BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix A

Evaluation of Alternatives

	CRITERIA FOR EVALUATING ALTERNATIVES	Option 1: Do Nothing	Option 2: Signalization	Option 3: Additional Turning Lanes	Option 4: Additional Through Lanes	Option 5: Realignment or Closure of Intersections A. Highway 26 / Woodland Park Road/ Lakewood Drive B. Grey Road 40 / Woodland Park Road C. Both option A and B	Option 6: Roundabout A.1 lane B.2 lane
A	**NATURAL ENVIRONMENT**						
1	**Flood Plain Lands**	• No impact over existing conditions.	The location of any work required for the signals will be outside regulated limit and within the existing right-of-way.	The location of work required for left turn lanes will be outside the regulated limit and within the existing right-of-way.	• The location of work required may be within the regulated area. • Construction within the regulated limit requires a permit from GSCA.	No impact over existing conditions.	• The location of work required for the roundabout may be within the regulated limit. • Construction within the regulated limit requires a permit from GSCA.
	Rating	○	○	○	◑	○	◑
2	**Terrestrial Vegetation and Wildlife Habitat**	• No impact over existing conditions.	• No impact over existing conditions. • The location of any work required for the signals will be within the existing right-of-way.	• No impact over existing conditions. • The location of work will be within the existing right-of-way.	· Impact associated with the construction. Impact to mowed grass and woodland vegetation and will require land outside the existing right-of-way.	Impact associated with the construction of connecting road between Woodland Park Road and Georgian Glen development in option C. Some impact to woodland vegetation and habitat.	Impact associated with the construction. Impact to mowed grass and woodland vegetation and will require land outside the existing right-of-way.
	Rating	○	○	○	◑	◑	◑
3	**Surface Water and Aquatic Habitat**	• No impact over existing conditions.	• No impact over existing conditions. • The location of any work required for the signals will be within the existing right-of-way.	· Potential indirect impacts to surface water features in the larger area are mitigated through construction best practices and design features.	· Potential indirect impacts to surface water features in the larger area are mitigated through construction best practices and design features.	Potential indirect impacts to surface water features in the larger area are mitigated through construction best practices and design features.	Potential indirect impacts to surface water features in the larger area are mitigated through construction best practices and design features.
	Rating	○	○	◑	◑	◑	◑
	SUMMARY NATURAL ENVIRONMENT	**Most Preferred**	**Most Preferred**	**Partially Preferred**	**Least Preferred**	**Partially Preferred**	**Least Preferred**

	CRITERIA FOR EVALUATING ALTERNATIVES	Option 1: Do Nothing	Option 2: Signalization	Option 3: Additional Turning Lanes	Option 4: Additional Through Lanes	Option 5: Realignment or Closure of Intersections A. Highway 26 / Woodland Park Road/ Lakewood Drive B. Grey Road 40 / Woodland Park Road C. Both option A and B	Option 6: Roundabout A.1 lane B.2 lane
B	**SOCIO-CULTURAL ENVIRONMENT**						
1	**Conformity to Municipal Land Use, Policies and Planning**	• Does not meet current or future growth within the Town.	• Yes	• Yes	• Premature pending the completion of ongoing Class EA for a by-pass for Collingwood and/or Thornbury. • Negative impact on tourism and quality of life for residents due to 4-lane Highway bisecting community.	• Option C: Potential impact to Georgian Trail with road crossing.	• Yes
	Rating	●	○	○	●	◑	○
2	**Heritage Resources (archaeological features, built heritage, and cultural heritage landscapes)**	• No impact over existing conditions.	• Low potential for impact as anticipated construction work would be within the existing right-of-way and disturbed area.	• Low potential for impact as anticipated construction work would be within the existing right-of-way and disturbed area.	• Potential for impact as construction activities may impact undisturbed land • Stage 2 Assessment to be completed as part of design work.	• Option C: Potential for impact as construction of new road may impact undisturbed land • Stage 2 Archeological Assessment to be completed as part of design work.	• Potential for impact as construction activities may impact undisturbed land. • Stage 2 Assessment to be completed as part of design work
	Rating	○	◑	◑	●	●	●
3	**Nuisance Impacts (noise, traffic, aesthetics, disruption during construction)**	• No impact over existing conditions.	• Temporary noise and air quality impacts during construction. • Limited traffic disruption during traffic control installation.	• Temporary noise and air quality impacts during construction. • Limited traffic disruption during construction.	• Temporary noise and air quality impacts during construction. • Limited traffic disruption during construction.	• Option C: Temporary noise and air quality impacts during construction. • Limited traffic disruption during construction.	• Temporary noise and air quality impacts during construction. • Major traffic disruption during construction and installation.
	Rating	○	◑	◑	◑	◑	●
4	**Land Acquisition Requirements**	• No impact over existing conditions.	• No impact over existing conditions.	• Land acquisition not anticipated for construction.	• Moderate Land acquisition may be required for the construction outside the existing right-of-way	• Option C: Land acquisition required for a moderate amount of land for construction of access road.	• Moderate land acquisition required for construction outside the existing right-of-way.
	Rating	○	○	○	◑	◑	◑
	SUMMARY SOCIO-CULTURAL ENVIRONMENT	**Most Preferred**	**Most Preferred**	**Most Preferred**	**Least Preferred**	**Partially Preferred**	**Partially Preferred**

