

Five possible routes proposed for highway

By DAVID SCHULTZ
Expositor staff writer

Preliminary plans for a highway worth up to \$15.1 million to be built west of the city were unveiled Thursday at a public meeting at the Airport Community Hall.

Five possible routes were presented by consultants hired by the city, Brantford Township, and the province, but all the routes had a few things in common.

All would begin at Mount Pleasant Street and the Brantford Southern Access Road, sweep north near the Oak Hill subdivision, run parallel to Jennings Road, and cross the Grand River, to join Oak Park Road near Highway 403.

The roadway would link two large parcels of land to be annexed by the city Jan. 1. One parcel of 1,600 acres, southwest of the existing city, and around Shellard Lane, would be developed as a residential area. The second, about 1,700 acres to the northwest, between Highway 403 and the Grand River, would become an industrial park.

The annexation agreement reached earlier this year by the city, township and Brant County stipulated that a corridor would be created. The agreement was given the force of law when the provincial government passed a special act in June.

The local and provincial representatives at the meeting Thursday stressed the tentative nature of the proposals, but many of the citizens attending still

expressed concern about the problems that would be created by the new highway.

"If you don't have any immediate plans, where does that leave the property owners?" asked one woman, who asked not to be identified. "It is most unfair to the property owners. You've put a freeze on our property."

"If you put the road through, you'll ruin the quality of life for us."

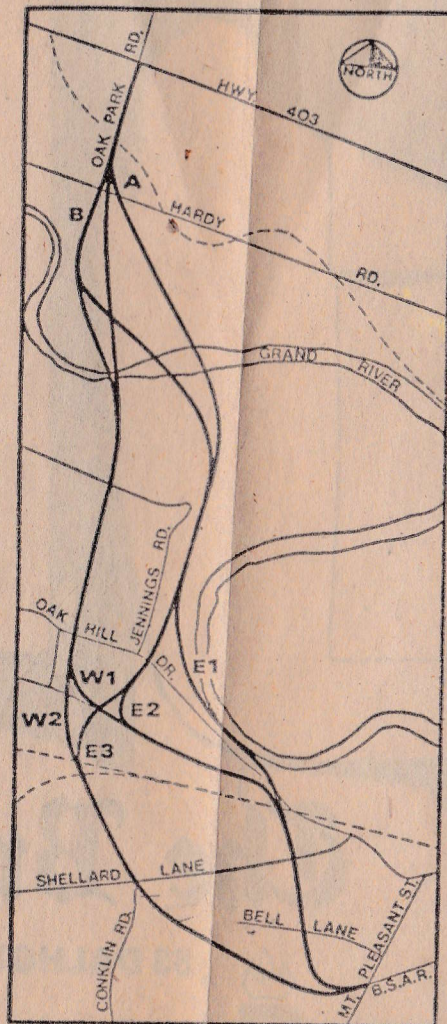
Others complained that notice of the meeting was poor and that probably many residents and property owners were not aware they might be affected by the highway.

Brantford Township Reeve Robert Kennedy replied that notices would be sent out to all property owners in the area, outlining the plans and inviting comments.

The plans were so preliminary that they had not even been presented to township and city councils for formal study, he said.

"It's an engineering study, which purports to represent a solution to a problem. Whether it should go this way or that way has not been determined."

It was unlikely that a route would be selected this year, he said. Furthermore, each route was subject to adjustment, to take into account objections raised by property owners. Finally, no highway would be built until it was determined that traffic volume between



The map shows five possible routes for a new highway to link two parcels of land to be annexed by the city on Jan. 1.

the two annexed areas would justify it and that might be many years, said Reeve Kennedy.

Once public comments were received, city, township, and county representatives would negotiate the best route. From there, the recommendation would go to the municipal councils for their approval, then be sent to the provincial government.

The city might annex the land needed for the corridor, said Reeve Kennedy, but that decision would be made only after it was determined if such a move would help with financing construction and maintenance, and whether it would be an advantage to the township.

The alternatives might be to have the city and county share ownership under the suburban roads program already in effect.

The plans called for a four-lane road, to be built in stages in accordance with traffic volumes. At first, only a two-lane road would be constructed, said John Sutherns, project manager with McCormick, Rankin and Associates, the Mississauga consulting-engineering firm.

Each of the five routes was assessed on the basis of cost; the number of properties, homes, and businesses needed; the impact on the environment; the effect on adjacent properties; and its design features as a roadway.

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Expositor Oct 17/80

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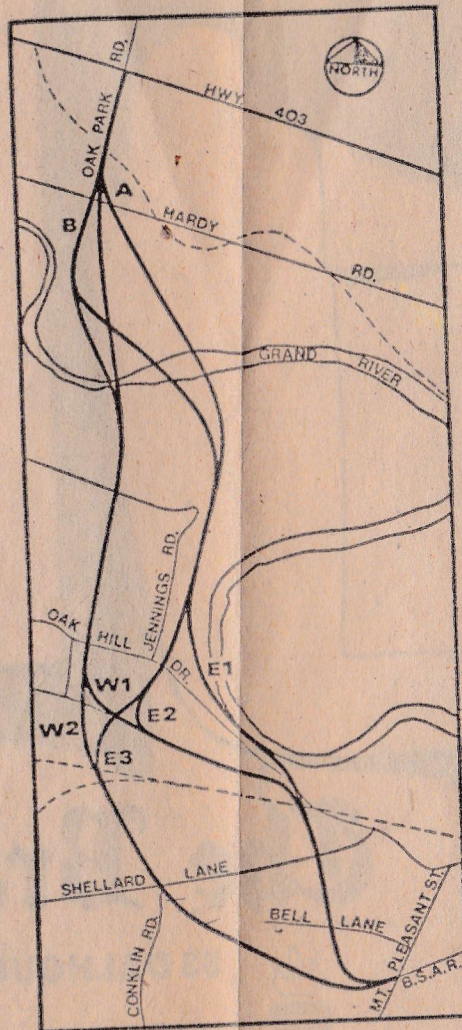
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The alternatives were divided into two groups, three generally east of Jen-

nings Road, and two generally west of the road. Two alternative river crossings were also considered.

The first, route E1, would swing north from Mount Pleasant Street, cross Colborne Street, and travel along the Grand River where Oak Hill Drive is now. The highway would curve north, follow Jennings Road on the east side, then cross the Grand to connect with Oak Park Road. It would cost \$12.1 million.

Route E2 would go north from Mount Pleasant Street, and then follow the present alignment of Colborne Street, west to the existing city boundary, where it would cut north parallel to Jennings Road. It would cost \$12.75 million.

Route E3, at a cost \$15.1 million, would head west from Mount Pleasant Street, gradually curving north and crossing Shellard Lane near Conklin Road. It would cross Colborne Street near the present city boundary, then continue north on the east side of Jennings Road.

Route W1, at \$11.74 million, would follow the same route as E2, except that it would not cut north until it reached Forced Road, and would then continue north on the west side of Jennings Road.

Route W2 would follow the same route as E3, except that it would cross Colborne Street near Forced Road and

Continued on Page 2

Editor Oct 17/80