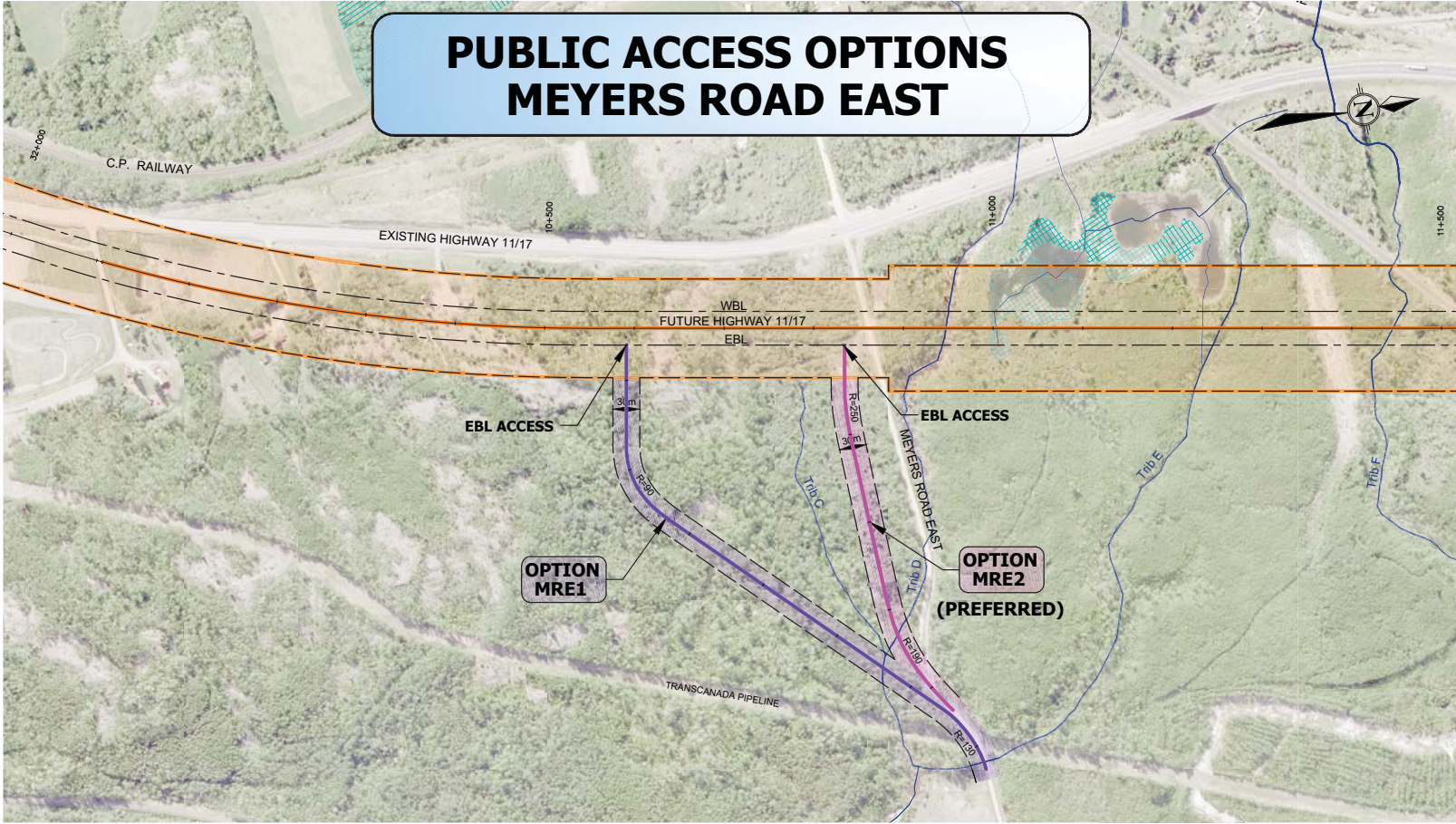


# PUBLIC ACCESS OPTIONS MEYERS ROAD EAST



Evaluation of Meyers Road East Options			
Factor / Indicator	Option MRE1 (1997 EA Approved Concept)	Option MRE2	Comments
<b>Natural Environment</b> <ul style="list-style-type: none"> <li>Extent of Natural Habitat Fragmentation</li> <li>Impacts to 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>MRE2 results in less natural habitat fragmentation compared to MRE1 given its shorter length and closer proximity to existing Meyers Road East.</li> <li>MRE1 has greater potential to disrupt Whip-Poor-Will habitat in the area.</li> <li>MRE2 requires less vegetation removal.</li> <li>Similar impacts to wildlife and wildlife habitat.</li> <li>MRE1 and MRE2 require respective crossings of Tributary C and Tributary D.</li> </ul>
<b>Category Summary</b> • MRE2 is preferred from a natural environment perspective.			
<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>No residential or business displacement.</li> <li>MRE2 has lower property requirements.</li> <li>None of the options result in changes to noise / air quality sensitive receptors.</li> <li>All options may require further archaeological assessment.</li> </ul>
<b>Category Summary</b> • MRE2 is preferred from a socio-economic and cultural environment perspective.			
<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>The road profile for MRE1 results in steeper roadway grades and more cut.</li> <li>MRE2 in conjunction with MRW1 provide full access to Highway 11/17 but do not meet intersection spacing criteria.</li> <li>MRE2 provides right in/right out access only to the eastbound lanes.</li> <li>MRE1 is less desirable given the proposed connection to existing Meyers Road is through potential highly erodible soil.</li> <li>MRE1 requires a longer connection to Highway 11/17.</li> <li>MRE1 crosses the TransCanada pipeline. MRE2 does not have any direct impact to utilities.</li> </ul>
<b>Category Summary</b> • MRE2 is preferred from a transportation / engineering perspective.			
<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>MRE1 is anticipated to result in a higher overall cost compared to MRE2.</li> </ul>
<b>Category Summary</b> • MRE2 is preferred from a cost perspective.			
<b>EVALUATION SUMMARY</b>	◐	◑ <b>PREFERRED</b>	<b>Overall, Option MRE2 is preferred for the following reasons:</b> <ul style="list-style-type: none"> <li>Minimizes impact to vegetation and results in less fragmentation of natural habitat;</li> <li>Has fewer impacts to wildlife and wildlife habitat;</li> <li>Shortest connection to Highway 11/17;</li> <li>Improves connection to existing Meyers Road;</li> <li>No impact to the TransCanada Pipeline crossing; and</li> <li>Has lower construction cost.</li> </ul>

