quality and Quantity	X	X	X	√	√	X	X	X
2. LAND USE / SOCIO-ECONOMIC FACTORS									
2.1 Land Use Planning Policies, Goals, Objectives									
	2.1.1 First Nations Land Claims	X	X	X	√	√	X	X	X
	2.1.2 Provincial/ Federal land use planning policies/ goals/objectives	X	X	X	X	X	X	X	X
	2.1.3 Municipal (regional and local) land use planning policies/goals/ objectives (Official Plans)	X	X	X	X	X	X	X	X
	2.1.4 Development Objectives of Private Property Owners	X	X	X	X	X	X	X	X
2.2 Land Use / Community									
	2.2.1 First Nation Reserves	X	X	X	√	√	X	X	X
	2.2.2 First Nations' Sacred Grounds	X	X	X	√	√	X	X	X
	2.2.3 Urban and Rural Residential	√	√	√	√	√			
	2.2.4 Commercial / Industrial	X	√	√	√	√	X	X	X
	2.2.5 Tourist Areas and Attractions (e.g. museums, theatres, etc.)	X	√	√	√	√	X	X	X
	2.2.6 Community Facilities / Institutions (e.g. hospitals, schools, places of worship, unique community features)	X	√	√	√	√	√	X	√
	2.2.7 Municipal Infrastructure and Public Service Facilities (e.g. sewage and water services, police/emergency services, local utilities)	√	√	√	√	√	√	√	√
	2.2.8 Downtown Historic Crossroads Function	X	X	X	√	√	X	X	X
2.3 Noise Sensitive Areas (NSAs) (residential areas and sensitive institutional uses)									
	2.3.1 Highway Noise	√	√	√	√	√	√	√	√
	2.3.2 Construction Noise	X	X	X	√	√	X	X	X
2.4 Agriculture									
	2.4.1 Agriculture - Canada Land Inventory Class 1,2,3 Land	√	X	X	√	√	√	X	X
	2.4.2 Agriculture – Farm Infrastructure	√	X	X	√	√	√	X	X
	2.4.3 Agriculture – Operations on Individual Farms	√	X	X	√	√	√	X	X
	2.4.4 Agriculture – Transportation Linkages between Integrated Agricultural Business Units	√	√	√	√	√	√	√	√
2.5 Land Use / Resources									
	2.5.1 First Nations' Treaty Rights or Use of Land and Resources for Traditional Purposes (e.g. hunting, fishing, harvesting of country foods, harvesting of medicinal plants)	X	X	X	√	√	X	X	X
	2.5.2 Parks and Recreational Areas (e.g. national/ provincial parks, conservation areas, municipal parks, public spaces, golf courses, trails, greenways and open space linkages)	X	X	X	√	√	X	X	X
	2.5.3 Aggregates, Mineral-Resources	X	X	X	√	√	X	X	X
2.6 Major Utility Transmission Corridors (e.g. railroads, hydro, gas, oil)									
		√	√	√	√	√	X	X	X

Highway 7 & 8 Transportation Corridor Planning and Class EA Study Evaluation of Preliminary Design Alternatives										
Factor / Sub-factor	Criteria	Preliminary Design Segment								
		A	B	C	D	E	F	G	H	
		√ = Applied				X = Not Applied				
2.7 Contaminated Property and Waste Management (e.g. Landfills, Hazardous Waste Sites, "Brownfield" Areas, other known contaminated sites, and high-risk contamination areas)										
		√	√	√	√	√	√	√	√	√
2.8 Landscape Composition										
	2.8.1 Scenic Composition (total aesthetic value of landscape components)	X	X	X	√	√	X	X		
	2.8.2 Sensitive Viewer Groups	X	X	X	√	√	X	X	X	X
	2.8.3 Scenic value of views/vistas from the transportation facility	X	X	X	√	√	X	X	X	X
	2.8.4 Specimen Trees	X	X	X	√	√	X	X	X	X
2.9 Air Quality										
	2.9.1 Local and Regional Air Quality (Total contaminant and greenhouse gas emissions)	X	X	X	X	X	X	X	X	X
	2.9.2 Sensitive receptors to air pollutants and greenhouse gas emissions	X	X	X	√	√	X	X	X	X
3. CULTURAL ENVIRONMENTAL FACTORS										
3.1 Cultural Heritage – Built Heritage and Cultural Landscapes										
	3.1.1 Buildings or "Standing" Sites of Architectural or Heritage Significance or Ontario Heritage Foundation Easement Properties	√	X	X	√	√	X	√	X	
	3.1.2 Heritage Bridges	X	X	X	√	√			X	X
	3.1.3 Areas of Historic 19 th Century Settlement	X	X	X	√	√	X	X	X	X
	3.1.4 Cultural Heritage Landscapes (collection of individual man-made features modifying pristine landscape)	√	√	√	√	√	√	√	√	√
	3.1.5 First Nations' Burial Sites	X	X	X	√	√	X	X	X	X
	3.1.6 Cemeteries	√	√	X	√	√	X	X	X	X
3.2 Cultural Heritage – Archaeology										
	3.2.1 Pre-Historic and Historic First Nations Sites	X	X	X	√	√	√	√	X	X
	3.2.2 Historic Euro-Canadian Archaeological Sites	X	X	X	√	√	√	√	X	X
4. AREA ECONOMY – Previously addressed during Needs Assessment Phase										
5. TRANSPORTATION FACTORS										
5.1 Area Transportation System Capacity and Efficiency										
	5.1.1 Federal/ Provincial/Municipal transportation planning policies/goals/ objectives	√	√	√	√	√	√	√	√	√
	5.1.2 Efficient movement of people	√	√	√	√	√	√	√	√	√
	5.1.3 Efficient movement of goods	√	√	√	√	√	√	√	√	√
5.2 Area Transportation System Reliability / Redundancy										
		√	√	√	√	√	√	√	√	√
5.3 Safety										
	5.3.1 Traffic Safety	√	√	√	√	√	√	√	√	√
	5.3.2 Emergency Access	√	√	√	√	√	√	√	√	√
	5.3.3 Pedestrian, Cyclist and Snowmobile Safety within the highway right-of-way	√	√	√	√	√	√	√	√	√
5.4 Mobility and Accessibility										
	5.4.1 Modal integration, balance and efficiency	√	√	√	√	√	√	√	√	√
	5.4.2 Linkages to Population and Employment Centres	√	√	√	√	√	√	√	√	√
	5.4.3 Recreation and Tourism Travel	√	√	√	√	√	√	√	√	√
	5.4.4 Accommodate mobility of pedestrians, cyclists and snowmobiles	√	√	√	√	√	√	√	√	√
5.5 Network Compatibility										
	5.5.1 Network Connectivity	√	√	√	√	√	√	√	√	√
	5.5.2 Flexibility for Future Expansion	√	√	√	√	√	√	√	√	√
5.6 Engineering										
	5.6.1 Constructability	√	√	√	√	√	√	√	√	√
	5.6.2 Compliance with Design Criteria	√	√	√	√	√	√	√	√	√
5.7 Traffic Operations										
		√	√	√	√	√	√	√	√	√
5.8 Construction Cost (excludes property costs and engineering costs)										
		√	√	√	√	√	√	√	√	√

