Fifty Road and Highway 8 Intersection Options

- **Alternative 1 (excerpt)** - Shifting to the East
- **Alternative 2 (excerpt)** - Shifted 4 m to the West
- **Alternative 3 (excerpt)** - Shifting 4 m to the West and Shifting to the South
# Fifty Road and Highway 8 Intersection Evaluation

<table>
<thead>
<tr>
<th>Category and Criteria</th>
<th>Alternative 1: Shifting to the East</th>
<th>Alternative 2: Shifted 4 m to the West</th>
<th>Alternative 3: Shifting 4 m to the West and Shifting to the South</th>
</tr>
</thead>
</table>
| **Natural Environment** | • Minor impact on wetlands on the northeast quadrant  
• Minor impact on wetlands on the southwest quadrant | • Lower impact on wetlands than Alternative 1 | • Lower impact on wetlands than Alternative 1 and 2 |
| **Social/Cultural Environment** | • Impacts to properties in all three quadrants: northeast, southeast, southwest  
• One property impacted northwest corner of Highway 8 and Barton Street  
• Total property impact: 6443 sqm | • Impacts to properties in all four quadrants  
• One property impacted northwest corner of Highway 8 and Barton Street  
• Total property impact: 6244 sqm | • Impacts to properties in all four quadrants  
• Total property impact: 6242 sqm |
| **Financial** | • High cost due to potential culvert extension | • Mid-high cost due to property impacts | • Mid-high cost due to property impacts |
| **Engineering - Transportation** | • Intersection skew angle: 69.3 degrees | • Intersection skew angle: 69.3 degrees | • Improved intersection skew angle: 71.3 degrees |
| **Engineering – Other** | • An extension of existing culvert south of Highway 8 may be required | • Culvert extension may not be required | • Culvert extension may not be required |
The alternative alignments for the Fifty Road and Highway 8 intersection was analyzed based on natural and social environment and financial and engineering considerations. Alternative 3 (Shifting 4 m to the West and Shifting to the South) was selected as the preliminary preferred alignment due to a number of advantages compared to the other alternatives.

A summary of the key impacts and benefits of Alternative 3 is provided below:

- Improved Intersection Skew Angle
- Extension of the existing culvert (south of Highway 8, along Fifty Road) may not be required

The roll plan of the preferred alignment is located on the project website - engage.hamilton.ca/bartonfiftyea