**MUNICIPAL CLASS EA PROCESS**

**PHASE 1**
- 1. Identify problem or opportunity
- 2. Discretionary public consultation to review problem or opportunity

**PHASE 2**
- 1. Identify alternative solution to problem or opportunity
- 2. Inventory natural, social & economic environment
- 3. Identify impact of alternative solutions on the environment & mitigating measures
- 4. Evaluate alternative solutions; identify recommended solutions
- 5. Consult review agencies & public re: problem or opportunity & alternative solutions
- 6. Select preferred solution

**PHASE 3**
- 1. Identify alternative design concepts for preferred solution
- 2. Detail inventory of natural, social & economic environment
- 3. Identify impact of alternative designs on environment & mitigating measures
- 4. Evaluate alternative designs; identify recommended design
- 5. Consult review agencies & previously interested & directly affected public
- 6. Select preferred design
- 7. Preliminary finalization of preferred design

**PHASE 4**
- 1. Complete environmental study report (ESR)
- 2. Environmental study report (ESR) placed on public record
- 3. Opportunity to request Minister within 30 days of notification to request an order*
- 4. Evaluate alternative solutions: identify recommended solutions
- 5. Consult review agencies & previously interested & directly affected public
- 6. Select preferred solution

**PHASE 5**
- 1. Complete contract drawings & tender documents
- 2. Proceed to construction & operation
- 3. Monitor for environmental provisions & commitments
- 4. Order* granted, proceed as per Minister’s direction or abandon project
- 5. Matter referred to mediation
- 6. Order* denied with or without Minister’s conditions

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*Part II order

**C.C. Tatham & Associates Ltd. Consulting Engineers**

**Figure**

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*Part II order
STUDY AREA

source: Microsoft Virtual Earth

source: maps.smo.ca

STUDY LIMITS
EXISTING CONDITIONS - ELLIS DRIVE TO LOCKHART ROAD
TRAIL SYSTEM

source: City of Barrie Recreation Map

source: Trans Canada Trail (www.tctrail.ca)
ALTERNATIVE 3-3
22.5m ROAD ALLOWANCE
URBAN-RESIDENTIAL
BSD-03 MODIFIED
(3.3m LANES)

ALTERNATIVE 3-4
20.5m ROAD ALLOWANCE
URBAN-RESIDENTIAL
BSD-03 MODIFIED
(SIDewalk on One Side Only)
ALTERNATIVE 3-5
20m ROAD ALLOWANCE
URBAN-RESIDENTIAL
BSO-D3 MODIFIED
(REDUCTED BOULEVARD WIDTH)

ALTERNATIVE 3-6
23-24m ROAD ALLOWANCE
URBAN-RESIDENTIAL
BSO-D3 MODIFIED
(PROPOSED CENTRELINE SHIFT)
ALTERNATIVE S-3
29m ROAD ALLOWANCE
URBAN - RESIDENTIAL
BSD-07A MODIFIED
(3.3m LANES)

ALTERNATIVE S-4
27.5m ROAD ALLOWANCE
URBAN - RESIDENTIAL
BSD-07A MODIFIED
(SIDewalk on one side only)
ALTERNATIVE 5-5
27m ROAD ALLOWANCE
URBAN-RESIDENTIAL
B50-O7A MODIFIED
(REDUCTED BOULEVARD WIDTH)

ALTERNATIVE 5-6
31.5m ROAD ALLOWANCE
URBAN-RESIDENTIAL
B50-O7A MODIFIED
(PROPOSED 3.0m MULTI USE TRAIL)
SAUNDERS RD. TO LOON AVE.
ALTERNATIVE 3R-3
35.5m ROAD ALLOWANCE
SEMI-URBAN
BSD-05 MODIFIED
(3 LANES, 3.3m LANES)

ALTERNATIVE 3R-4
28m INTERM ROAD ALLOWANCE
RURAL
BSD-05 MODIFIED
(3 LANES, REDUCED BOULEVARD WIDTH)