

# HIGHWAY 7 & 8

TRANSPORTATION CORRIDOR PLANNING & CLASS EA STUDY



## 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. Your interest in this study is greatly appreciated.

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.

### Study Contacts

**Ms. Brenda Jamieson, P. Eng.**  
 Consultant Project Manager  
 AECOM  
 300 Water Street  
 Whitby, ON L1N 9J2

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

**Mr. Charles Organ, C.E.T.**  
 Project Manager  
 Ministry of Transportation  
 - Southwestern Region  
 Planning & Design Section  
 659 Exeter Road  
 London, ON N6E 1L3

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

## NEXT STEPS

Following PIC #3B, the study team will respond to comments received through the PIC #3B consultation process and finalize the widening / route alternatives to be carried forward for detailed evaluation. The widening / route alternatives will be assessed and evaluated, using the reasoned argument and arithmetic methods described previously, to identify a preferred route for the entire study area. The results of the evaluation process will be presented at PIC #4 in late Fall 2010 and documented in Draft Report H.

After consideration of the comments and input received through the PIC #4 consultation process, the study team will confirm the preferred route and initiate preliminary design activities as described below.

## PRELIMINARY DESIGN

Preliminary design involves defining the preferred route in greater detail. Preliminary design activities will include determining the:

- Horizontal and vertical alignment of the highway and crossing roads
- Right-of-Way (ROW) width and roadway cross section
- Crossing road treatments (at-grade intersections or grade separations)
- Interchange and intersection locations and configurations
- Local road realignments if necessary
- Required improvements / modifications to drainage infrastructure
- Potential mitigation measures (e.g. landscaping, noise attenuation, etc)
- Property requirements for the preferred route and the associated features noted above

Preliminary design alternatives will be 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 impacts.

The preliminary design alternatives will be presented at PIC #5 in the Spring of 2011 while the final preliminary design for the preferred route, including mitigation measures, will be the subject of PIC #6 currently planned for the Fall of 2011.

## FIELDWORK AND PERMISSION TO ENTER

Notifications to undertake site investigations on private properties will be sent over the course of the Study for activities such as natural environment surveys, archaeological investigations, etc. Please be assured that staff will not enter onto your property and no site investigations will be undertaken without your prior authorization.

If you receive a notice regarding permission to enter and have any questions regarding it or the fieldwork we request access for, please contact the study team.

## 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 fifth in a series of newsletters that will be released over the course of the study to explain where we are in the study process, provide a status update, and describe the activities that are taking place.

## STUDY UPDATE

Public Information Centres (PICs) are scheduled at key points throughout the EA process to provide opportunities for public and stakeholder input. To-date, five rounds of PICs have been held. At the last round of PICs (PIC #3), held in the summer of 2009, MTO presented a preferred corridor for Highway 7&8 within the study limits and widening / route alternatives within the preferred corridor.

In response to comments received through the PIC #3 consultation process, the study team is conducting a more detailed review of route alternatives in the Shakespeare area. Shakespeare Community Workshops were held in March 2010 to support the development of a broader range of Shakespeare-area route alternatives and refined sub-factors, criteria and indicators for their evaluation.

The first workshop, held on March 8, was open to all interested persons. Approximately 180 people attended the workshop. Workshop participants were asked to:

- Share Shakespeare-area issues to be considered in the planning for the future Highway 7 & 8 capacity and safety needs;

- Identify additional criteria to consider for the evaluation of Shakespeare-area route alternatives; and
- Identify potential additional highway route alternatives in the Shakespeare area and the rationale for their route choice.

For the second workshop held on March 27, attendees included representatives from the local stakeholders groups as well as individuals who self-identified to participate in the March 27 workshop at the March 8 workshop. A total of 35 people attended the workshop. The purpose of the second workshop was to review the evaluation criteria and indicators to be used for route selection, the proposed route alternatives for the Shakespeare area, the strengths and weaknesses of each route alternative and the potential measures to enhance each route alternative and/or mitigate impacts.

The Shakespeare Community Workshops Summary Report, which documents the process, material presented and input received through the March 8 and March 27 workshops, is available on the study website ([www.7and8corridorstudy.ca](http://www.7and8corridorstudy.ca)) and at local municipal offices and libraries.

## PIC #3B

PIC #3B has been added to the study process to provide all stakeholders with an opportunity to review and comment on the information and study team recommendations developed in response to the input received through the PIC #3 consultation process and the Shakespeare Community Workshops, including the proposed Shakespeare Area route alternatives and the refinements to the evaluation sub-factors, criteria and indicators.

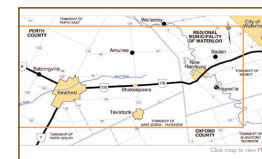
PIC #3B is being held to present and obtain input on:

- Proposed highway route alternatives for the Shakespeare area;
- Refined evaluation sub-factors, criteria and indicators for route selection for the entire study area; and
- Weighting of evaluation factors, sub-factors and criteria for route selection for the entire study area.

The information presented at PIC #3B is available on the study website and at local municipal offices and libraries.

Your comments are requested by September 3, 2010 so they can be considered as the study moves forward.

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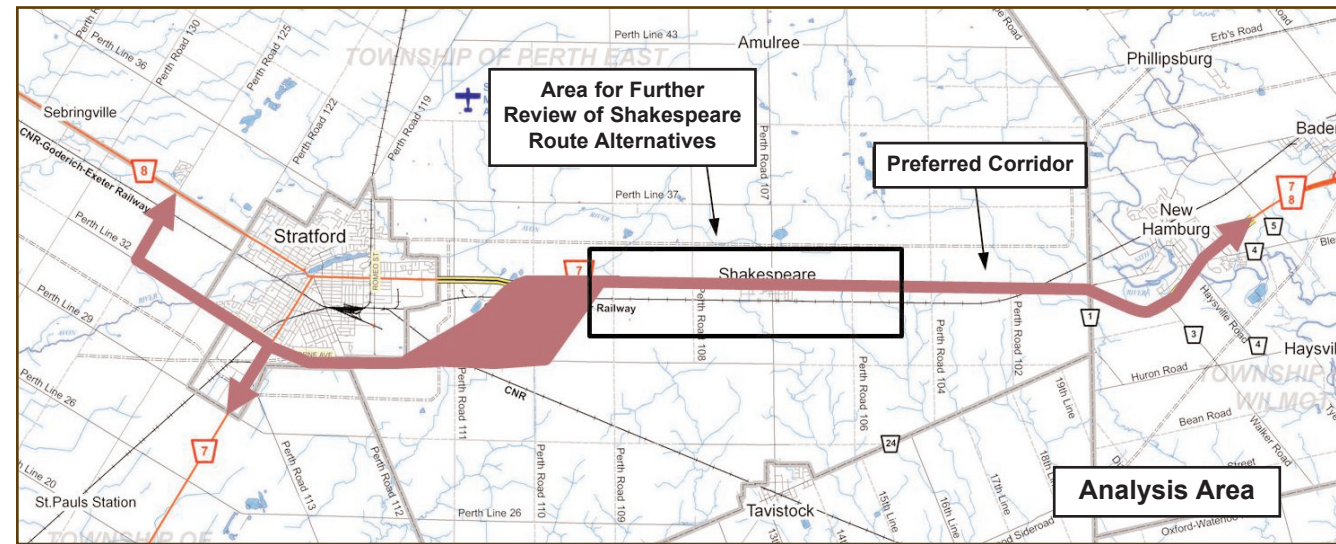
VISIT OUR STUDY WEBSITE FOR UPDATES  
AND NOTICES OF EVENTS [www.7and8corridorstudy.ca](http://www.7and8corridorstudy.ca)

