

Guelph Line overpass going to two lanes

By DON REDMOND

Within two years, the Guelph Line overpass at Highway 401 will have a new and much safer look.

Ministry of Transportation (MTO) officials were on hand at the Campbellville Lions Club on December 7 to give local residents their first look at the changes they are planning for the narrow three-lane bridge.

Spurred on by complaints that the bridge is often unsafe and heavy used by transport trailers, the MTO has reconfigured the bridge's lay-out to two lanes by eliminating the east-bound 401 ramp for south-bound traffic.

Will MacKenzie, MTO's central region information officer, told the Compass that the new east-bound ramp for the 401 will come off Reid Sideroad.

"Originally, we were looking at the (Reid Sideroad) ramp as a temporary measure while we worked on the bridge but decided it was the best possible solution in the end," he said.

The new ramp will come off Reid about 100 metres west of Guelph Line and a barrier will be set up on Guelph Line stopping access to the northbound on-ramp for any traffic on Reid,

Guelph Line overpass going to two lanes...

Continued from page 1

forcing them onto the new ramp.

MacKenzie also told the Compass that a set of traffic lights would also be installed at the Reid-Guelph Line intersection.

"This will slow the traffic on the bridge, especially the southbound traffic coming out of Mohawk Raceway," he noted. "These lights were already needed so it made sense to incorporate them into the plan."

By taking the existing three-lanes and reconfiguring them into two, MacKenzie said, it will also allow for the construction of safer sidewalks along the bridge.

The construction of the new Reid Sideroad on-ramp also meant the existing car-park has to be shifted further west along the street.

The MTO decided the new ramp off Reid made the most sense, he added, "because we couldn't do a major widening of the ramp without tearing down the bridge completely."

Local residents and area councillors filtered in and out of the four-hour Open House, including Graham Flint, chair of FORCE, the group fighting the St. Mary's quarry applicant in Flamborough.

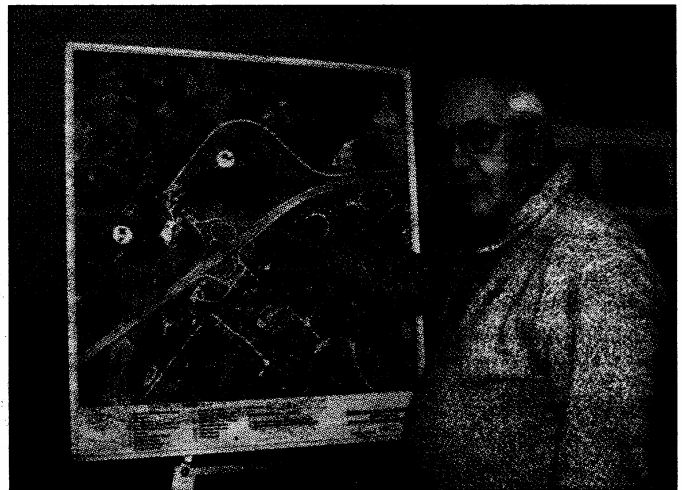
Flint told the Compass that he was on hand to make

sure the upgrades on the overpass and Reid Sideroad weren't being put into place to allow for heavier truck traffic, such as the gravel trucks a quarry would use.

He came away reassured that there was no connection between the construction and the quarry application. "These upgrades were already needed," Flint noted, "and (the way they have it laid out) makes sense."

MacKenzie said the construction was slated to begin in 2009, if not sooner.

"We have it on the books for 2009 but if the money becomes available sooner, we want to be ready to go on this," he said.



Ministry of Transportation information officer Will MacKenzie points to the plans for the new Guelph Line-Hwy 401 overpass.

Continued on page 3