

Lockhart Rail Crossing		How Criteria is Being Assessed	Do Nothing	Alternative 1: Overpass, alignment shift to north, 4 lanes, 1.5m sidewalks, 2m side clearance, 1.5m bike lanes	Alternative 2: Underpass, alignment shift to north, 4 lanes, median, 2.5m sidewalks, 2m side clearance and 1.5m bike lanes
Evaluation Criteria					
Engineering / Operational Environment	Traffic Operations (MMATMP, safety, capacity, congestion, etc.)	Ability to (i) improve connectivity to existing road network (ii) to meet Barrie's MMATMP (iii) to improve traffic safety (iv) to improve traffic operations (increase capacity, reduce congestion and delays)			
	Cycling Operations	Adequacy to accommodate cyclists			
	Transit Operations/Services	Adequacy for transit operations/service			
	Pedestrian Operations	Adequacy to accommodate pedestrians			
	Driveway Impacts	Impacts on driveway accessibility and operations			
	Constructability	Feasibility and ease of construction			
	Operations and Maintenance Requirements	Ease and cost of O & M requirements			
	Impacts to structures	Impact on structures and other infrastructure (i.e. railways)			
Natural Environment	Water Courses/Fisheries/Aquatic Impacts	Potential impact on existing watercourses/impact on fish/fish habitat (Brook Trout)			
	Wildlife and Wildlife Habitat	Potential impact on Significant Wildlife Habitat, including Species of Conservation Concern			
	Species at Risk	Potential impact on Species at Risk			
	Vegetation	Potential impact on Significant Woodlands, other wooded areas and areas of natural vegetation communities (excluding wetlands)			
	Impacts to Wetlands/PSW	Potential impact on Lover's Creek, Provincially Significant Wetland Complex, locally significant wetlands and unevaluated wetlands			
	Land Use	Compatibility with land use (existing and future)			
	Environmental Improvements	Opportunities to enhance aquatic/terrestrial features			
Social Impact	Property Acquisition	Degree of property required and households/business affected			
	Aesthetics	Ability to improve visual aesthetics of roadway and community			
	Noise Impacts	Number of noise walls or mitigations measured required			
	Accessibility	Compliance with AODA			
	Public Safety	Elimination of conflict points; improved infrastructure for all users			
	Local Businesses	Disruption/permanent impact to businesses			
Cultural/ Heritage Environment	Archaeological Impacts	Potential impact to archaeological resources			
	Cultural Heritage Impacts	Potential for direct or indirect impacts to built heritage resources and cultural heritage landscapes			
	First Nations Impacts	Potential impact to First Nations interests, traditional land use and aboriginal or treaty rights			
Economic Environment	Project Capital Costs	Total projects costs for capital improvements			
	Life – Cycle Costs (25 year)	Net Present Value of 25-year life cycle costs			
	Land Acquisition Costs	Total costs for property acquisition			
			NOT PREFERRED Does not address need and justification for improved access, or provide improved safety for pedestrians and cyclists. Increased rail traffic requires the use of a grade separation	MOST PREFERRED Addresses need and justification for improved connectivity, including provision for improved safety for pedestrians and cyclists, however impacts the natural and social environment, all of which can be mitigated.	PREFERRED Addresses need and justification for improved connectivity, including provision for improved safety for pedestrians and cyclists, however impacts the natural and social environment, all of which can be mitigated, however with a higher cost.