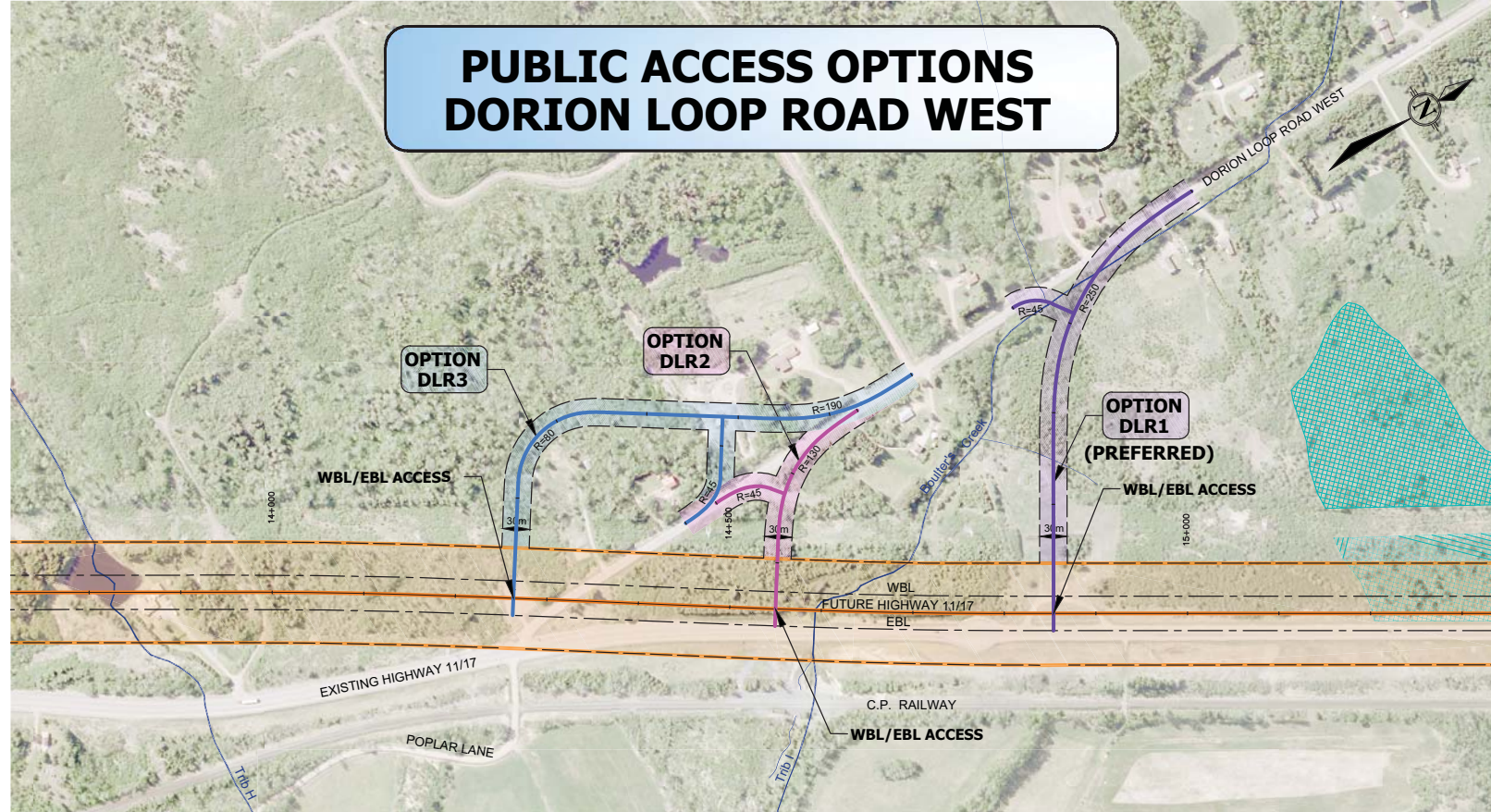


PUBLIC ACCESS OPTIONS DORION LOOP ROAD WEST



Evaluation of Dorion Loop Road West Options				
Factor / Indicator	Option DLR1 (1997 EA Approved Concept)	Option DLR2	Option DLR3	Comments
Natural Environment <ul style="list-style-type: none"> Extent of Natural Habitat Fragmentation Impacts to Natural Features Extent of Vegetation Community Removal Potential Impacts to Wildlife and Wildlife Habitat Impact to Fish and Aquatic Resources 				<ul style="list-style-type: none"> DLR2 results in the least impact to the natural environment given its close proximity to existing Dorion Loop Road and shorest length. None of the options are anticipated to impact any significant natural features. DLR2 results in limited natural habitat fragmentation and vegetation removal compared to DLR1 and DLR3. DLR2 has limited impacts to wildlife or wildlife habitat compared to DLR1 and DLR3. DLR2 does not impact watercourses. DLR3 requires crossing of existing ditchlines at connections to the existing highway, and DLR1 potentially requires channel realignment of Tributary I.
Category Summary	• DLR2 is preferred from a natural environment perspective.			
Socio-Economic and Cultural Environment <ul style="list-style-type: none"> Residents and Business Displacement Property Requirements Noise Archaeological Resources 				<ul style="list-style-type: none"> No residential or business displacements. DLR1 results in impacts to at least 2 residential properties. DLR2 impacts 1 residential property and DLR3 impacts 3 residential properties. DLR1 results in the least impacts to noise / air quality sensitive receptors. All options may require further archaeological assessment.
Category Summary	• DLR1 is preferred from a socio-economic / cultural perspective.			
Transportation / Engineering <ul style="list-style-type: none"> Highway Geometrics Intersection Spacing Requirements (3 - 8km) Complexity and Difficulty of Construction Geotechnical suitability Impacts to Utilities 				<ul style="list-style-type: none"> DLR1 results in better geometrics and connection to Highway 11/17 (e.g. allows for a more gradual connection to existing Dorion Loop Road westerly). All options provide full access to Highway 11/17 and meet intersection spacing criteria. DLR2 requires a temporary closure of Dorion Loop Road West to enable construction. The road profile for DLR2 is the least desirable due to steep grades and significant rock cut. DLR3 results in the longest connection to Highway 11/17. There is a higher risk of encountering contaminated soil as a result of past commercial land use with DLR1. No direct impact to existing utilities with all options.
Category Summary	• DLR1 is preferred from a transportation / engineering perspective.			
Cost <ul style="list-style-type: none"> Cost including Construction, Utility Relocation and Property Requirement 				<ul style="list-style-type: none"> DLR1 is anticipated to have the lowest overall costs.
Category Summary	• DLR1 is preferred from a cost perspective.			
EVALUATION SUMMARY	 PREFERRED			Overall, Option DLR1 is preferred for the following reasons: <ul style="list-style-type: none"> Vegetation impacts consist of removal of culturally impacted second growth communities; Least impact to noise / air quality sensitive areas; Better geometrics and connection to Highway 11/17; Allows for a more gradual connection to existing Dorion Loop Road westerly; and Does not require road closure to construct.

Legend:

