

HIGHWAY 60 IMPROVEMENTS G.W.P. 5006-05-00

**SECTION 1: HIGHWAY 60 / HIGHWAY 11 INTERCHANGE
TO MUSKOKA ROAD 3**

SECTION 2: MUSKOKA ROAD 23 TO HIGHWAY 35

PUBLIC INFORMATION CENTRE NO. 1

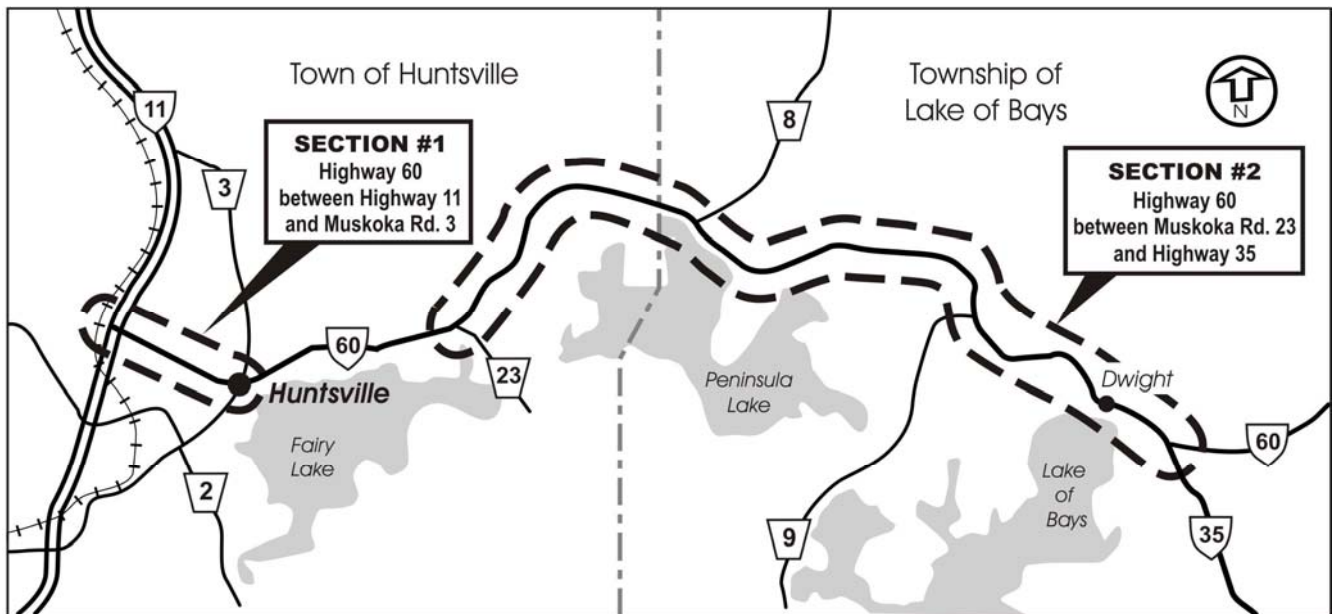
May 13, 2010

WELCOME

Welcome to the first round of Public Information Centres (PICs) for the Class Environmental Assessment (EA) and Preliminary Design Study to identify capacity, geometric and operational improvements to Highway 60 in the following two sections:

Section #1: Highway 11 easterly for 2.5 km to Muskoka Road 3, including potential improvements to the Highway 11 / Highway 60 interchange.

Section #2: Muskoka Road 23 easterly for 16.4 km to Highway 35.



This is the first of two rounds of Public Information Centres. We would like your feedback on the alternatives we have identified for further review.

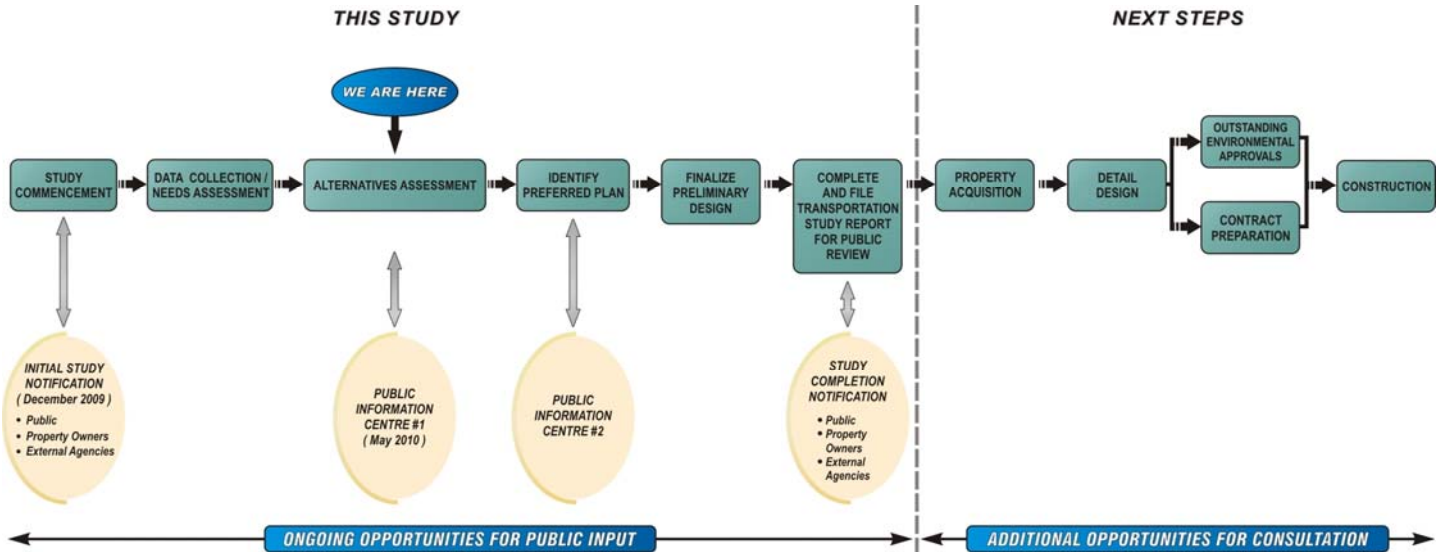
Please ask questions and make your opinions known to us. We also encourage you to complete a comment sheet before leaving.

