

**Highway 7&8 Transportation Corridor Planning and Class EA Study
Information Requested Regarding Preliminary Design Alternatives Presented at PIC #5**

Note: This information may be augmented and/or refined as additional details are assembled and any adjustments are made in response to stakeholder input received through the PIC #5 consultation process.

**Segment E
East of Road 110 to East of Road 106**

Information Requested	Evaluation Criteria Applicable to Request for Information	Indicator Specific to Request for Information	Preliminary Design Alternative				
			South Bypass Routes			North Bypass Routes	
			E1	E2	E3	E4	E5
Number of rural and urban residences displaced	2.2 Land Use / Community 2.2.3 Urban and Rural Residential	• Displacement	0	0	0	1 rural residence	1 rural residence
Number of farm buildings displaced (excludes residences)	2.4 Agriculture 2.4.2 Agriculture – Farm Infrastructure	• Displacement	0	0	0	1 barn	1 barn
Hectares of agricultural land displaced by right-of-way (required by main highway plus crossing road treatments)	2.4 Agriculture 2.4.1 Agriculture - Canada Land Inventory (CLI) Class 1,2,3 Land	• CLI Class 1, 2 and 3 soils	Displaces approximately 52.6 hectares of agricultural land from a total of 26 agricultural properties	Displaces approximately 53 hectares of agricultural land from a total of 26 agricultural properties	Displaces approximately 53 hectares of agricultural land from a total of 26 agricultural properties	Displaces approximately 26 hectares of agricultural land from a total of 26 agricultural properties	Displaces approximately 27.3 hectares of agricultural land from a total of 26 agricultural properties
Number of parcels potentially landlocked and number of farm properties severed	2.4 Agriculture 2.4.3 Agriculture – Operations on Individual Farms	• Parcels potentially landlocked • Severance	7 parcel potentially landlocked from a total of 13 parcels severed	7 parcel potentially landlocked from a total of 13 parcels severed	7 parcel potentially landlocked from a total of 13 parcels severed	4 parcels potentially landlocked from a total of 6 parcels severed	4 parcels potentially landlocked from a total of 6 parcels severed
<i>(severances and associated impacts depend upon mitigation developed during preliminary design and discussions with property owners)</i>							
Road closures (cul-de-sac; right-in / right-out)	2.4 Agriculture 2.4.4 Agriculture – Transportation Linkages between Integrated Agricultural Business Units	• Potential to sever/disrupt transportation linkages between integrated agricultural business units	1			2	
			• Cul-de-sac; connection to existing Highway 7&8 at east end of Shakespeare			• Cul-de-sac; connection to existing Highway 7&8 at west end of Shakespeare and connection to existing Highway 7&8 at east end of Shakespeare	

NOTE: In order to evaluate the north versus south bypasses of Shakespeare, Segments D and E will be evaluated together.

**Highway 7&8 Transportation Corridor Planning and Class EA Study
Information Requested Regarding Preliminary Design Alternatives Presented at PIC #5**

Note: This information may be augmented and/or refined as additional details are assembled and any adjustments are made in response to stakeholder input received through the PIC #5 consultation process.

**Segment E
East of Road 110 to East of Road 106**

Information Requested	Evaluation Criteria Applicable to Request for Information	Indicator Specific to Request for Information	Preliminary Design Alternative				
			South Bypass Routes			North Bypass Routes	
			E1	E2	E3	E4	E5
Grade separations	2.4 Agriculture 2.4.4 Agriculture – Transportation Linkages between Integrated Agricultural Business Units	<ul style="list-style-type: none"> Potential to sever/disrupt transportation linkages between integrated agricultural business units 	1	2	2	0	3
			<ul style="list-style-type: none"> Road 108 crosses over proposed bypass route (no highway access) and rail line; full moves provided at existing Highway 7&8 	<ul style="list-style-type: none"> Road 106 crosses over existing Highway 7&8 (no highway access) Road 108 crosses over proposed bypass route (no highway access) and rail line; full moves provided at existing Highway 7&8 	<ul style="list-style-type: none"> Road 106 crosses over existing Highway 7&8 (no highway access) Road 108 crosses over proposed bypass route (no highway access) and rail line; full moves provided at existing Highway 7&8 		<ul style="list-style-type: none"> Road 106 crosses over existing Highway 7&8 (no highway access) Road 108 crosses over proposed bypass route (no highway access) and rail line; full moves provided at existing Highway 7&8 Road 109 crosses over existing Highway 7&8 (no highway access)
Traffic flow in Shakespeare	2.2 Land Use / Community (Multiple Criteria) 5.7 Traffic Operations	<ul style="list-style-type: none"> Change to access Potential for negative impact on traffic operations due to transportation network connections 	<ul style="list-style-type: none"> At Road 107 <ul style="list-style-type: none"> All moves provided At east limit of Shakespeare <ul style="list-style-type: none"> Westbound traffic can travel directly into Shakespeare using westbound slip off lane from existing Highway 7&8 Eastbound traffic leaving Shakespeare must use Road 107 to connect to proposed bypass route to travel east of Shakespeare (i.e. no connection to existing Highway 7&8 at east end of Shakespeare – road cul-de-saced) At west limit of Shakespeare <ul style="list-style-type: none"> Westbound traffic leaving Shakespeare can use existing Highway 7&8 to travel west of Shakespeare Eastbound traffic entering Shakespeare can travel directly into Shakespeare using existing Highway 7&8 			<ul style="list-style-type: none"> At Road 107 <ul style="list-style-type: none"> All moves provided At east limit of Shakespeare <ul style="list-style-type: none"> Westbound traffic must use proposed bypass route and Road 107 to access Shakespeare (i.e. no connection to existing Highway 7&8 westbound – road cul-de-saced) Eastbound traffic leaving Shakespeare can use existing Highway 7&8 to travel east of Shakespeare (i.e. eastbound slip on lane provided at east end of Shakespeare) At west limit of Shakespeare <ul style="list-style-type: none"> Westbound traffic leaving Shakespeare must use Road 107 to connect to proposed bypass route to travel west of Shakespeare (i.e. no connection to Highway 7&8 at west end of Shakespeare – road cul-de-saced) Eastbound traffic can travel directly into Shakespeare using eastbound slip off lane from existing Highway 7&8 	

NOTE: In order to evaluate the north versus south bypasses of Shakespeare, Segments D and E will be evaluated together.