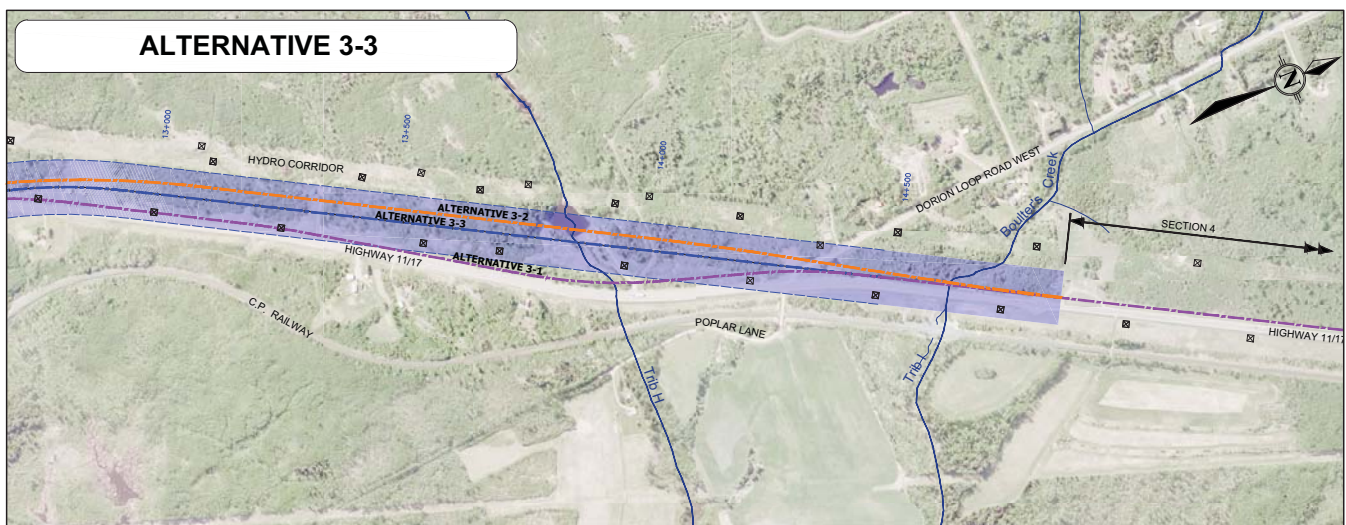
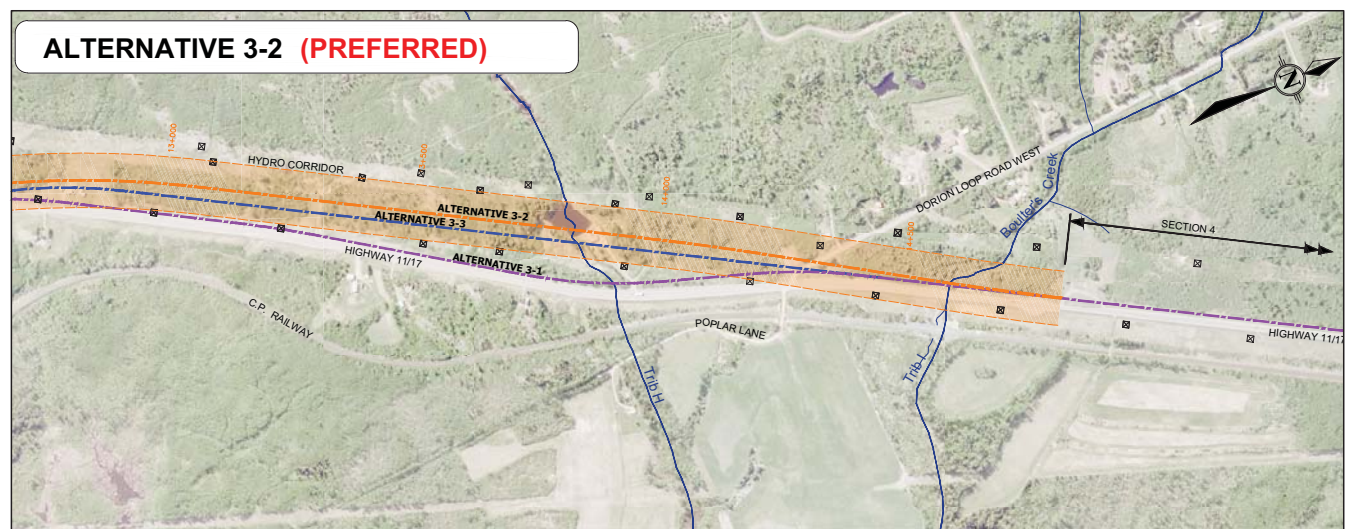
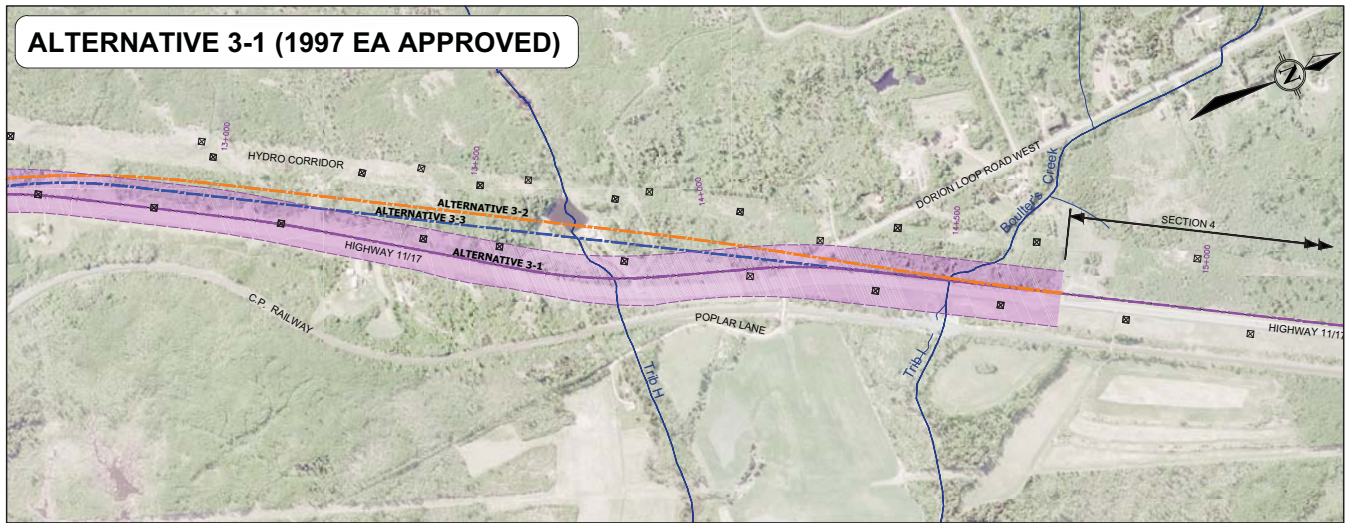


EVALUATION OF HIGHWAY ALIGNMENT ALTERNATIVES - SECTION 3



Analysis & Evaluation of Highway Alignment Alternatives SECTION 3				
Factor / Indicator	Alternative 3-1 (1997 EA Approved Plan)	Alternative 3-2	Alternative 3-3	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"> Alternative 3-1 will result in minor habitat fragmentation whereas Alternatives 3-2 and 3-3 will cause greater habitat fragmentation. Alternative 3-1 will minimize impacts to significant natural features (i.e. wetlands), whereas Alternatives 3-2 and 3-3 will result in greater impacts to wetlands. Alternative 3-1 avoids impacts to the private baitfish pond while Alternatives 3-2 and 3-3 impacts the private baitfish pond. All alternatives will require a crossing over Tributary H and Tributary I / Boulter's Creek.
Category Summary 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"> Alternative 3-1 is preferred from a natural environment perspective. Alternative 3-1 is anticipated to impact 11 properties; Alternative 3-2 is anticipated to impact 7 properties, and Alternative 3-3 is anticipated to impact 7 properties. 3 residential and/or business displacements result with all three alternatives. Alternative 3 has the lowest property requirement by area, though all have similar total property requirements. Alternative 3-2 will impact fewer noise / air quality sensitive areas. All alternatives require archaeological assessment.
