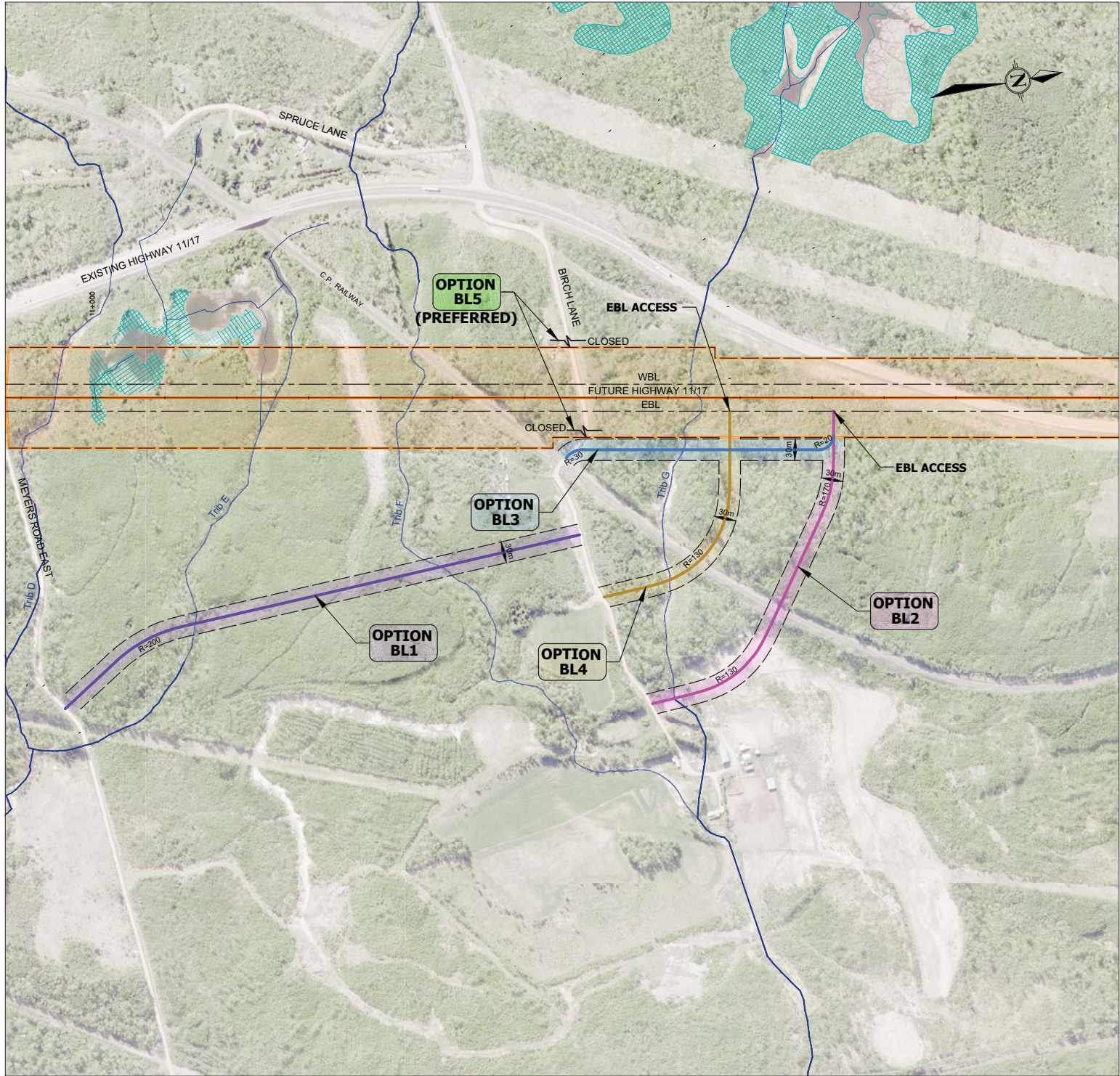


# PUBLIC ACCESS OPTIONS BIRCH LANE



Factor / Indicator	Option BL1	Option BL2	Option BL3	Option BL4	Option BL5 (1997 EA Approved Concept)	Comments
<b>Natural Environment</b> <ul style="list-style-type: none"> <li>Extent of Natural Habitat Fragmentation</li> <li>Extent of Impacts to Significant Natural Features</li> <li>Extent of Vegetation Community Removal</li> <li>Potential Impacts to Wildlife and Wildlife Habitat</li> <li>Impact to Fish and Aquatic Resources</li> </ul>	◐	◑	◒	◓	●	<ul style="list-style-type: none"> <li>BL1 results in the greatest impact to the natural environment due to its length; BL2 results in less impact; BL3 and BL4 result in greater impacts to significant woodland area.</li> <li>BL1 and BL2 will not impact significant woodland area. BL1 requires two watercourse crossings (Tributaries E and F).</li> <li>BL2 and BL4 require two watercourse crossings (Tributary G and Unnamed) and will impact significant woodland area.</li> <li>BL3 requires two watercourse crossings (Tributary G and Unnamed) and will also impact the woodland.</li> <li>BL5 results in no impacts to the natural environment.</li> </ul>
<b>Category Summary</b> <b>Socio-Economic and Cultural Environment</b> <ul style="list-style-type: none"> <li>Residents and Business Displacement</li> <li>Property Requirements</li> <li>Noise</li> <li>Archaeological Resources</li> </ul>	◐	◑	◒	◓	●	<ul style="list-style-type: none"> <li>BL5 is preferred from a natural environment perspective.</li> <li>BL5 displaces 1 resident / business operator. 2 additional properties adjacent to existing Birch Lane are not occupied.</li> <li>BL1 bisects one privately-owned property; BL2 and BL4 bisect one property (Crown Land); BL3 traverses one property (Crown Land).</li> <li>BL1, BL2, BL3, and BL4 impact the same noise / air quality sensitive receptors.</li> <li>BL5 does not impact any noise / air quality sensitive receptors.</li> <li>All road options may require further archaeological assessments.</li> </ul>
