

REPORT F: ENVIRONMENTAL CONDITIONS AND CONSTRAINTS

Report F (Part 1), presented at PIC #1:

- documented environmental conditions background data (existing/secondary source information - mapping / constraint mapping, data, reports, supplemented by preliminary field reconnaissance) for the analysis area ; and
- provided overview/background level of detail to support the selection of 'Area Transportation System' alternatives, and the development and selection of preliminary planning alternatives.

Report F (Part 2), presented at PIC #3:

- documents environmental conditions field investigation work (inventory, survey, testing) and determination of environmental significance for the preferred corridor;
- provides higher level of detail to support the generation of detailed planning alternatives and the associated environmental impact assessment; and
- uses the same environmental factor-specific areas and areas of technical expertise as Part 1, but at increased levels of detail.

REPORT G: Generation of Detailing Planning Alternatives

Report G documents the generation of detailed planning alternatives (widening/route alternatives) within the preferred corridor, including:

- refined study area;
- description of widening alternatives generated for existing roadway segments of preferred corridor;
- description of route alternatives generated for new corridor segments of preferred corridor; and
- process for the assessment and evaluation of the detailed planning alternatives.

The range of alternatives generated to-date include:

- West of Highway 7/Erie Street:
 - geometric improvement alternatives
- East of Highway 7/Erie Street to east limit of Stratford
 - widening alternatives
- East limit of Stratford to east of Little Lakes
 - new route alternatives
- East of Little Lakes in the vicinity of Perth Road 110 to west of New Hamburg
 - widening alternatives
- West of New Hamburg to east of New Hamburg
 - intersection/interchange alternatives

PLEASE PROVIDE YOUR COMMENTS

The following information will be presented at PIC #3 in draft in order to obtain feedback and comments from stakeholders:

- evaluation of the short list of corridor alternatives and the selection of the preferred corridor, as described in the draft 'Corridor Needs Assessment Report';
- environmental conditions and constraints within the preferred corridor, as described in the draft 'Environmental Conditions and Constraints Report (Part 2)';
- widening / new route alternatives that have been generated for the various sections of the preferred corridor, as described in the draft 'Generation of Detailed Planning Alternatives for Provincial Roadways Report'; and
- process and criteria to be used for the assessment and evaluation of the widening / new route alternatives.

The PICs provide the first opportunity to review and comment on this material. Your input is requested by **September 30, 2009**.

NEXT STEPS

Following the September 30, 2009 submission date for stakeholders to review and comment on the material presented at PIC #3, the study team will:

- review and respond to all comments received through the consultation process for PIC #3;
- finalize the preferred corridor;
- undertake the assessment and evaluation of the widening / route alternatives within the preferred corridor--; and
- commence the public consultation process for PIC#4 (tentatively scheduled for late Fall 2009).

WORKSHOPS

The study team may conduct future workshops or special meetings to address specific study issues. If you are interested in participating in a workshop or special meeting please contact the study team at the contact information below. Please note that workshop participants may be selected to ensure a representative cross section of geographic interests and community perspectives.

STUDY CONTACTS

Your comments and questions are always welcome and can be submitted at any time during the Class EA process. To have your name added to the study mailing list, please contact:

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

HIGHWAY 7 & 8

TRANSPORTATION CORRIDOR PLANNING & CLASS EA STUDY

ISSUE No. 4 July 2009



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 for the Analysis Area and prepare a preliminary design for the provincial roadway components of the recommended plan.

This is the fourth in a series of newsletters that will be released over the course of the Highway 7 & 8

IN THIS ISSUE:



Introduction

Study Update

Report E Overview

Preferred Corridor

Study Process

Report F (Overview)

Report G Overview

Workshops

Study Contacts

STUDY UPDATE

Over the last year, Public Information Centres #2, #2B and #2C were held, at which MTO presented an initial and revised "long list" of corridor alternatives; the screening of this long list, which resulted in an initial and expanded "short list" of corridor alternatives; and the process and criteria to be used to evaluate this short list. The revision and expansion of these lists were made in response to input received from stakeholders. The study team thanks all stakeholders and members of the public who have participated in the study process to-date. Your input is an important component of the study process.

Since Public Information Centre #2C, the study team has done the following:

- updated Draft Report C - Area Transportation System Problems and Opportunities and Draft Report D - Area Transportation System Alternatives taking into consideration input received from the public, agencies and municipalities;
- completed the assessment and evaluation of the short list of corridor alternatives and selected a preferred corridor, as described in Report E - Transportation Corridor Needs Assessment;
- conducted field work to document environmental conditions and constraints within the preferred corridor, as described in the Report F (Part 2) - Environmental Conditions and Constraints; and
- generated preliminary widening and route alternatives for the various sections of the preferred corridor, as described in Report G - Generation of Detailed Planning Alternatives for Provincial Roadways.

Reports E, F(Part 2) and G are available for review on the study website, at local municipal offices and at local libraries.

