

# QUESTIONS ABOUT THE REGINA HIGHWAY #1 BYPASS

- 1 What is the purpose and function of a bypass around the City? Why was the location of the #1 Bypass at Tower Road the best location to serve the community for 50 years as stated by the Ministry of Highways?
- 2 What plans and studies were conducted on the #1 Highway Bypass since 1994, including the Stantec Studies, environmental studies that were done including engineering completed for Tower Road interchange at Highway #1, Arcola Avenue, and Pilot Butte Diverging Diamond Interchange bypass.
- 3 Is the complete Regina Highway #1 Bypass Functional Study (non-redacted version) available to the public?
- 4 Did the study for the bypass in 2012/13 look at all options for the #1 Bypass including Pilot Butte Road, Gravel Pit Road, and Tower Road? Are these studies available?
- 5 Considering the bypass is intended to best serve the community for 50 years, did the study look at routes from Balgonie going i) south and/or ii) Highway 46? What would be the functionality, long term benefits, and cost differences of these choices compared to the route announced?
- 6 What was the cost of the studies on the Highway #1 Southeast Bypass paid to the consultants?
- 7 How will the #1 Bypass extend seamlessly north to Highway #46 and #11 at the Tower Road location with existing businesses in the direct path?
- 8 Why would the #1 South East By-pass be put 3 miles south of Regina but only ¼ mile east of a residential subdivision in Regina city limits?
- 9 How many years will the location of the Regina Highway #1 Bypass serve the city and community when residential development is right up to Tower Road already?
- 10 What percent of the vehicle traffic coming into Regina will use the bypass? What percent of the truck traffic coming into Regina will use the bypass?
- 11 Why were all stakeholders not invited to the meetings or the public's input not considered before the decision was made to put the Bypass near Tower Road?
- 12 What were the overall cost comparisons to build the Highway #1 Bypass at Tower Road as opposed to Gravel Pit Road?
- 13 How many people are losing their homes and businesses to the Regina Highway #1 Bypass at Tower Road? How many people would lose their homes and businesses if the bypass was at Gravel Pit Road?
- 14 What location of Highway #1 Bypass at Tower Road was submitted for P3 funding?
- 15 When was the location of Regina Highway #1 Bypass at Tower Road moved 400 meters east of Tower Road?
- 16 Why was the proposed location of #1 Highway bypass moved from Tower Road to 400 meters east of Tower Road?
- 17 What major developers own land along Tower Road? When did they purchase the land?
- 18 What influence did the major developers have on the relocation of the overpass from Tower Road to 400 meters east of Tower Road?
- 19 What are major developers plans for their property along Tower Road?
- 20 How will major developers along Tower Road benefit from the bypass being within visibility of their development land?
- 21 How will this mall affect traffic flow and congestion at the #1 bypass and Tower Road?
- 22 Was a study completed into the impact and traffic congestion resulting from a major mall built on the corner of Highway #1 Bypass and the entrance into Regina?
- 23 How much land would the Aurora Mall developers have lost to the bypass if the bypass was built on Tower Road as per the Base Plan 2007?
- 24 How much land do they lose since it was moved 400 meters east off Tower Road?
- 25 Why did the City annex the land on the east side of the city when they knew the bypass was going near Tower Road?
- 26 How much more will it cost to purchase the 266 acres needed for the bypass between Victoria Avenue and Arcola Avenue for City annexed land compared to agricultural land?
- 27 How will the bypass at Tower Road affect existing residential developments in the subdivisions adjacent to Tower Road?
- 28 What effect did this relocation 400 meters east of Tower Road have on the engineering and the re-engineering of a bypass over top of a railroad track and high voltage power lines, and the sensitive aquifer and artesian wells in this area? What constructability issues and costs will there be with utility critical crossings like SaskEnergy High Pressure Gas Line and Wascana Oil Pipeline, and others?
- 29 What will be the additional costs to engineer and build the bypass 400 meters east of Tower Road from the original bypass location on Tower Road?
- 30 What data was utilized to support the safety concerns inherent in engineering a bypass with high speed curves over top of high voltage power lines and railroad tracks carrying hazardous products and our winter weather conditions?
- 31 How much higher will the Regina Highway #1 Bypass at Tower Road be than at Belle Plaine?