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

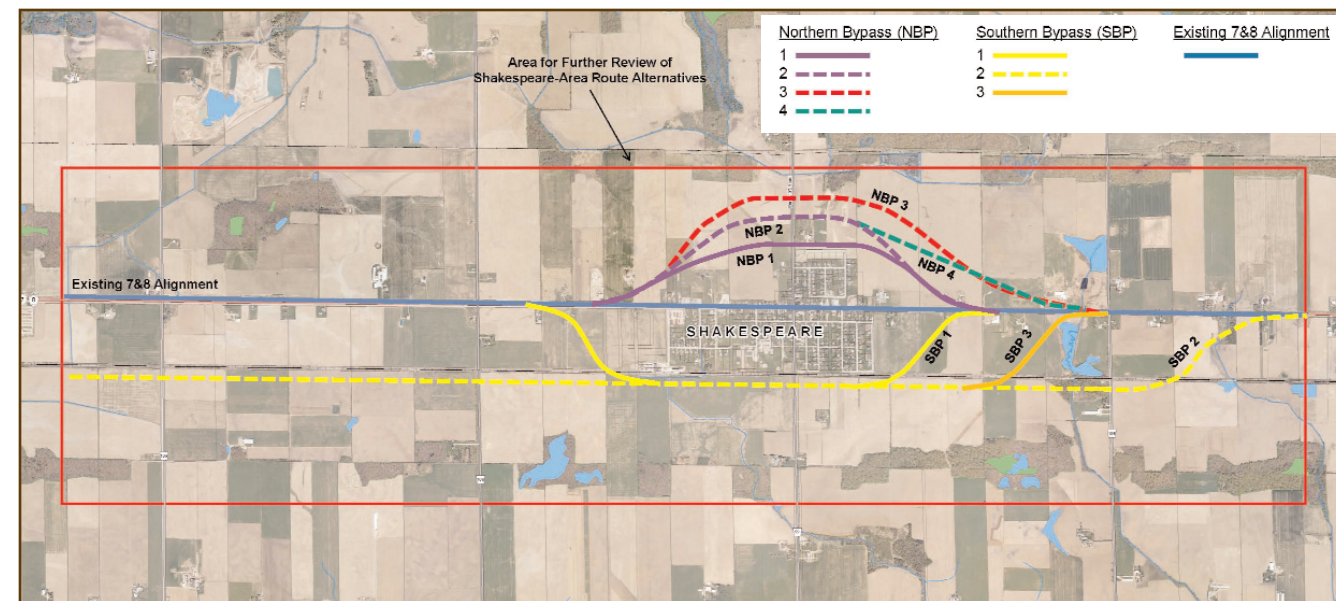
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**PREFERRED CORRIDOR (as presented at PIC#3)**



**PROPOSED ROUTE ALTERNATIVES FOR SHAKESPEARE AREA**



**EVALUATION FACTORS, SUB-FACTORS, CRITERIA AND INDICATORS**

Widening / route alternatives will be evaluated using a broad range of factors, sub-factors, criteria and indicators. The broad factor areas are: Natural Environment, Land Use / Socio-economic Environment, Cultural Environment and Transportation.

Refinements have been made to the criteria and indicators since study inception based on stakeholder input, including new / modified criteria and indicators for the following sub-factors:

- Land use / community
- Noise sensitive areas
- Agriculture
- Air quality
- Safety
- Mobility and accessibility

Two evaluation methods will be used to identify the preferred route, specifically the reasoned argument method and the arithmetic method. The reasoned argument method will be the primary tool used to identify the preferred route, with the arithmetic (weighting-scoring) method used to verify the results. The results of the evaluation process and the preferred route will be presented at PIC #4 in late Fall 2010 and documented in Draft Report H.

**WEIGHTING OF EVALUATION FACTORS, CRITERIA AND INDICATORS**

The study team is inviting stakeholders and the public to provide input on the weighting (level of importance) of evaluation factors, sub-factors and criteria to be used in the arithmetic assessment and evaluation of widening / route alternatives for the entire study area. Weights can be provided for the rural areas, the built-up areas or both. The weighting sheets and step by step instructions for completing the weighting sheets are available on the study website.

Public input on weightings can be submitted by mail or fax using the weighting sheets mailed to individuals on the study mailing list, via the study website or at PIC #3B. Please submit your input on weightings no later than September 3, 2010 to ensure your input is captured in the evaluation process.

If you have any questions or difficulty in completing / submitting your input on the weightings please contact the study team.