Transportation Corridor Planning and Class EA Study. During the lifespan of the Planning and Class EA Study, the newsletters will explain where we are in the study process, provide a status update, and describe the activities that are taking place. Each newsletter will also notify you of events and documents that will be available for review. Our study team appreciates your interest and we trust that you will find these newsletters to be a valuable information resource as the study proceeds.

Report E: Transportation Corridor Needs Assessment

Report E documents the generation, assessment and evaluation of the preliminary planning alternatives, including:

- process overview for the development, assessment and evaluation of preliminary planning (corridor) alternatives;
- long list of corridor alternatives;
- screening process and criteria;
- short list of corridor alternatives; and
- preferred corridor.

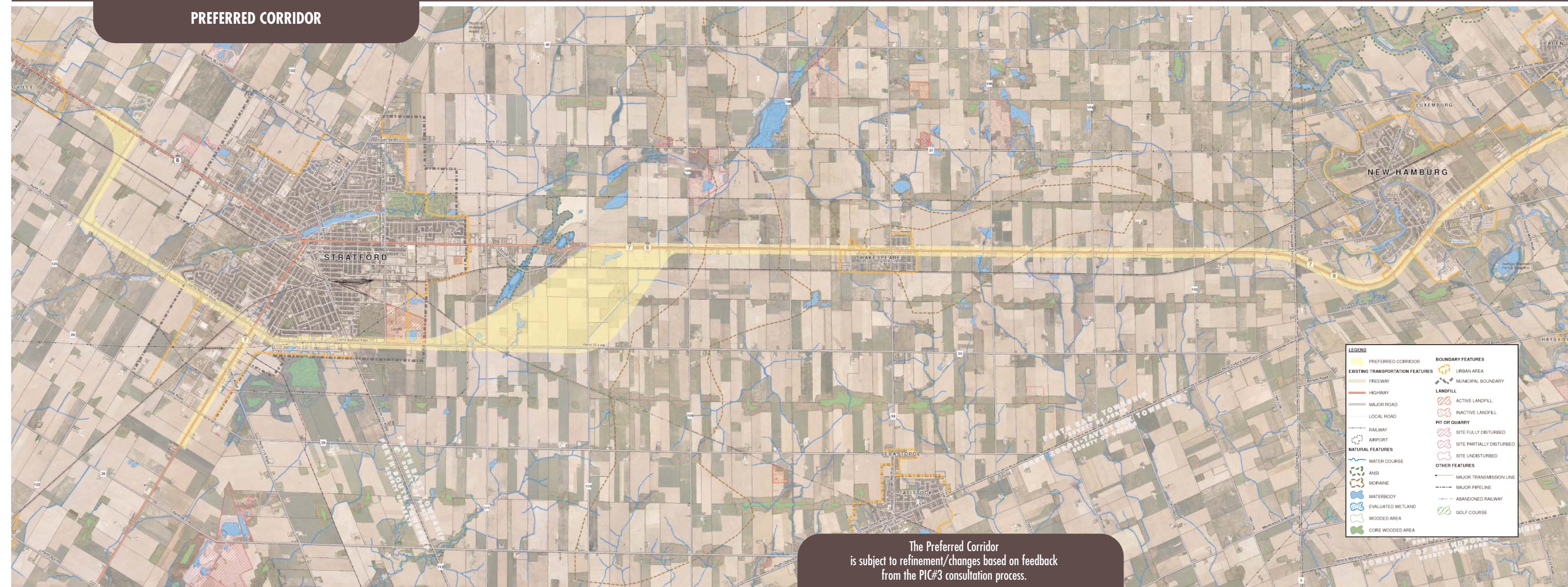
The evaluation of the short list of corridors resulted in the selection of the preferred corridor, which, from west to east, generally includes:

- geometric improvements to the existing 2-lane highway and municipal roads from Highway 8 to Erie Street - Highway 8, Perth Road 125, Perth Line 32/Lorne Avenue, plus Erie Street / Highway 7 southerly to Gibb Road / Perth Line 29;
- widen (from 2 to 4/5 lanes) Lorne Avenue / Perth Line 33 from Erie Street to east of Romeo Street;
- new highway route (4/5 lanes) within the broad corridor indicated from east of Romeo Street to Highway 7&8 to east of Little Lakes in the vicinity of Perth Road 110;
- widen (from 2 to 4/5 lanes) Highway 7&8 from the vicinity of Perth Road 110 through Shakespeare to west of Regional Road 1;
- new median barrier on Highway 7&8 through New Hamburg, including modification and/or closure of intersections, with possible local segments of service road; and
- numerous intersection improvements associated with the above.

The preferred corridor is illustrated on pages 2 and 3 of this newsletter.

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PREFERRED CORRIDOR



REVISED STUDY PROCESS

Major study phases, reports and formal points of contact are shown in the following diagram:

