

Norval West Bypass: Alternative planning solutions video – Text description

The following provides a text version of the audio that is included in the video, “Alternative planning solutions.”

Slide 10 (Norval West Bypass – Alternative Planning Solutions)

- A number of alternative planning solutions have been considered for the Norval West Bypass, while respecting the social, cultural and natural environment.
- Both the ‘Do Nothing’ and ‘Limit Development’ alternatives were considered but not carried forward as they do not support existing and future transportation needs.
- We recommend carrying forward the Alternative Planning Solutions for:
 1. Improvements to other roadways,
 2. Transportation demand management; and
 3. Improvements to transit infrastructure and other modes of transportation, as they are already part of overall transportation strategy for the Region and the Town.
- We also recommend carrying forward the alternative planning solutions for ‘Operational Improvements’ and ‘Construction of a new Norval West Bypass’ within the overall project strategy, which supports the strategies of the Town of Halton Hills.

Slide 11 (10 Side Road – Alternative Planning Solutions)

- A number of alternative planning solutions have been considered for 10 Side Road, while respecting the social, cultural and natural environment.
- Both the ‘Do Nothing’ and ‘Limit Development’ alternatives were considered but not carried forward as they do not support existing and future transportation needs.
- We recommend carrying forward the alternative planning solutions for:
 1. improvements to other roadways;
 2. Transportation demand management; and
 3. Improvements to transit infrastructure and other modes of transportation, as they are already part of overall transportation strategy for the Region and the Town.
- We also recommend carrying forward the alternative planning solutions for ‘Operational Improvements’ and ‘Improvements to 10 Side Road’ within the overall project strategy, as it supports the strategies of the Town of Halton Hills.

Slide 12 (Development of Recommended Preliminary Design Components)

As the study progresses and our knowledge of conditions and constraints evolve. Below are the design components to be considered as part of this study:

At this PIC, we will present:

- Road cross-sections for both the Norval West Bypass and 10 Side Road corridors

- Road corridor concepts, which display the options for where each road corridor may be located

At the second PIC, we will present:

- Road alignment, which display options for the alignment of the roadway within each corridor
- Recommended preliminary design for both the Norval West Bypass and 10 Side Road corridors

Slide 13 (Norval West Bypass – Typical Cross-section)

The diagram shown here shows a typical cross-section for the proposed four-lane Norval West Bypass. This road cross-section has been developed based on:

- a planned overall road right-of-way width of 42 metres, which is consistent with the Halton Region Transportation Master Plan and Official Plan;
- provision of two 3.5-metre travel lanes in each direction;
- provision of 1.8 metre on-road bike lanes and three-metre multi-use pathways (both sides of the road) to accommodate cyclists and pedestrians

Slide 14 (10 Side Road – Typical Cross-section)

The typical cross-section for 10 Side Road is very similar to the Norval West Bypass. The only difference is the south side of 10 Side Road will remain rural (with a ditch) as it is outside the urban boundary.

Slide 15 (Potential Road Corridor Concepts)

This diagram shows the Road Corridor Concepts that were developed for the Norval West Bypass and 10 Side Road corridors.

Swaths (with arrows) A, B and C represent road corridor concepts for the Norval West Bypass.

The yellow swath/arrow illustrates road corridor concept A: In this concept, the Norval West Bypass would be connected from Highway 7 from the north, move southerly and hook into Tenth Line at the intersection of 10 Side Road and Tenth Line.

The blue swath/arrow illustrates road corridor concept B: In this concept, the proposed Norval West Bypass would be connected from Highway 7 from the north and move southerly, midblock between Tenth Line to Adamson Street/Winston Churchill Boulevard at a new intersection with 10 Side Road.

The orange swath/arrow illustrates road corridor concept C: In this concept, the Norval West Bypass would be connected from Highway 7 from the north, move southerly and hook into Adamson Street/Winston Churchill Boulevard.

Swaths (with arrows) 1 and 2 illustrate potential road corridor concepts for 10 Side Road

The green swath/arrow illustrates road corridor concept 1: In this concept, the improvements to 10 Side Road would be made along the existing right-of-way between east of Tenth Line to Adamson Street/Winston Churchill Boulevard.

The pink swath/arrow illustrates road corridor concept 2: In this concept, 10 Side Road would be realigned to the south of existing 10 Side Road, and intersect south of the existing 10 Side Road and Adamson Street/Winston Churchill Boulevard intersection. The corresponding road improvements would be made to the realigned roadway.

Slide 16 (Norval West Bypass: Corridor Concept C)

Corridor Concept C was screened out from further consideration for the following reasons:

- has the most significant encroachment into the Greenbelt Natural Heritage System, including an area designated as Key Features;
- has potential to impact the largest amount of area designated as a Significant Groundwater Recharge Area;
- has the most potential significant impact to Russell Hill of Pines Heritage Woodlot and Hillcrest Cemetery;
- has the closest proximity to residential properties fronting on Highway 7 and Adamson Street, and crosses through one residential/farm parcel; and
- has potential for design challenges relating to the tie-in at Winston Churchill Boulevard and 10 Side Road.

Slide 17 (Road Corridor Concept A1)

Slides 17 to 20 show the different road corridor concepts being considered, including:

- road corridor concept A1;

Slide 18 (Road Corridor Concept A2)

- road corridor concept A2;

Slide 19 (Road Corridor Concept B1)

- road corridor concept B1; and

Slide 20 (Road Corridor Concept B2)

- road corridor concept B2.