- 32 What is the cost comparison to build the Highway #1 Bypass for the two options, Tower Road or Gravel Pit Road, replacing the Pilot Butte interchange with one at Great Plains Road?
- 33 Why is the Diverging Diamond Interchange proposed the best interchange to build at Pilot Butte Road?
- 34 Has the Diverging Diamond Interchange ever been built in Canada? Was it rejected in Ontario?
- 35 What studies were completed and what was the rationale to support the Diverging Diamond Interchange at Pilot Butte?
- 36 What is the cost of building the Diverging Diamond Interchange compared to a conventional interchange?
- 37 Is Pilot Butte the only location where the Diverging Diamond Interchange is to be built along the #1 bypass route?
- 38 Why did the City annex the property to the railroad tracks in light of the proposed Highway #1 bypass location?
- 39 What considerations were given to the impact of the Highway #1 Bypass at Tower Road on access for existing businesses and long term residences in this area?
- 40 Are the maps of service roads along Highway #1 Bypass from Balgonie to Pinkie Road in the Functional Study? Please provide a copy of the complete maps of the service roads and highway access points and time frame to build.
- 41 What are the costs of the extensive system of service roads that need to be built to support the #1 Highway Bypass and interchanges?
- 42 How much land will be permanently taken out of service for the #1 Highway bypass from Highway #1 to Arcola Avenue?
- 43 How much tax revenue will this 'out of service' prime commercial property take out of City of Regina revenues yearly?
- 44 What are cost differences to purchase high price City commercial land versus agricultural land for the Highway #1 Bypass?
- 45 Does a Saskatchewan Party MLA for east Regina family own land for a proposed commercial development on Highway #1 and Gravel Pit Road? How will they be impacted by the bypass location?
- 46 What are the problems that could arise using the P3 model to build the Highway #1 Bypass?
- 47 How much more will it cost to build the Highway #1 Bypass using the P3 model?
- 48 What will the interest and service charges be yearly to build a 1.2 billion dollar Highway #1 Bypass system from Balgonie around Regina?
- 49 When will the Functional Study be released to the public? Why wasn't the complete Functional Study released to the public before the project went to tender like in Alberta for the Edmonton bypass? Alberta Ministry of Highways said they released the complete functional study to the public before it went to tender because it was important to have transparency and clarity, so the public could see all the details before it was built.
- 50 Is the normal process for the government to release the Functional Study to the public before announcing the locations of the bypass?
- 51 Why has the government fought and delayed release of the Functional Study to the public even going through Freedom of Information Act?
- 52 Why has only a redacted Functional Study been released to stakeholders along Highway #1 Bypass? Is there something to hide?
- 53 What is the supporting evidence that the location of the Regina Highway #1 Bypass will serve the community for the next 50 years?
- 54 Considering our population, how can one justify the costs of building a bypass, within City limits that is already obsolete? Are there not better more cost effective options that the studies and forums could come up with as this major investment is going to cost taxpayers billions of dollars short-term and much more long-term?
- 55 What compelling facts support Tower Road as the preferred location for the bypass to necessitate, for instance, displacing people from their homes, taking away the baseball park used by children, designing a bypass in City limits to create unnecessary traffic congestion at Tower Road? Who is so powerful to have this influence into building a costly, illogical, short-sighted bypass in city limits? Is this the 'new Saskatchewan humanism' to look forward to or an abuse of power?
- 56 Who made the ultimate decision to recommend:
  - a. the Regina Highway #1 bypass at Tower Road,
  - b. The Diverging Diamond Interchange design at Pilot Butte?
- 57 What is the timeline to build the bypass between:
  - a. Highway 48 to Tower Road,
  - b. Tower Road to Arcola Avenue, and
  - c. Arcola Avenue to Pinkie Road?
- 58 What will our government do to be transparent and accountable to the taxpayers to provide the best option for the people for long term growth of the City and surrounding communities for the next 50 years?
- 59 How can the government recommend such a location that has serious safety issues and concerns? You can engineer bypasses but you cannot engineer for our extreme weather conditions that result in accidents. Why is the government so willing to take an unnecessary risk by putting the bypass at the Tower Road location when there are much better options beyond City limits that were recommended in 1996/2004? How will first responders get aid to travellers in need?
- 60 Who will be held accountable for the seriously flawed, dysfunctional, unsafe, costly Regina Highway #1 bypass location decision?