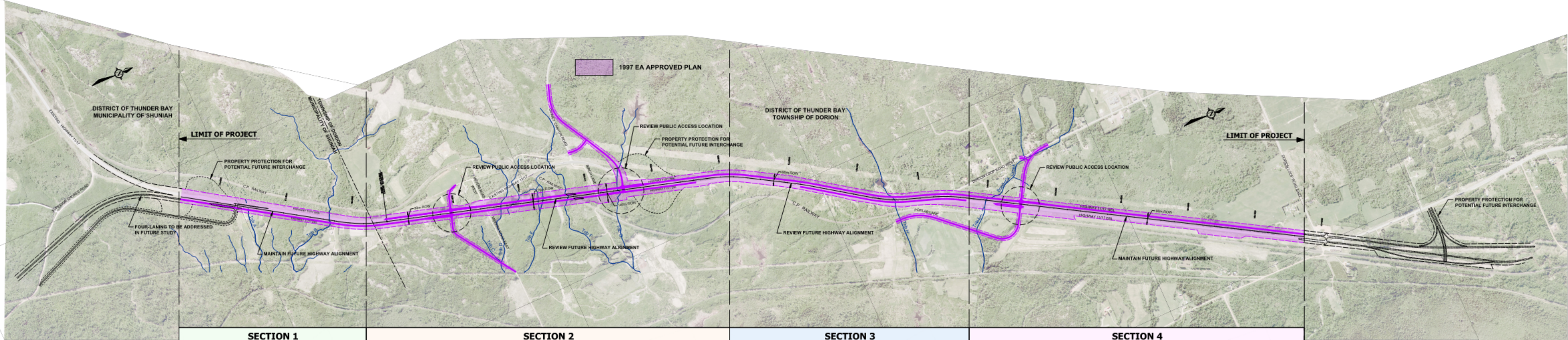


# REVIEW OF 1997 EA APPROVED PLAN



| SECTION 1   | SECTION 2  | SECTION 3  | SECTION 4   |
|---|--|--|---|
| <ul style="list-style-type: none"> <li>• NO SIGNIFICANT CHANGES TO HIGHWAY ALIGNMENT.</li> <li>• WIDEN HIGHWAY RIGHT-OF-WAY FROM 90m to 110m (MINIMUM).</li> <li>• INTERIM TRANSITION FROM EXISTING HIGHWAY TO PROPOSED FOUR-LANING.</li> </ul> | <ul style="list-style-type: none"> <li>• NEW HIGHWAY ALIGNMENT ALTERNATIVES DEVELOPED TO MINIMIZE ENVIRONMENTAL IMPACTS AND TO ENHANCE HIGHWAY GEOMETRY (SEE EVALUATION OF HIGHWAY ALIGNMENT ALTERNATIVES DISPLAY).</li> <li>• WIDEN HIGHWAY RIGHT-OF-WAY FROM 90m to 110m (MINIMUM).</li> <li>• NEW PUBLIC ACCESS ALTERNATIVES DEVELOPED WITH CONSIDERATION TO A MINISTRY SPACING CRITERIA OF 3-8km AND THE NEEDS OF THE COMMUNITY (SEE "MEYERS ROAD EAST", "MEYERS ROAD WEST" &amp; "OUIMET CANYON ROAD" DISPLAYS).</li> </ul> | <ul style="list-style-type: none"> <li>• NEW HIGHWAY ALIGNMENT ALTERNATIVES DEVELOPED TO IMPROVE HIGHWAY GEOMETRY AND MINIMIZE IMPACTS TO HYDRO TOWERS. (SEE EVALUATION OF HIGHWAY ALIGNMENT ALTERNATIVES DISPLAY)</li> <li>• WIDEN HIGHWAY RIGHT-OF-WAY FROM 90m to 110m (MINIMUM).</li> <li>• NEW PUBLIC ACCESS ALTERNATIVES DEVELOPED WITH CONSIDERATION TO A MINISTRY SPACING CRITERIA OF 3-8km AND THE NEEDS OF THE COMMUNITY (SEE "MEYERS ROAD EAST", "MEYERS ROAD WEST" &amp; "OUIMET CANYON ROAD" DISPLAYS)</li> </ul> | <ul style="list-style-type: none"> <li>• NO SIGNIFICANT CHANGES TO HIGHWAY ALIGNMENT.</li> <li>• WIDEN HIGHWAY RIGHT-OF-WAY FROM 90m to 110m (MINIMUM).</li> <li>• NEW PUBLIC ACCESS ALTERNATIVES DEVELOPED WITH CONSIDERATION TO A MINISTRY SPACING CRITERIA OF 3-8km AND THE NEEDS OF THE COMMUNITY (SEE "DORION LOOP ROAD WEST" &amp; "POPLAR LANE" DISPLAYS)</li> </ul> |