THANK YOU FOR SIGNING IN AT THE FRONT DESK

Information presented today is also available online at the project website:
www.Highway60.ca

ENVIRONMENTAL ASSESSMENT PROCESS

This project is being conducted in accordance with the requirements of the Ministry of Transportation (MTO) Class Environmental Assessment for Provincial Transportation Facilities (amended 2000) as a Group B undertaking. The MTO Class EA is a process approved by the Ministry of the Environment for the planning and design of provincial road projects.



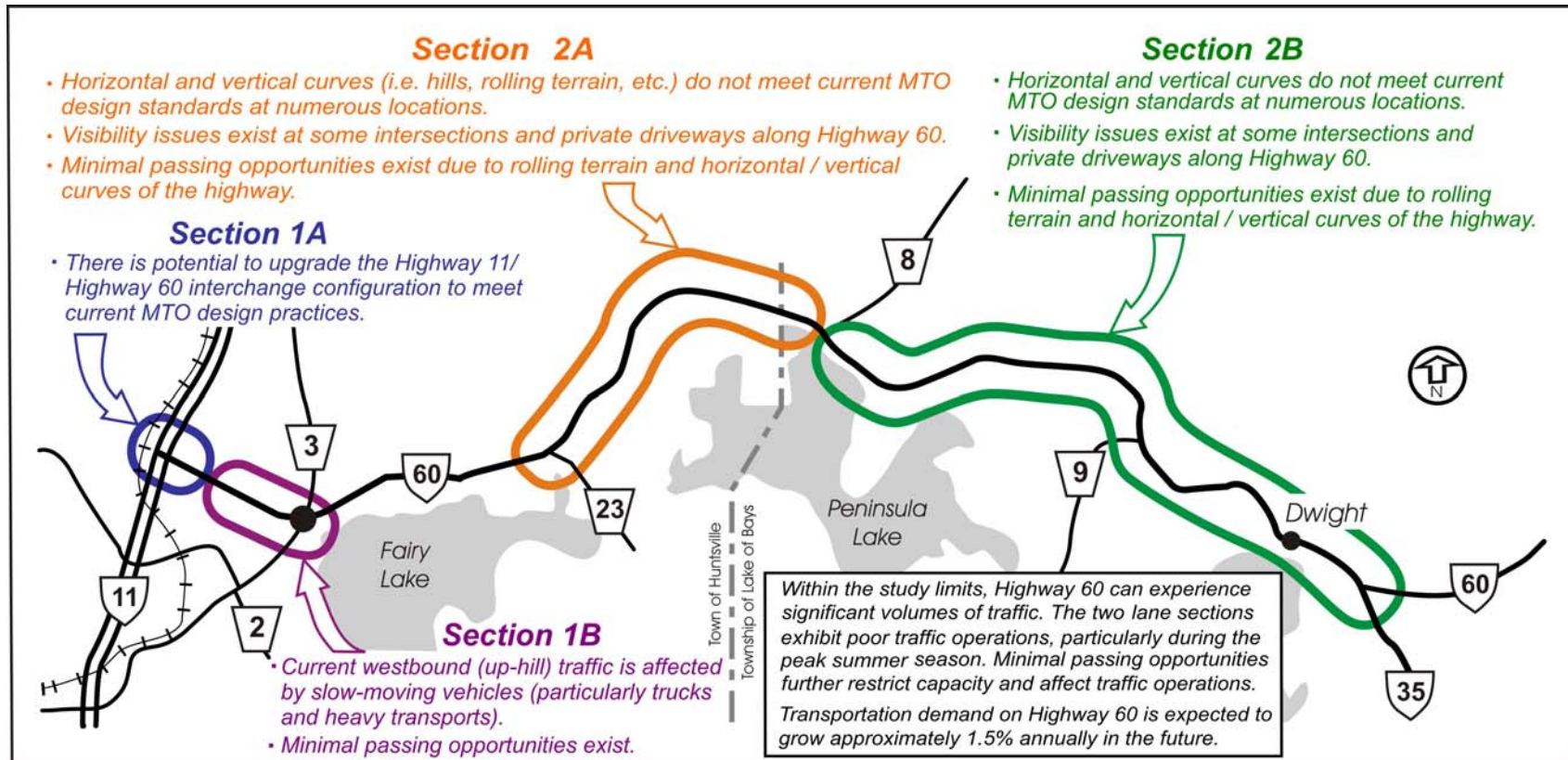
WHY (NEED AND JUSTIFICATION)

Highway 60 is a key transportation corridor in the Muskoka area and provides a corridor for many tourist and recreational uses / activities. To proactively plan for future transportation needs, this Class Environmental Assessment is examining geometric and future capacity needs to the year 2031.

For evaluation purposes, Sections #1 and #2 within the study limits have been broken down further into four sections, based on their different characteristics.

The four sections, the identified geometric and future capacity needs, and the improvements required to address these needs are shown on the key plan below:

- **Section 1A:** Highway 60 / Highway 11 Interchange
- **Section 1B:** Highway 60 - Highway 11 to Muskoka Road 3
- **Section 2A:** Highway 60 - Muskoka Road 23 to Muskoka Road 8
- **Section 2B:** Highway 60 - Muskoka Road 8 to Highway 35



Future traffic growth, combined with the need to upgrade the horizontal and vertical curves, justifies the need for improvements to Highway 60 within the study limits. This Preliminary Design Study and Class EA was initiated to:

- Identify future operational and safety improvements
- Address future capacity needs
- Evaluate alternatives
- Recommend a plan to address the future needs to Year 2031
- Identify future property requirements

