

## RECOMMENDED PLAN

The recommended plan includes:

- Southerly bypass of Shakespeare adjacent to the existing GEXR railway corridor, revised to reduce impacts to the large woodlot east of Road 110 and agricultural field operations
- 2-lane cross-section from Highway 8 to Erie Street with a 5 m two-way centre left turn lane for Line 32 / Lorne Avenue
- 4-lane cross-section from Erie Street easterly to east study limit, including Erie Street southerly to Perth Line 29, with:
  - 5 m two-way centre left turn lane from Erie Street to west of Shakespeare bypass, from east of Shakespeare bypass to Wilmot / Easthope Road / RR 1 and on Erie Street southerly to Perth Line 29
  - 7 m median for Shakespeare bypass, from Wilmot / Easthope Road / RR 1 to west of Peel Street and from east of Hamilton Street to east study limit
  - 6-lane cross-section from west of Peel Street to east of Hamilton Street to serve these high-traffic at-grade intersections
- Full moves intersections controlled by traffic signals or stop signs on the crossing roads for majority of crossing roads
- Roundabouts at Perth Road 125 where Highway 7&8 changes direction
- Access to Shakespeare via a full moves intersection controlled by traffic signals at Road 107, a slip off provision for Highway 7&8 westbound traffic at the east limit of the village and retention of existing highway access at the west limit of the village
- Access to the east end of Stratford via a Road 109 connection between the south bypass and existing Highway 7&8
- Cul-de-sac at several intersections in Stratford, at one intersection in New Hamburg, and for eastbound traffic on the existing highway in Shakespeare at the east limit of the village
- Interchange at Nafziger Road, revised to retain recreational complex soccer fields

## NEXT STEPS

Following PIC #6, the Study Team will:

- Review and respond to comments received through the PIC #6 consultation process
- Finalize the Preliminary Design for the Recommended Plan taking into consideration the input received
- Prepare the Transportation Environmental Study Report (TESR) for filing in 2014

The Transportation Environmental Study Report will document the study process, the recommended plan including environmental protection measures, and commitments for future action with regard to implementation of the project.

The TESR will be filed for a 60-day review period. Notices will be mailed to individuals on the study mailing list and published in local newspapers at that time to explain the review process and identify the locations where the TESR will be available for review.

## 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 the study mailing list will receive mailed invitations to participate in study consultation processes. 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.

To obtain additional information, provide comments or to be placed on the study mailing list, please contact:

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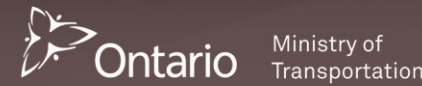
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# HIGHWAY 7&8



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 eighth 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.

## STUDY UPDATE

Public Information Centres (PICs) have been held at key decision points throughout the EA process to provide opportunities for public and stakeholder input.

### Preliminary Design Alternatives

At the last PIC (PIC #5) held in Summer 2012, MTO presented Preliminary Design Alternatives for roadway cross sections, crossing road treatments and for the previously selected south bypass route and for a north bypass route and the process for their evaluation. 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).

For the two segments in the Shakespeare area, Preliminary Design Alternatives for roadway cross sections and crossing road treatments were presented for both the north and south bypass alternatives of the Shakespeare area. Preliminary Design Alternatives for the north bypass alternative were generated in response to a municipal stakeholder request to examine this alternative in comparison with the previously selected South Bypass Route in greater detail.

The Preliminary Design Alternatives for each segment are documented in Report I, which can be viewed on the study website with the PIC #5 presentation material.

### Assessment and Evaluation of Preliminary Design Alternatives

The process for evaluation of Preliminary Design Alternatives and to determine a preferred preliminary design for the entire study area from Greater Stratford to the New Hamburg area was also documented in Report I and presented for review and comment at PIC #5.

The assessment and evaluation of Preliminary Design Alternatives has been completed on a segment by segment basis using the "reasoned argument approach" which best identifies the trade-offs between various evaluation factors, sub-factors, criteria and indicators. A preferred cross-section, crossing road treatment, and Shakespeare bypass alternative has been selected for each segment, as shown on the plan on pages 2 and 3.

The assessment and evaluation of Preliminary Design Alternatives is documented in Report J: Selection 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.

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