Property Acquisition



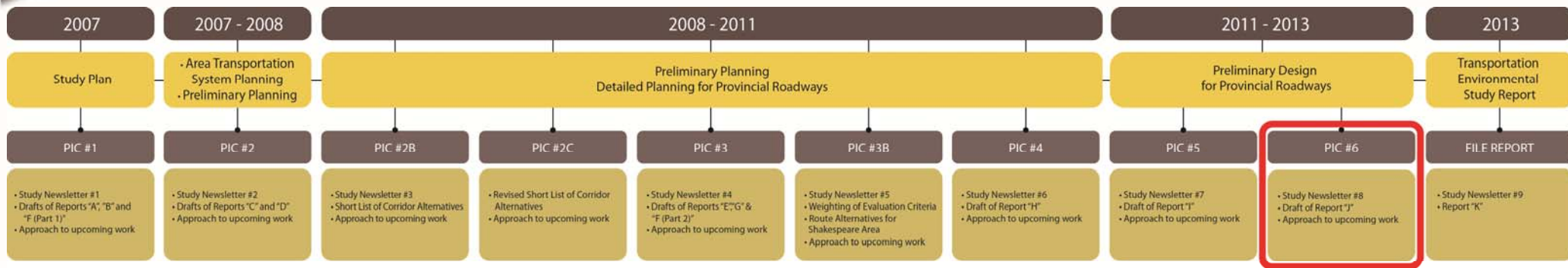
AECOM

- ❑ If you own property that is potentially impacted by the Preliminary Design Alternatives please:
 - ❑ Make sure you are on our mailing list before you leave the PIC
 - ❑ Discuss with a member of the study team what the potential impacts are to your property and what the MTO's process is for purchasing property once the requirements are confirmed
- ❑ Individual property requirements will be confirmed through the completion of Preliminary Design Phase
- ❑ Discussions to purchase property will commence with impacted property owners prior to construction
- ❑ Compensation is based on the market value of your property, or the loss in market value to your property in the case of a partial acquisition
- ❑ Market value is determined by a property appraiser that will provide an opinion of value based on market evidence

Next Steps



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Following this PIC, the Study Team will:

- Respond to comments received through the PIC #5 consultation process
- Refine and confirm Preliminary Design Alternatives and evaluation criteria for each segment of the study corridor, as applicable
- Assess and select preferred Preliminary Design Alternative for each segment and develop the Recommended Plan for the entire study area
- Prepare for PIC #6 (Spring, 2013)
- Prepare the Transportation Environmental Study Report (TESR) and file it for public review in late 2013

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



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Thank you for participating in tonight's PIC.

Your comments are important to us. The following options are available:

- Place your Comment Sheet in the box provided tonight or submit to the Study Team by September 28, 2012.
- Mail a letter (Highway 7&8 Corridor Study c/o AECOM, 300 Water Street, Whitby, ON L1N 9J2) or send a fax (905-668-0221).
- Phone the Study Team toll free at 1-866-921-9268.
- E-mail the Study Team through the Website at www.7and8corridorstudy.ca

All comments are requested by
September 28, 2012