EXISTING ENVIRONMENTAL CONDITIONS

SEPARATE FILE

PLANNING ALTERNATIVES

Planning Alternative	Assessment	Conclusion
Do Nothing	<ul style="list-style-type: none"> Traffic operations on existing Highway 60 will continue to deteriorate leading to increased traffic congestion and future safety concerns. 	<ul style="list-style-type: none"> The “Do Nothing” alternative does not address the identified transportation needs, but is carried forward for comparison purposes.
Reduce Travel Demand on Highway	<ul style="list-style-type: none"> Transportation demand management measures, in the form of improved rail and/or transit service, would reduce travel demand on Highway 60. Significant costs are associated with constructing additional rail lines to provide access along the Highway 60 corridor. Although adding transit service along the Highway 60 corridor would reduce future travel demand to a certain degree, expansion of transit service would not fully address future capacity needs because: <ul style="list-style-type: none"> The majority of the Highway 60 corridor travels through rural areas; Residences / businesses are scattered along the highway corridor; A significant portion of traffic is recreational and originates from outside the study area (e.g. Southern Ontario), especially in the summer season. 	<ul style="list-style-type: none"> Does not fully address the identified transportation needs. Set aside.
Improve and Expand Municipal Roads	<ul style="list-style-type: none"> Design standards of municipal roads are not compatible with the higher traffic volumes on Highway 60. Improving and expanding municipal roads is not considered a reasonable alternative due to the potential community impacts, and will likely not reduce the need to improve Highway 60. 	<ul style="list-style-type: none"> Does not address the identified transportation needs. Set aside.
Improve Existing Highway 60	<p>This alternative addresses the identified transportation needs by providing:</p> <ul style="list-style-type: none"> An opportunity to accommodate future capacity and operational needs. Improvements to the geometry of the highway. Maximizes use of the existing Highway 60 corridor. 	<ul style="list-style-type: none"> This alternative addresses the identified transportation needs. Carry forward for further review.
Construct a New Provincial Roadway	<ul style="list-style-type: none"> A new provincial roadway would provide the needed capacity within the study area, however, the environmental, property and cost implications would be significant. 	<ul style="list-style-type: none"> This alternative is not considered a reasonable alternative at this time due to higher environmental property and cost implications compared to “Improve Existing Highway 60.” Set aside.

PRELIMINARY DESIGN ALTERNATIVES PROPOSED ANALYSIS / EVALUATION PROCESS

PRELIMINARY DESIGN ALTERNATIVES

Preliminary design alternatives for each section noted below have been developed for review and comment and are shown on the next panels.

- **Section 1A: Highway 60 / Highway 11 Interchange**
- **Section 1B: Highway 60 - Highway 11 to Muskoka Road 3**
- **Section 2A: Highway 60 - Muskoka Road 23 to Muskoka Road 8**
- **Section 2B: Highway 60 - Muskoka Road 8 to Highway 35**

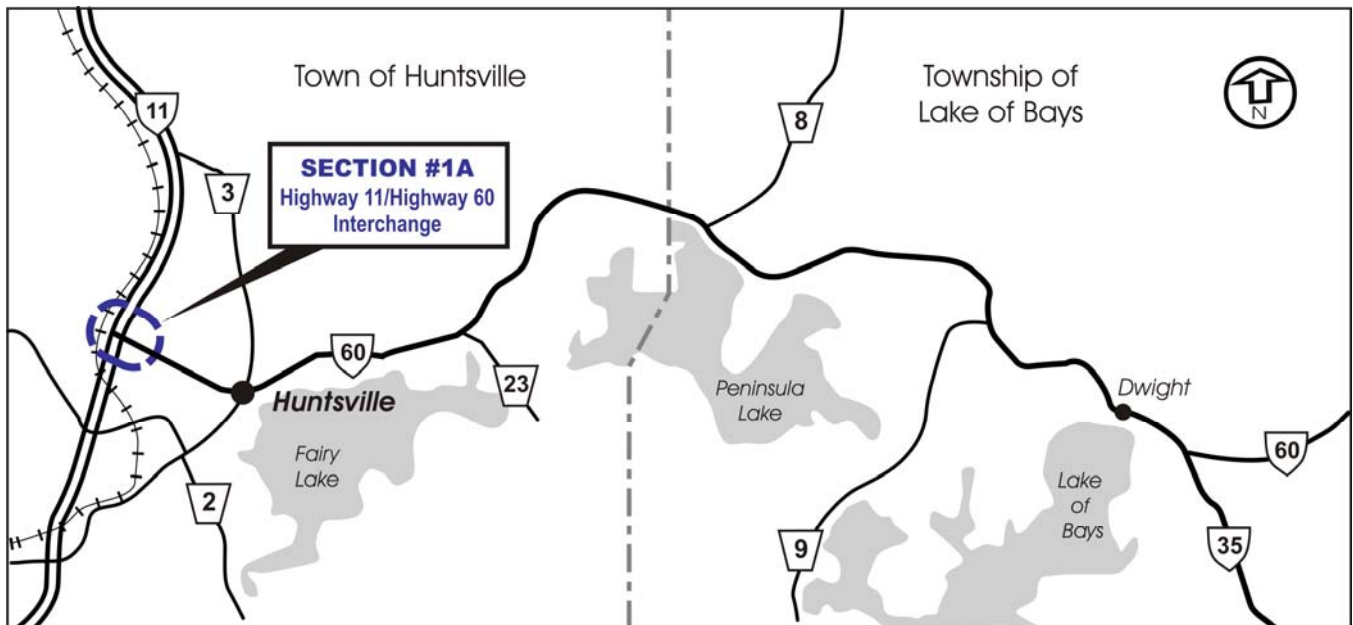
PROPOSED EVALUATION CRITERIA

The engineering and environmental criteria proposed to evaluate the alternatives are provided below. **Please review the list and identify the factors that you consider most important and add other factors that you feel are appropriate to be included in the list. Please provide your comments regarding the evaluation on the Comment Sheets provided.**

The analysis and evaluation of the alternatives will be presented at the second Public Information Centre scheduled for later in the study.

