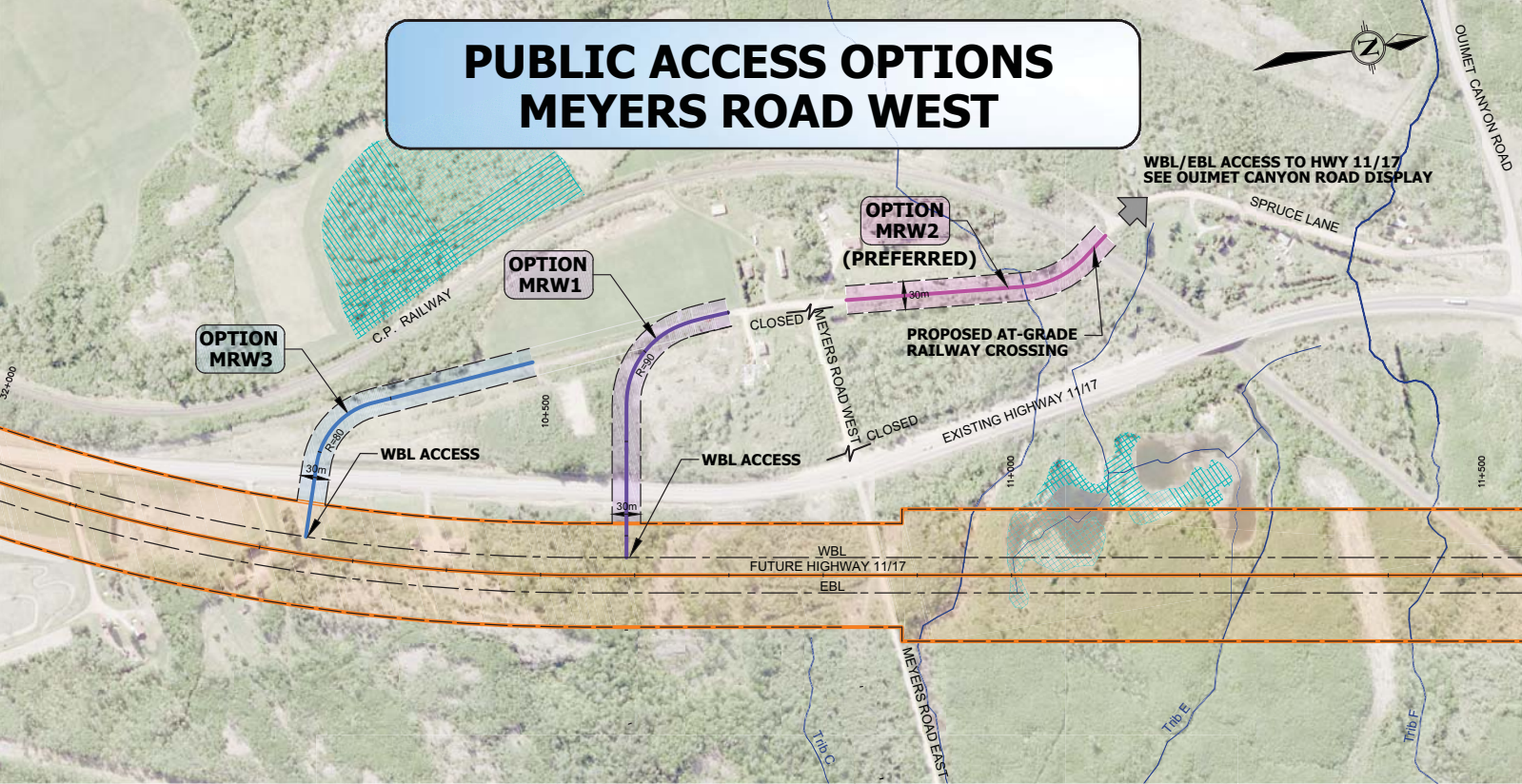


# PUBLIC ACCESS OPTIONS MEYERS ROAD WEST



Evaluation of Meyers Road West Options				
Factor / Indicator	Option MRW1 (.997 EA Approved Concept)	Option MRW2	Option MRW3	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>MRW1 results in the greatest fragmentation of natural habitat while MRW2 results in the least given the MRW2 realignment crosses previously disturbed lands (i.e. abandoned Highway 11/17).</li> <li>Vegetation removal and impacts to wildlife and wildlife habitat are minimized with MRW2.</li> <li>No impact to known fish and aquatic resources.</li> </ul>
<b>Category Summary</b>	• MRW2 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 displacements.</li> <li>Property requirements are greatest with MRW1.</li> <li>MRW2 results in the least impacts to noise / air quality sensitive receptors.</li> <li>Further archaeological assessment will be required for MRW1 and MRW3.</li> </ul>
<b>Category Summary</b>	• MRW2 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 approaching the proposed four-lane highway is less desirable in MRW1 than MRW2 given the need to cross the existing highway. Matching the existing highway grade will make for less complex construction.</li> <li>The new at-grade rail crossing shown as part of MRW2 will be contingent on the closure of the existing rail crossing on Birch Lane. Discussions with CPR are ongoing regarding permitting requirements.</li> <li>MRW1 in conjunction with MRE, provide full access to Highway 11/17 but do not meet intersection spacing criteria.</li> <li>MRW2 provides full (EB/WB) access to Highway via Ouimet Canyon Road.</li> <li>MRW3 provides right in/right out access only to the westbound lanes.</li> <li>No known soil concerns.</li> <li>No direct impacts to utility towers.</li> </ul>
<b>Category Summary</b>	• MRW3 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>MRW1 will require significantly more earth &amp; rock excavation than MRW3, resulting in a higher cost.</li> <li>MRW2 will require flagging (by CPR) but has the lowest cost overall.</li> </ul>
<b>Category Summary</b>	• MRW2 is preferred from a cost perspective.			
<b>EVALUATION SUMMARY</b>		 <b>PREFERRED</b>		<p><b>Overall, Option MRW2 is preferred for the following reasons (contingent on approvals of the at-grade rail crossing):</b></p> <ul style="list-style-type: none"> <li>No fragmentation of natural habitat;</li> <li>Minimizes vegetation removal;</li> <li>Minimizes impacts to wildlife and wildlife habitat;</li> <li>Least property impacts;</li> <li>Least impact to noise / air quality sensitive receptors;</li> <li>Provides full access connection of Highway 11/17;</li> <li>No impact to existing utilities; and</li> <li>Has the lowest construction cost.</li> </ul> <p><b>NOTE: SHOULD THE AT-GRADE RAIL CROSSING FOR MRW2 NOT BE APPROVED BY CP RAIL, MRW3 IS THE OPTION THAT WILL BE CARRIED FORTH.</b></p>