	CRITERIA FOR EVALUATING ALTERNATIVES	Option 1: Do Nothing	Option 2: Signalization	Option 3: Additional Turning Lanes	Option 4: Additional Through Lanes	Option 5: Realignment or Closure of Intersections A. Highway 26 / Woodland Park Road/ Lakewood Drive B. Grey Road 40 / Woodland Park Road C. Both option A and B	Option 6: Roundabout A.1 lane B.2 lane
C	**FINANCIAL FACTORS**						
1	**Estimated Capital Costs**	• No impact over existing conditions.	• Low capital costs for traffic signal equipment. • Low capital cost for construction and installation	• No capital cost for equipment. • Low to moderate capital costs for construction and installation.	• No capital cost for equipment. • Low to moderate capital costs for construction and installation. • No capital cost for equipment. • High capital costs for construction and installation.	• No capital cost for equipment. • Low capital costs for construction and installation.	• No capital cost for traffic signal equipment. • High capital costs for construction and installation
	Rating	○	◑	◑	●	○	●
2	**Estimated Operation and Maintenance Cost**	• No impact over existing conditions.	• Moderate operating costs for traffic signals and illumination.	• Low operating costs.	• Low operating costs.	• No operating costs.	• Moderate operating costs dependant on landscape design and illumination.
	Rating	○	●	◑	◑	○	●
3	**Property Acquisition Cost**	• No cost.	• No cost.	• Low cost.	• Property acquisition costs may be high as property required is private property.	• Low cost as land is available for purchase.	• Property acquisition costs may be high as property required is private property.
	Rating	○	○	○	●	○	●
	SUMMARY FINANCIAL FACTORS	**Most Preferred**	**Partially Preferred**	**Partially Preferred**	**Partially Preferred**	**Most Preferred**	**Least Preferred**