PROPOSED EVALUATION CRITERIA	
Evaluation Criteria	Indicators
Traffic Operations & Safety	<ul style="list-style-type: none"> • Accommodates projected traffic demand • Enhances safety • Considers traffic operations on municipal roads and intersections • Overall design standard consistent with Geometric Standards for Ontario Highways, Interchanges and Connecting Roads
Access	<ul style="list-style-type: none"> • Supports existing and future growth and development • Supports the municipal road network • Compliments future municipal road improvements
Constructability	<ul style="list-style-type: none"> • Existing traffic flow and operations accommodated during construction • Availability of staged construction
Natural Environment	<ul style="list-style-type: none"> • Ecological features including wetlands, watercourses, wildlife and wildlife habitat, fish and fish habitat, surface water and groundwater
Social Environment	<ul style="list-style-type: none"> • Residents and business displacement • Property requirements • Impact on future land uses and operations • Views of highway / landscape for adjacent residents • Noise • Community and recreational facilities, including trails, bike lanes, parkland, etc.
Cultural Environment	<ul style="list-style-type: none"> • Registered and identified Built Heritage Features and Cultural Landscapes • Archaeological resources
Cost	<ul style="list-style-type: none"> • Cost including construction, utility relocation and property requirements

SECTION 1A: HIGHWAY 60 / HIGHWAY 11 INTERCHANGE ALTERNATIVES



Preliminary Design Alternatives include:

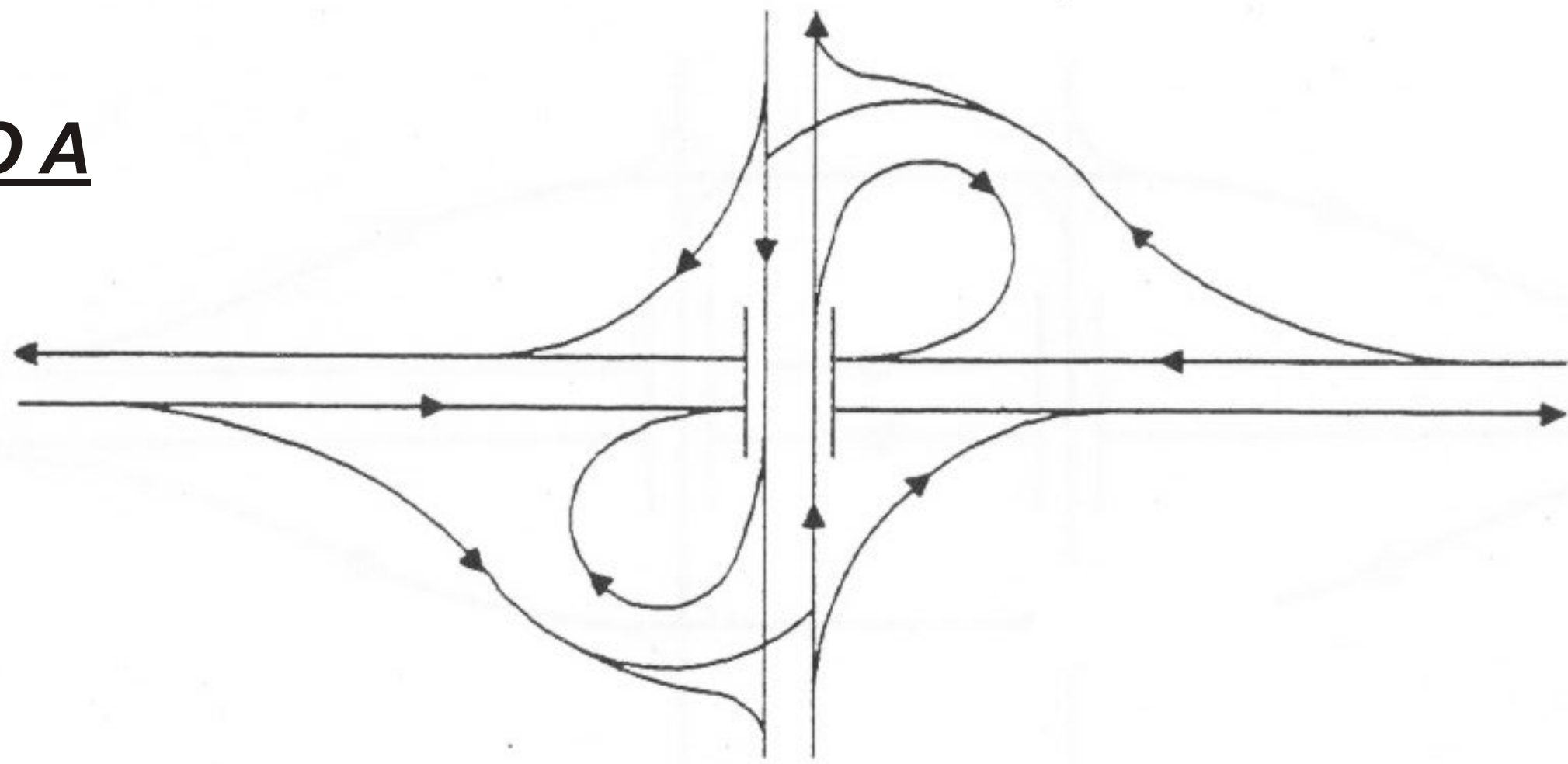
- Alternative 1A-1: Do Nothing (See '*Existing Environmental Conditions*' Panel)
- Alternative 1A-2: Reconstructed Trumpet "B" Configuration
- Alternative 1A-3: Trumpet "A" Configuration
- Alternative 1A-4: Directional Ramp Configuration
- Alternative 1A-5: Diamond Configuration