<b>Category Summary</b> <b>Transportation / Engineering</b> <ul style="list-style-type: none"> <li>Highway Geometrics</li> <li>Intersection Spacing Requirements (3 - 8km)</li> <li>Complexity and Difficulty of Construction</li> <li>Geotechnical Suitability</li> <li>Impacts to Utilities</li> </ul>	◐	◑	◒	◓	●	<ul style="list-style-type: none"> <li>BL5 is preferred from a socio-economic and cultural perspective.</li> <li>BL1, BL2 and BL4 meet design standards / criteria for a public road.</li> <li>BL3 is intended as a private (driveway) access only.</li> <li>BL1 provides right in/right out access only to the eastbound lanes via MRE2.</li> <li>BL2 in conjunction with OCR2, as well as BL4 in conjunction with OCR1, provide full access to Highway 11/17 and meet intersection spacing requirements.</li> <li>At-grade rail crossings are required for BL2 and BL4 whereas; BL3 maintains the existing crossing.</li> <li>The BL1 connection to Meyers Road East will require a large earth cut.</li> <li>Steep grades are required for BL2 and BL4 connectors to Highway 11/17.</li> </ul>
<b>Category Summary</b> <b>Cost</b> <ul style="list-style-type: none"> <li>Cost including Construction, Utility Relocation and Property Requirement</li> </ul>	◐	◑	◒	◓	●	<ul style="list-style-type: none"> <li>BL5 is preferred from a transportation / engineering perspective.</li> <li>BL1 has the highest cost, followed by BL4, BL2 and BL3 respectively.</li> <li>BL5 is the least expensive option.</li> </ul>
<b>Category Summary</b>	<ul style="list-style-type: none"> <li>BL5 is preferred from a cost perspective.</li> </ul>					
<b>EVALUATION SUMMARY</b>	◐	◑	◒	◓	●	<b>Overall, Option BL5 is preferred for the following reasons:</b> <ul style="list-style-type: none"> <li>Results in no impacts to the natural environment;</li> <li>Does not impact any noise sensitive receptors; and</li> <li>Has the lowest cost.</li> </ul>