Weighting Sheets for Route Evaluation (see Instruction Sheet)

Section 1: Contact Information  
Name: \_\_\_\_\_  
Address: \_\_\_\_\_

Section 2: Weighting Scenario  
This weighting scenario is for (check only one):  
 Built-up Area  Rural Area

Section 3: Weighting (For each column you complete, please enter a weight in every non-shaded box. Sub-factor weights can only be entered if sub-factor weights have been completed. Criteria weights can only be entered if sub-factor weights are completed.)

Factor	Sub-Factor	Criteria	Factor Weights	Sub-Factor Weights	Criteria Weights
1. NATURAL ENVIRONMENTAL FACTORS	1.1 Fisheries and Aquatic Ecosystems	1.1.1 Fish Habitat			
		1.1.2 Fish Community			
		1.1.3 Wetlands			
	1.2 Terrestrial Ecosystems	1.2.1 Wildlife			
		1.2.2 Forests			
		1.2.3 Wetlands			
	1.3 Groundwater	1.3.1 Areas of Groundwater Storage and Recharge			
		1.3.2 Discharge to Surface Waters and Wetlands / Recharge to Surface Waters			
		1.3.3 High Water Wells			
	1.4 Surface Water	1.4.1 Wetlands / Fish Habitat / Other Sensitive Wetlands			
		1.4.2 Surface Water Quality and Quantity			
		1.4.3 Riparian / Wetland / Wetland / Wetland			
2. LAND USE / SOCIO-ECONOMIC FACTORS	2.1 Land Use Planning Policies, Goals, Objectives	2.1.1 First Nations Land Claims			
		2.1.2 Municipal Land Use Planning / Zoning / Official Plans / Official Plans / Official Plans			
		2.1.3 Municipal Land Use Planning / Zoning / Official Plans / Official Plans / Official Plans			
		2.1.4 Development Objectives of Private Property Owners			
	2.2 Land Use / Community	2.2.1 First Nations Reserves			
		2.2.2 Urban and Rural Reserves			
		2.2.3 Commercial / Industrial			
		2.2.4 Community Facilities (recreation, parks, schools, libraries, places of worship, senior centres, etc.)			
	2.3 Noise Sensitive Areas (NSAs)	2.3.1 Noise Sensitive Areas (NSAs)			
		2.3.2 Highway Noise			
		2.3.3 Construction Noise			
		2.3.4 Agriculture - Canada Land Inventory Class 1, 2, 3 Lands			
2.4 Agriculture	2.4.1 Agriculture - Canada Land Inventory Class 1, 2, 3 Lands				
	2.4.2 Agriculture - Farm Infrastructure				
	2.4.3 Agriculture - Operations on Agricultural Land				
	2.4.4 Agriculture - Transportation Linkages (between integrated Agricultural Business Units)				
2.5 Land Use / Resources	2.5.1 First Nations / Treaty Rights (in or out of and not recognized by Treaty)				
	2.5.2 Parks and Recreational Areas (e.g. natural/cultural parks, recreation areas, historic sites, state parks, golf courses, etc.)				
	2.5.3 Agriculture - Farm Infrastructure				
	2.5.4 Agriculture - Transportation Linkages (between integrated Agricultural Business Units)				
2.6 Major Utility Transmission Corridors (e.g. natural gas, oil)	2.6.1 Major Utility Transmission Corridors				
	2.6.2 Major Utility Transmission Corridors				
	2.6.3 Major Utility Transmission Corridors				
	2.6.4 Major Utility Transmission Corridors				
3. CULTURAL ENVIRONMENTAL FACTORS	3.1 Cultural Heritage - Built Heritage and Cultural Landscapes	3.1.1 Built Heritage			
		3.1.2 Cultural Landscapes			
	3.2 Cultural Heritage - Archaeology	3.2.1 Prehistoric and Historic Sites			
		3.2.2 Archaeological Sites			
4. ANEA ECONOMY - Previously addressed during Study Assessment Phase	4. ANEA ECONOMY - Previously addressed during Study Assessment Phase	4. ANEA ECONOMY - Previously addressed during Study Assessment Phase			
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**REVISED STUDY PROCESS**

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