SECTION 1A: HIGHWAY 60 / HIGHWAY 11 INTERCHANGE ALTERNATIVES

SEPARATE FILE

TYPICAL INTERCHANGE CONFIGURATIONS

PARCLO A



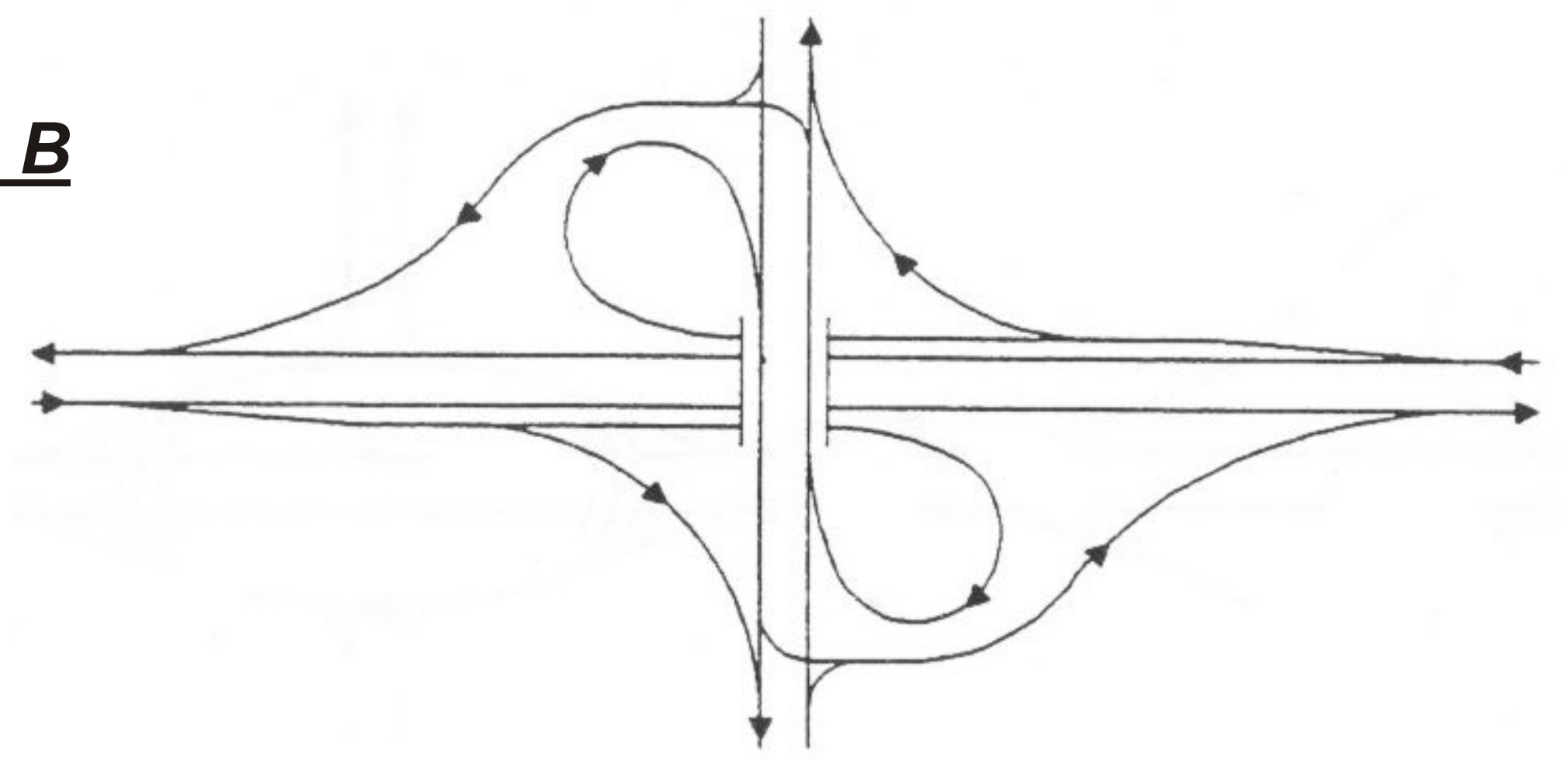
Advantages:

- favours the fast freeway traffic by placing exit terminals on advance of structure.
- weaving is eliminated.
- single exit features simplifies signing of freeway.
- high capacity.

Disadvantages:

- requires additional property than diamond configuration.

PARCLO B



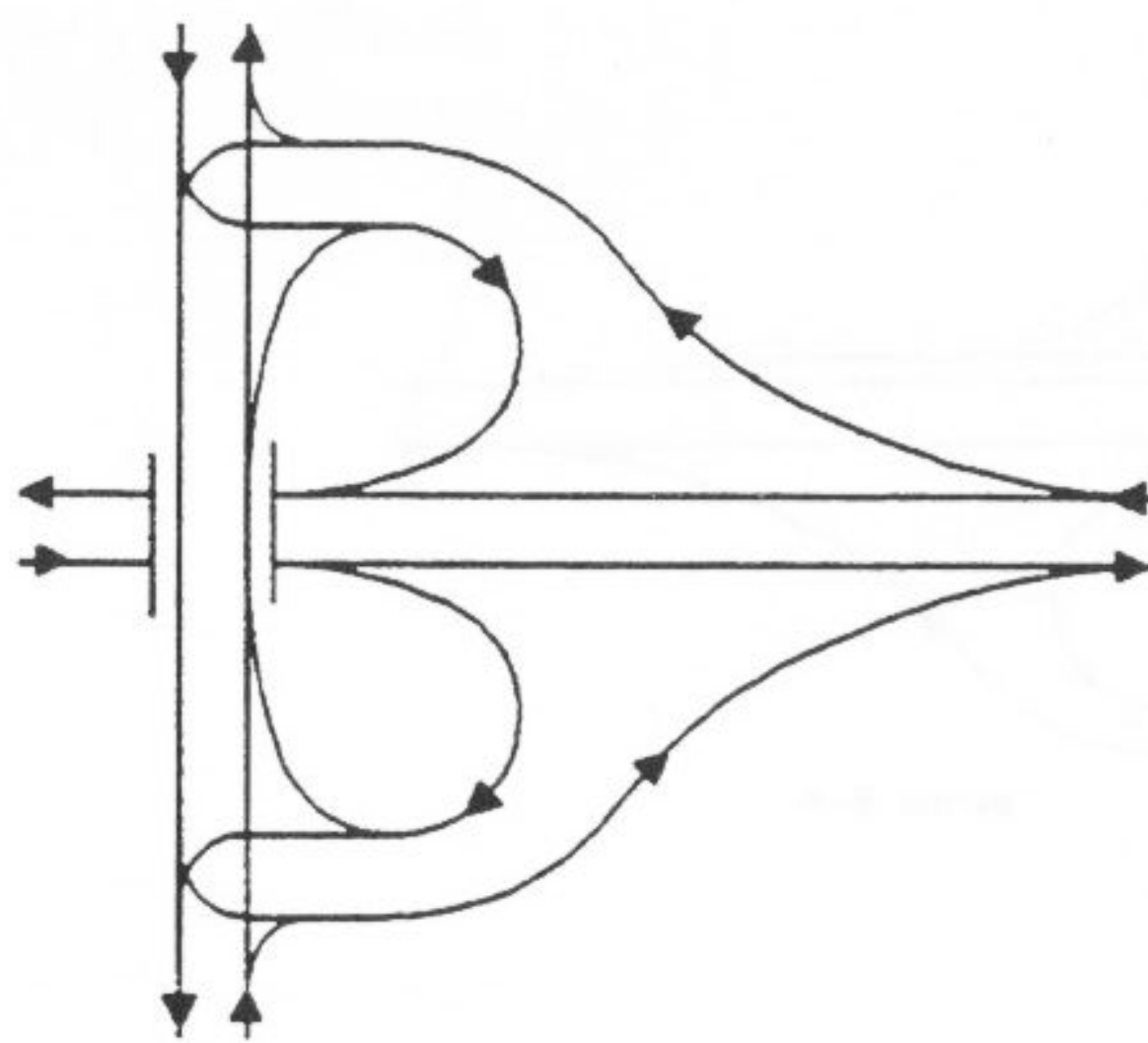
Advantages:

- weaving is eliminated.
- not conducive to wrong way movement.

