




# HIGHWAY 60 IMPROVEMENTS (Highway 11 to Highway 35) SUMMARY OF ASSESSMENT AND EVALUATION OF ALTERNATIVES SECTION 1B: Highway 11 to Muskoka Road 3

Factor	Factor Importance Weighting	Alternative 1B-1 Do Nothing	Alternative 1B-2 Widen Highway 60 to 4 lanes (undivided)	Alternative 1B-3 Widen Highway 60 to 4 lanes (undivided); Relocate Centre Street to the East	Alternative 1B-4 Widen Highway 60 to 4 lanes (undivided); Close Centre Street Intersection
<b>Transportation</b>	<b>High</b>	Deficient roadway configuration and geometry, poor future traffic operations, widening to 4-lanes undivided warranted to improve traffic operations (westbound truck climbing lane required).	Addresses configuration and geometry deficiencies, provides ultimate capacity for projected traffic demand and traffic operations. Roadway configuration consistent with Highway 60 section further to the east.	Addresses configuration and capacity deficiency. Significant (negative) adjustment required to vertical alignment of Highway 60 to accommodate relocation of the Centre Street intersection.	Addresses configuration and geometry deficiencies, provides ultimate capacity for projected traffic demand and future traffic operations. Roadway configuration consistent with Highway 60 section further east, however eliminates a vital direct access to the commercial area in the south-east quadrant of the Highway 11/Highway 60 interchange
<b>Natural Environment</b>	<b>High</b>	No new impacts to natural environment.	Some minor, mitigable impacts to the natural environment. There are no significant differences between alternatives.	Some minor, mitigable impacts to the natural environment. There are no significant differences between alternatives.	Some minor, mitigable impacts to the natural environment. There are no significant differences between alternatives.
<b>Socio-economic Environment</b>	<b>High</b>	No improvement to socio-economic environment	Highway widening will improve access, transportation, and traffic operations and as result promote economic development. Minor property impacts.	Highway widening will improve access, transportation, and traffic operation and as result promote economic development. Moderate property impacts.	Highway widening will improve transportation and traffic operation and as a result promote economic development. However, elimination of the Centre Street intersection impacts municipal road network connections and accessibility (eliminates existing direct access
<b>Cultural Environment</b>	<b>Low</b>	Existing conditions unaltered.	No impact to the existing cultural environment.	No impact to the existing cultural environment.	No impact to the existing cultural environment.
<b>Constructability</b>	<b>Med</b>	No construction.	Relatively simple construction, staging and traffic management.	Complex construction, staging and traffic management due to significant vertical alignment change required.	Relatively simple construction, staging and traffic management.
<b>Cost</b>	<b>Med</b>	No construction	Lower cost than Alternative 1B-3.	Higher than other alternatives.	Lower cost than Alternative 1B-3.
<b>Overall Assessment</b>		<ul style="list-style-type: none"> <li>No resolution to existing problems and deficiencies.</li> </ul>	<ul style="list-style-type: none"> <li>Provides ultimate capacity for projected traffic demand and traffic operations.</li> <li>Fewest impacts to the natural, socio-economic environment</li> <li>Lowest cost.</li> <li>Relatively simple construction.</li> </ul>	<ul style="list-style-type: none"> <li>This alternative provides ultimate capacity for projected traffic demand and traffic operations.</li> <li>Requires significant and difficult reconstruction of the existing roadway.</li> <li>Significant cost and impacts to highway operations.</li> </ul>	<ul style="list-style-type: none"> <li>Provides ultimate capacity for projected traffic demand and traffic operations.</li> <li>Similar impacts to the environment as Alternative 1B-2, at the same cost and constructability.</li> <li>Socio-economic impacts of reducing connectivity and access are not preferred.</li> </ul>
<b>Recommendation</b>		<b>X</b>	<b>✓</b> <b>Preferred</b>	<b>X</b>	<b>X</b>

<b>Alternative Ranking</b>	Most Preferred 	Moderately Preferred 	Least Preferred 
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