

**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 C  
Lorne Avenue, from West of Erie Street to East of East Limit of Stratford, including Erie Street**

Information Requested	Evaluation Criteria Applicable to Request for Information	Indicator Specific to Request for Information	Preliminary Design Alternative		
			C1	C2	C3
<b>Number of rural and urban residences displaced</b>	<b>2.2 Land Use / Community</b> 2.2.3 Urban and Rural Residential	• Displacement	2 urban residences	3 urban residences	3 urban residences
<b>Number of farm buildings displaced</b> (excludes residences)	<b>2.4 Agriculture</b> 2.4.2 Agriculture – Farm Infrastructure	• Displacement	0	0	0
<b>Hectares of agricultural land displaced by right-of-way</b> (required by main highway plus crossing road treatments)	<b>2.4 Agriculture</b> 2.4.1 Agriculture - Canada Land Inventory (CLI) Class 1,2,3 Land	• CLI Class 1, 2 and 3 soils	Displaces approximately 0.8 hectares of agricultural land from a total of 5 agricultural properties	Displaces approximately 1.9 hectares of agricultural land from a total of 5 agricultural properties	Displaces approximately 1.9 hectares of agricultural land from a total of 5 agricultural properties
<b>Number of parcels potentially landlocked and number of farm properties severed</b>	<b>2.4 Agriculture</b> 2.4.3 Agriculture – Operations on Individual Farms	• Parcels potentially landlocked • Severance	0 parcels potentially landlocked from a total of 0 parcels severed	0 parcels potentially landlocked from a total of 0 parcels severed	0 parcels potentially landlocked from a total of 0 parcels severed
<i>(severances and associated impacts depend upon mitigation developed during preliminary design and discussions with property owners)</i>					
<b>Road closures</b> (cul-de-sac; right-in / right-out)	<b>2.4 Agriculture</b> 2.4.4 Agriculture – Transportation Linkages between Integrated Agricultural Business Units	• Potential to sever/disrupt transportation linkages between integrated agricultural business units	2 • Cul-de sac; Dunlop Place and Scott Street within urban area (no agricultural impact anticipated)	2 • Cul-de sac; Dunlop Place and Scott Street within urban area (no agricultural impact anticipated)	3 • Cul-de sac; Dunlop Place and Scott Street within urban area (no agricultural impact anticipated) • Right-in / Right-out; Railway Avenue within urban area (no agricultural impact anticipated)

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			C1	C2	C3
<b>Grade separations</b>	<b>2.4 Agriculture</b> 2.4.4 Agriculture – Transportation Linkages between Integrated Agricultural Business Units	<ul style="list-style-type: none"> <li>• Potential to sever/disrupt transportation linkages between integrated agricultural business units</li> </ul>	0	0	0
<b>Traffic flow in Shakespeare</b>	<b>2.2 Land Use / Community</b> (Multiple Criteria) <b>5.7 Traffic Operations</b>	<ul style="list-style-type: none"> <li>• Change to access</li> <li>• Potential for negative impact on traffic operations due to transportation network connections</li> </ul>	Not Applicable	Not Applicable	Not Applicable