Disadvantages:

- high speed traffic must exit from freeway on a small radius loop.
- sight lines to exit loop ramp is restricted by structure.
- requires additional property than diamond configuration.

PARCLO A-B



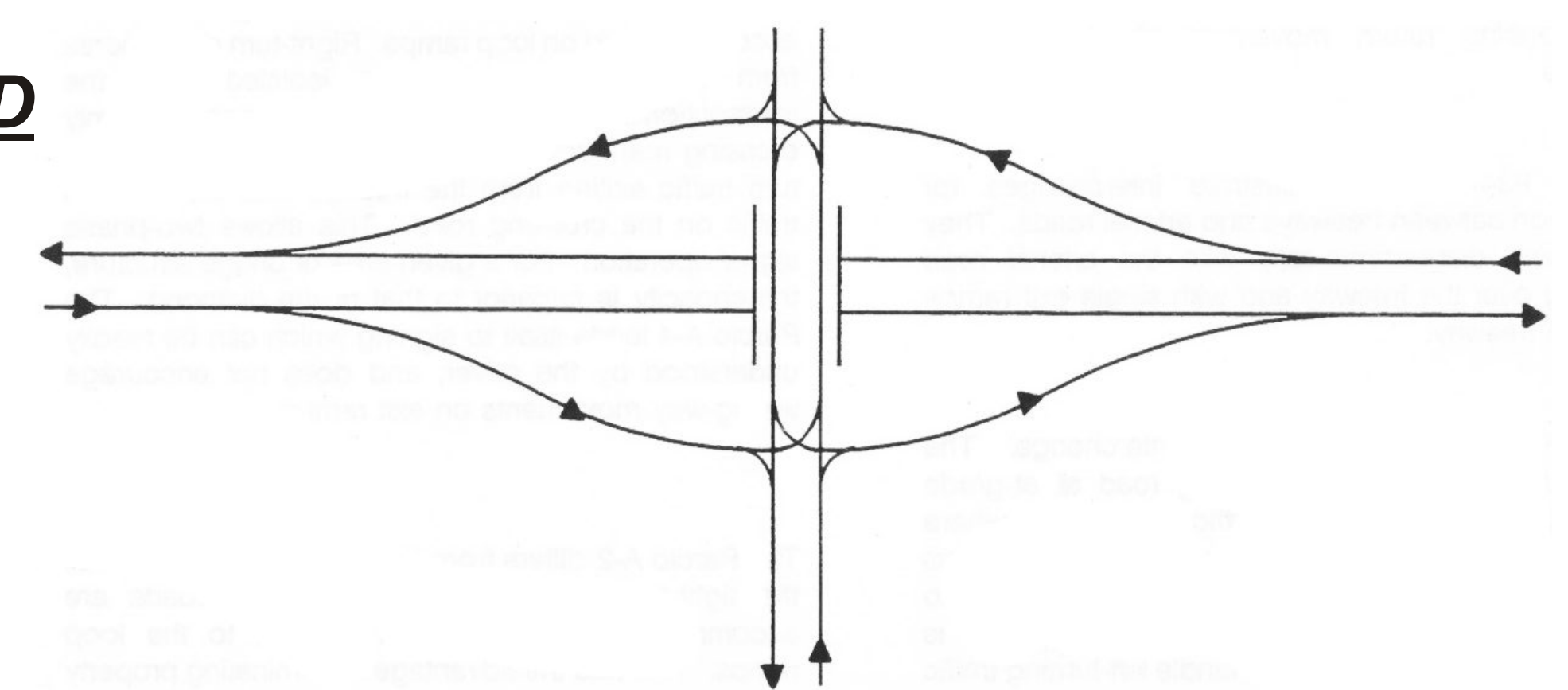
Advantages:

- not conducive to wrong way movement.

Disadvantages:

- weaving section on crossing road.
- high speed traffic must exit from freeway on a small radius loop.
- sight lines to exit loop ramp is restricted by structure.
- requires additional property than diamond configuration.