Category Summary Transportation / Engineering <ul style="list-style-type: none"> Highway Geometrics Complexity and Difficulty of Construction Geotechnical suitability Impacts to Utilities 				<ul style="list-style-type: none"> Alternative 3-2 is preferred from a socio-economic and cultural perspective. All Alternatives meet the projected traffic demand and enhances highway safety. However, Alternative 3-2 offers better highway geometrics. Alternative 3-2 will result in fewer disruptions to traffic during construction as it allows for better construction staging. Alternative 3-2 will impact the fewest hydro towers.
Category Summary Cost <ul style="list-style-type: none"> Cost including Construction, Utility Relocation and Property Requirement 				<ul style="list-style-type: none"> Alternative 3-2 is preferred from a transportation / engineering perspective. Alternative 3-2 has a lower construction cost whereas Alternatives 3-1 and 3-3 require higher construction costs.
Category Summary	<ul style="list-style-type: none"> Alternative 3-2 is preferred from a cost perspective. 			Overall, Alternative 3-2 is preferred for the following reasons: <ul style="list-style-type: none"> Lower property impact and displacements; Impacts fewer noise / air quality sensitive areas; Has better highway geometrics; Has better construction staging; Impacts fewer hydro towers; and Lower cost.
OVERALL EVALUATION		 PREFERRED		

