

NEXT STEPS

Following PIC #4, the project team will:

- Respond to comments received through the PIC#4 consultation process;
- Confirm the Preferred Route Alternative for the entire study corridor;
- Initiate Preliminary Design, including generation of Preliminary Design alternatives;
- Present Preliminary Design alternatives at PIC #5 for public review and comment.

PRELIMINARY DESIGN

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

- Horizontal and vertical alignments of the preferred route alternative and the crossing roads;
- Roadway cross section;
- Right-of-way width / property requirements;
- Crossing road treatments (interchanges; at-grade intersections; grade separations);
- Drainage requirements including watercourse crossing treatments, municipal drainage / tile drainage modifications, and a preliminary stormwater management strategy;
- Roadway lighting requirements;
- Mitigation measures (e.g. environmental protection).

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 environmental impacts. Preliminary Design alternatives will be considered at a number of locations along the Preferred Route Alternative.

Preliminary Design alternatives will be presented at PIC #5. The Preliminary Design alternatives will be comparatively evaluated, with the evaluation results and preferred preliminary design alternatives presented at PIC #6.

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.

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VISIT OUR STUDY WEBSITE FOR UPDATES AND NOTICES OF EVENTS www.7and8corridorstudy.ca

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

HIGHWAY 7 & 8



TRANSPORTATION CORRIDOR PLANNING & CLASS EA STUDY

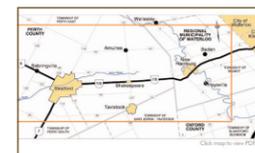
INTRODUCTION

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 for the Analysis Area and prepare a preliminary design for the

provincial roadway components of the recommended plan.

This is the sixth 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.

IN THIS ISSUE:



- Introduction
- Study Update
- Preferred Route Alternative
- Study Process Overview
- Next Steps
- Preliminary Design
- How Can I Get More Information or Comment on the Study?
- Study Contacts

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, six rounds of PICs have been held. In response to comments received through the PIC #3 consultation process, the study team conducted 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 to discuss refinements to the sub-factors, criteria and indicators for evaluation of route alternatives for the entire study area.

In consideration of the input received through the PIC#3 and PIC #3B consultation processes, and based on the data gathered through field investigations and secondary sources, the route alternatives were assessed using both the Reasoned Argument and the Arithmetic evaluation method.

The Reasoned Argument evaluation method is the primary method of evaluation. The reasoned argument method determines and compares the differences in the net effects of each route alternative. The Arithmetic evaluation is a secondary method of evaluation, used to validate the Reasoned Argument method. The Arithmetic method compares the net effects using scores and weights.

At the last PIC (PIC #3B), held in the summer of 2010, the study team presented:

- Route alternatives for the Shakespeare area;
- Refined evaluation sub-factors, criteria and indicators to be used in the Reasoned Argument and Arithmetic evaluation methods;
- Weighting materials for factors, sub-factors and criteria for use in the Arithmetic evaluation method.

The route alternatives were evaluated in the following factor areas:

- Natural Environment
- Land Use/Socio-economic Environment
- Cultural Environment
- Technical Considerations