DIAMOND



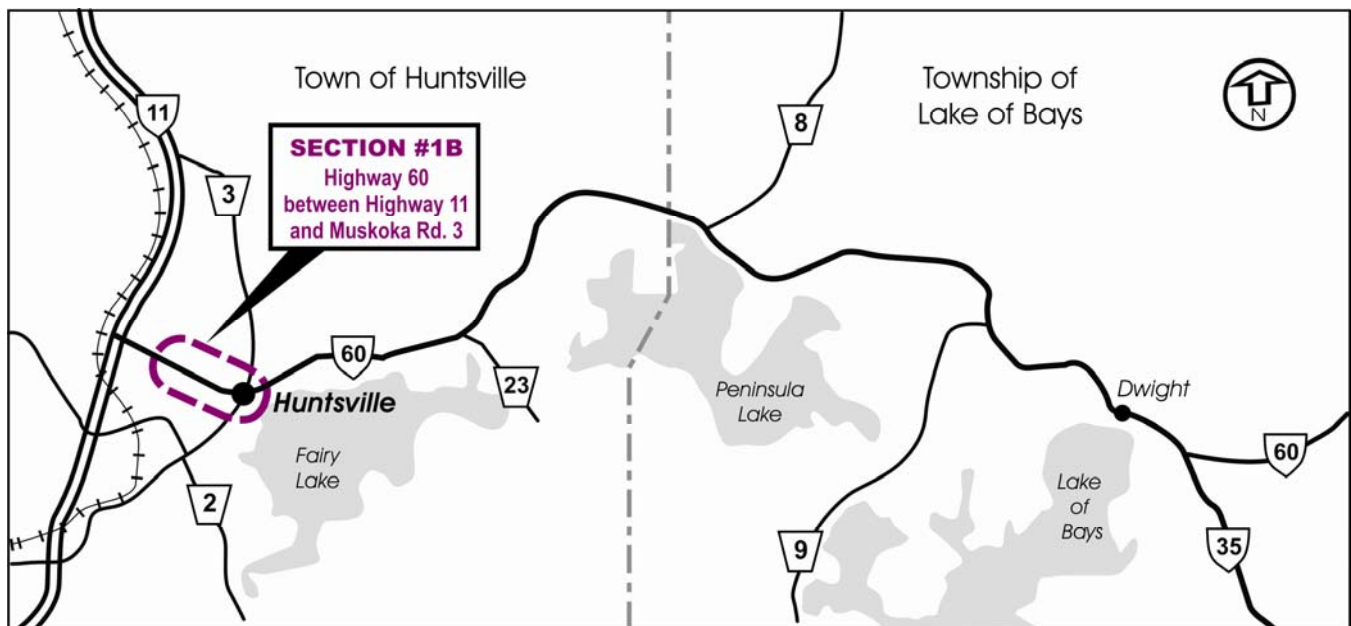
Advantages:

- high standard single exits in advance of the structure.
- high standard single entrances beyond the structure.
- economical in property use.
- no need for speed change lanes on or under the structure.
- no weaving on the freeway.

Disadvantages:

- lower capacity on the minor road due to left turning movements.
- difficulty of obtaining adequate visibility at the ramp terminals.
- many points of conflict on the minor road increase the collision potential of the design, unless signalized.
- possibility of wrong-way movements.
- limits possibility of allowing for future expansion of the interchange.

SECTION 1B: HIGHWAY 60 ALTERNATIVES HIGHWAY 11 TO MUSKOKA ROAD 3



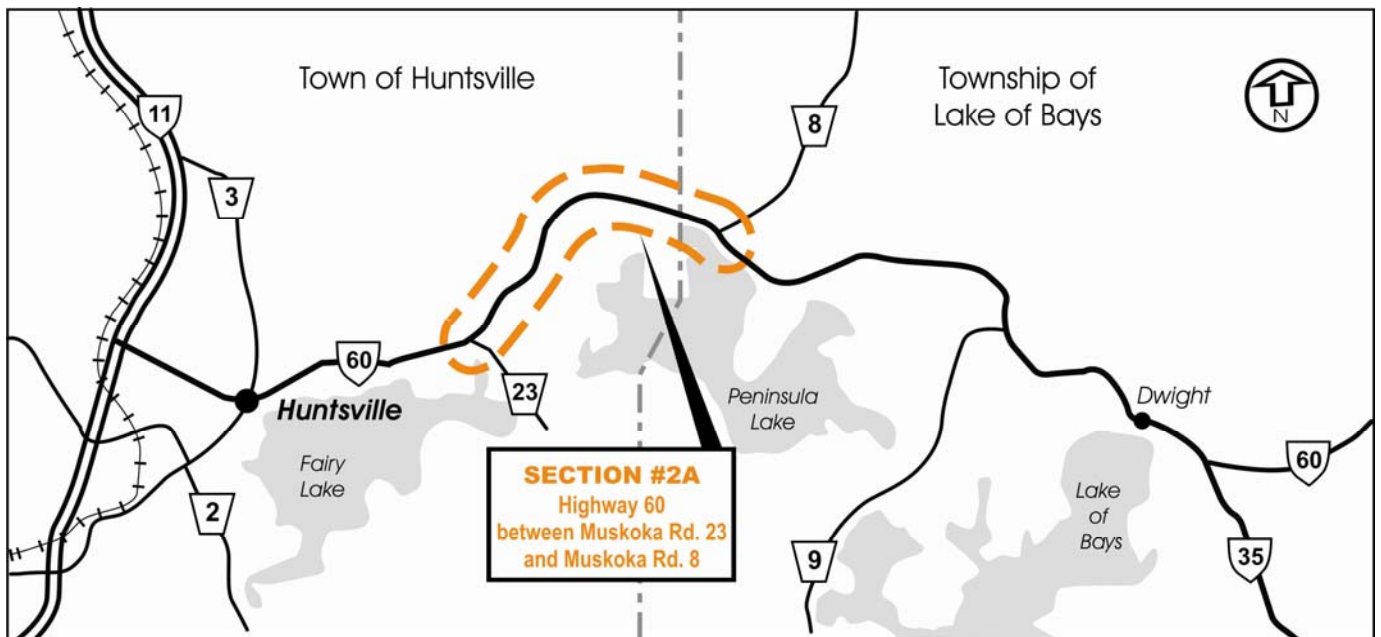
Preliminary Design Alternatives include:

- **Alternative 1B-1: Do Nothing (See 'Existing Environmental Conditions' Panel)**
- **Alternative 1B-2: Widen Highway 60 to 4 lanes (Undivided)**
- **Alternative 1B-3: Widen Highway 60 to 4 lanes (Undivided); Relocate Centre Street intersection to the east**
- **Alternative 1B-4: Widen Highway 60 to 4 lanes (Undivided); Close Centre Street intersection**