	CRITERIA FOR EVALUATING ALTERNATIVES	Option 1: Do Nothing	Option 2: Signalization	Option 3: Additional Turning Lanes	Option 4: Additional Through Lanes	Option 5: Realignment or Closure of Intersections A. Highway 26 / Woodland Park Road/ Lakewood Drive B. Grey Road 40 / Woodland Park Road C. Both option A and B	Option 6: Roundabout A.1 lane B.2 lane
D	**TECHNICAL FACTORS**						
1	**Addresses traffic control and operation requirements**	· EB left turn lane is presently warranted at Hwy 26 / Woodland Park Road / Lakewood Drive.	· Medium to Long Term - Signals may be warranted at the Hwy 26 / Grey Road 40 / Lakewood Drive intersection beyond horizon year 2028.	· Improves traffic operations at the intersection of Hwy 26 / Woodland Park Road / Lakewood Drive and Hwy 26 /Grey Road 40	· Will not result in significant improvement to the traffic operations at the intersections.	· Options A and B will result in undesirable impacts at other intersections due to traffic diversion.	· Subject to warrants being met and based on operational considerations, signalization would be preferred over roundabouts for improved traffic controls at the intersection of Hwy 26 / Grey Road 40 / Lakewood Drive.
	(Level of service, delay, queues)	◑	◑	◑	◑	◑	●
2	**Traffic Capacity**	· The NB movement at the intersection of Hwy 26 / Grey Road 40 / Lakewood Drive is forecast to be overcapacity by 2028.	• MTO's ongoing study for a highway by-pass for Collingwood and/or Thornbury may affect the timing for future signalization of the intersection at Hwy 26 / Grey Road 40 / Lakewood Drive. • •Medium to Long Term - Signals may be warranted at the Hwy 26 / Grey Road 40 / Lakewood Drive intersection beyond horizon year 2028.	· Minimal impact on traffic capacity at intersections or along the corridor.	· In the longer term (20+ years) would provide improved link capacity along the corridor, dependent on the results of MTO's by-pass study	· Option C will divert traffic through Georgian Glen and through the intersection of Hwy 26 / Grey Road 40 / Lakewood Drive which have sufficient reserve capacity to accommodate this additional traffic.	· Subject to warrants being met, this provides improved capacity in the longer term, depending on the results of MTO's by-pass study.
	Rating	●	◑	◑	◑	◑	◑
3	**Addresses technical safety concerns associated with improved sight distances and turning movements**	· Does not address issues of safety of turning movements and sight lines for GR40 / Woodland Park Road.	• Moderately improved safety of turning movements with signal control at intersection of Hwy 26 / Grey Road 40 / Lakewood Drive • Does not improve sight line distances at Grey Road 40/Woodland Park Road	· Improved safety of turning movements with dedicated left turn lanes at Hwy 26 / Woodland Park Road / Lakewood Drive intersection and EB right turn lane at Hwy 26 /Grey Road 40.	· Minimal improvement to turning movements at unsignalized intersections.	· Option C will improve issues of safety of turning movements at intersection of Hwy 26 / Woodland Park Road / Lakewood Drive and sight distance for intersection at GR40 and Woodland Park Road.	• Improved safety of turning movements with roundabout control at intersection of Hwy 26 / Grey Road 40 / Lakewood Drive. • Does not improve traffic operations at intersection of Highway 26 Woodland Park Road / Lakewood Drive.
	Rating	●	◑	◑	◑	○	◑
4	**Addresses intersection spacing issues**	· Does not improve safety associated with spacing and density for accesses /intersections to adjacent land uses.	· Does not improve safety associated with spacing and density for accesses/intersections to adjacent land uses.	· Does not improve safety associated with spacing and density for accesses/intersections to adjacent land uses.	· Does not improve safety associated with spacing and density for accesses/intersections to adjacent land uses.	· Improves safety associated with spacing and density for accesses/intersections to adjacent land uses.	· Does not improve safety associated with spacing and density for accesses/intersections to adjacent land uses.
	Rating	●	●	●	●	○	●
5	**Uniformity of Traffic Control Devices or Traffic Operations**	· Maintains existing traffic controls	· Consistent with other traffic operations along corridor.	· Consistent with other traffic operations (turning lanes) along corridor.	· Not consistent with typical traffic operations (lack of turning lanes at intersections).	· Reduces access densities along corridor, moving closer to conformity with MTO guidelines.	· Not consistent with other traffic controls along corridor (i.e., no existing roundabouts in the proximity of the study area).
	Rating	○	○	○	●	◑	●
	SUMMARY TECHNICAL FACTORS	**Partially Preferred**	**Partially Preferred**	**Partially Preferred**	**Partially Preferred**	**Most Preferred**	**Least Preferred**

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E	**PROBLEM STATEMENT**						
1	**Addresses Problem Statement**	No	Partially	Partially	Partially	Partially	Partially
	SUMMARY PROBLEM STATEMENT	**Not Preferred**	**Preferred**	**Preferred**	**Preferred**	**Preferred**	**Preferred**

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OVERALL SUMMARY	**Not Preferred**	**Most Preferred**	**Partially Preferred**	**Least Preferred**	**Most Preferred**	**Least Preferred**

ORDER OF PREFERENCE

Most Preferred ○

Somewhat Preferred ◑

Least Preferred ●

CRITERIA FOR EVALUATING ALTERNATIVES	Option 1: Do Nothing	Option 2: Signalization	Option 3: Additional Turning Lanes	Option 4: Additional Through Lanes	Option 5: Realignment or Closure of Intersections A. Highway 26 / Woodland Park Road/ Lakewood Drive B. Grey Road 40 / Woodland Park Road C. Both option A and B	Option 6: Roundabout A.1 lane B.2 lane
NATURAL ENVIRONMENT	**Most Preferred**	**Most Preferred**	**Partially Preferred**	**Least Preferred**	**Partially Preferred**	**Least Preferred**
SOCIO-CULTURAL ENVIRONMENT	**Most Preferred**	**Most Preferred**	**Most Preferred**	**Least Preferred**	**Partially Preferred**	**Partially Preferred**
FINANCIAL FACTORS	**Most Preferred**	**Partially Preferred**	**Partially Preferred**	**Partially Preferred**	**Most Preferred**	**Least Preferred**
TECHNICAL FACTORS	**Partially Preferred**	**Partially Preferred**	**Partially Preferred**	**Partially Preferred**	**Most Preferred**	**Least Preferred**
PROBLEM STATEMENT	**Not Preferred**	**Preferred**	**Preferred**	**Preferred**	**Preferred**	**Preferred**
OVERALL SUMMARY	**Not Preferred**	**Most Preferred**	**Partially Preferred**	**Least Preferred**	**Most Preferred**	**Least Preferred**