**SECTION 1B: HIGHWAY 60 ALTERNATIVES
HIGHWAY 11 TO MUSKOKA ROAD 3**

SEPARATE FILE

SECTION 2A: HIGHWAY 60 ALTERNATIVES MUSKOKA ROAD 23 TO MUSKOKA ROAD 8



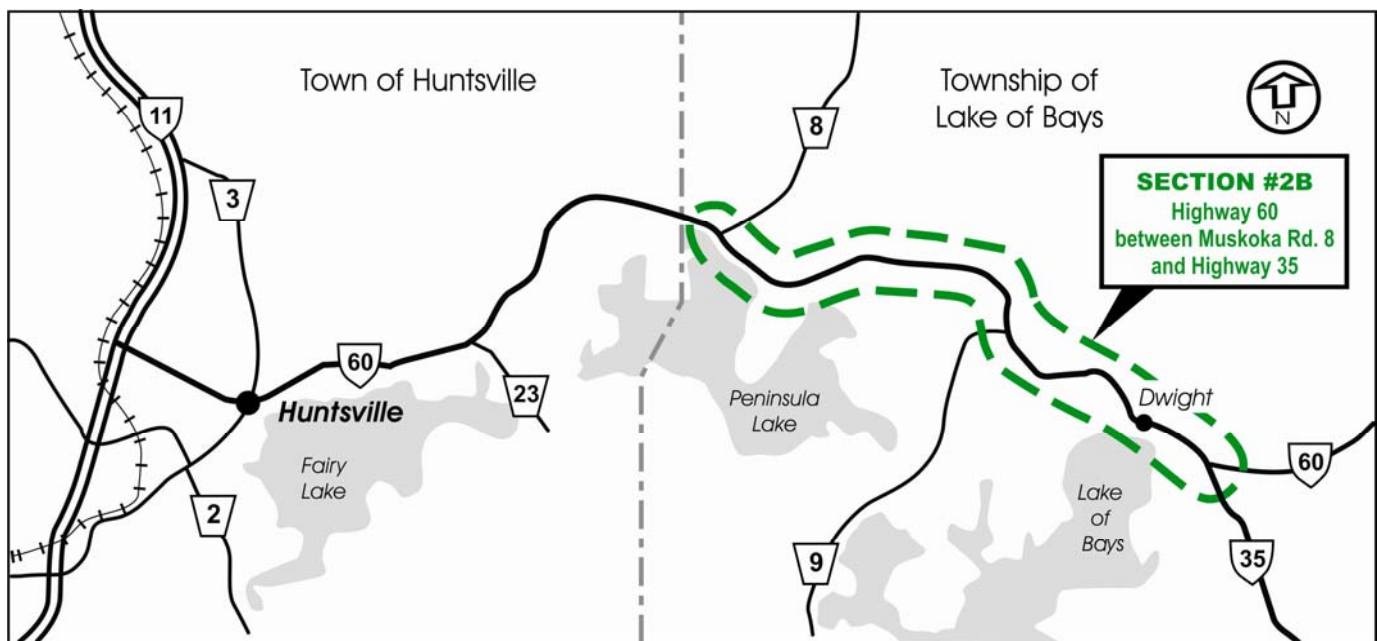
Preliminary Design Alternatives include:

- **Alternative 2A-1:** Do Nothing (See '*Existing Environmental Conditions*' Panel)
- **Alternative 2A-2:** Provide Passing Lanes;
Improve Horizontal and Vertical Alignments
- **Alternative 2A-3:** Widen Highway 60 to 4 lanes (Undivided);
Improve Horizontal and Vertical Alignments

**SECTION 2A: HIGHWAY 60 ALTERNATIVES
MUSKOKA ROAD 23 TO MUSKOKA ROAD 8**

SEPARATE FILE

SECTION 2B: HIGHWAY 60 ALTERNATIVES MUSKOKA ROAD 8 TO HIGHWAY 35



Preliminary Design Alternatives include:

- **Alternative 2B-1: Do Nothing** (See '*Existing Environmental Conditions*' Panel)
- **Alternative 2B-2: Provide Passing Lanes;**
Improve Horizontal and Vertical Alignments
- **Alternative 2B-3: Widen Highway 60 to 4 lanes (Undivided);**
Improve Horizontal and Vertical Alignments

**SECTION 2B: HIGHWAY 60 ALTERNATIVES
MUSKOKA ROAD 8 TO HIGHWAY 35**

SEPARATE FILE

SECTION 2B: DWIGHT OPTIONS

SEPARATE FILE

KEY ENVIRONMENTAL CONSIDERATIONS

Factors	Specific Environmental Considerations
Fisheries	<ul style="list-style-type: none"> • Protection of fish and fish habitat in accordance with the Federal Fisheries Act and the MTO/DFO/MNR Fisheries Protocol. • Fish and fish habitat assessments are ongoing at all watercourses within the project limits.
Wetlands and Terrestrial Ecosystems	<ul style="list-style-type: none"> • Avoid or minimize impacts to sensitive habitat features.
Wildlife	<ul style="list-style-type: none"> • Wildlife movement and identifying opportunities to improve habitat connectivity across the highway. • Appropriate protection/mitigation measures for potential habitat will be developed with MNR.
Groundwater	<ul style="list-style-type: none"> • A groundwater assessment is being carried out to determine the existing groundwater conditions within the study area, and identify potential impacts to water wells.
Noise	<ul style="list-style-type: none"> • A noise assessment will be undertaken as part of this project.
Land Use and Business Impacts	<ul style="list-style-type: none"> • A land use factor report will be undertaken as part of this project. • A business impact report will be undertaken as part of this project.
Traffic Delays/Staging	<ul style="list-style-type: none"> • A preliminary staging plan will be prepared to minimize impacts to the travelling public and ensure a safe work zone during the construction phase.
Archaeology and Heritage Resources	<ul style="list-style-type: none"> • Archaeology and built heritage assessments will be carried out as part of the preliminary design phase. • Formal documentation will be prepared for submission to the Ministry of Culture for approval purposes.
Property	<ul style="list-style-type: none"> • Property requirements will be confirmed once the preferred plan has been determined.

NEXT STEPS

The Project Team will:

- Review the comments received and respond to any questions.
- Undertake the analysis/evaluation of the alternatives, and select the preferred alternative for each section.
- Undertake additional consultation with external agencies and municipalities regarding specific design issues and proposed environmental mitigation.
- Hold a second Public Information Centre to present the preferred plan (anticipated later in 2010).

Please visit the project website at www.Highway60.ca for updates.

Thank you for attending!

Please feel free to ask questions and fill out a comment sheet before you leave. Comments can be left in the box provided or forwarded to the Project Team by Friday, May 28, 2010.

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY

Information collected during this study will be used to assist the Ministry of Transportation (MTO) in meeting the requirements of the Provincial *Environmental Assessment Act*. This material will be maintained on file for use during the study and may be included in the study documentation.

Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

You are encouraged to contact the MTO Project Team if you have questions or concerns regarding the above information.