The Problem Statement, which sets the framework for this Class EA study, is as follows:

That existing traffic and infrastructure deficiencies be corrected in an environmentally friendly manner which also meets future transportation needs.

On September 28, 2009, City Council adopted Motion 09-G-392 as follows:

"That the Preferred Alternative for the Municipal Class Environmental Assessment Study for Huronia Road (Class EA) from Yonge Street to Lockhart Road be adopted as follows:

a) Three (3) lanes within a ±23m road dedication from Yonge Street to just north of Herrell Avenue;

b) Five (5) lanes within a ±30 m road dedication from north of Herrell Avenue to Lockhart Road; and

c) From just south of Maplevue Drive to Lockhart Road, the implementation of the ultimate five (5) lanes could be phased with an interim three (3) lane improvement."

The draft ESR document will be available online at www.barrie.ca on Friday, November 12, 2010. A copy of the draft ESR document outlining the planning, approval, problem identification, and preliminary impact assessments of the various alternatives, will also be available for review on Friday, November 12, 2010, at the following locations:

City of Barrie
Clerk’s Office
1st Floor City Hall
70 Collier Street
City of Barrie
Engineering Department
6th Floor City Hall
70 Collier Street
Barrie Public Library
Information Desk
60 Worsley Street
Which of the following Design Alternatives do you feel best address the transportation problems and generate the greatest positive impacts for the proposed three lane interim Huronia Road from Yonge Street to north of Herrell Avenue? Please rank the following Alternatives from 1 to 6 with 1 being the most preferred.

☐ Design Alternative 3-1: City of Barrie Standard (23 m Right-of-Way)
Design Alternative 3-1 involves the reconstruction of Huronia Road and widening to provide a continuous 3-lane urban section, complete with appropriate infrastructure services (i.e. curb and gutter, storm sewer, sidewalks, street lighting, etc.). The City of Barrie standard cross-section BSD-03 would be applied, which has a 23 metre right-of-way. The cross-section provides 3.5 metre wide travel lanes (1 lane per direction), a 4.0 m centre turn lane, and a 3.5 metre boulevard and 1.5 metre sidewalk on both sides of the road.

☐ Design Alternative 3-2: Reduced Centre Lane Width (22.5 m R-O-W)
Design Alternative 3-2 deviates from the City of Barrie standard cross-section by reducing the centre lane width from 4.0 metres to 3.5 metres. The BSD-03 standard cross-section would be modified from the 23 metre right-of-way to a 22.5 metre right-of-way. All other elements remain unchanged from the standard cross section.

☐ Design Alternative 3-3: Reduced Lane Width (22.6 m R-O-W)
Design Alternative 3-3 deviates from the City of Barrie standard cross section by reducing the lane travel width from 3.5 metres to 3.3 metres. The BSD-03 standard cross section would be modified from the 23 metre right-of-way to a 22.6 metre right-of-way. All other elements remain unchanged from the standard cross section.

☐ Design Alternative 3-4: Sidewalk on One Side Only (20.5 m R-O-W)
Design Alternative 3-4 deviates from the City of Barrie standard cross-section by removing the sidewalk and reducing the boulevard width from one side of Huronia Road. The BSD-03 standard cross-section would be modified from the 23 metre right-of-way to a 20.5 metre right-of-way. All other elements remain unchanged from the standard cross section.

☐ Design Alternative 3-5: Reduced Boulevard Width (20 m R-O-W)
Design Alternative 3-5 deviates from the City of Barrie standard cross-section with a reduction in boulevard width on both sides of the roadway from 3.5 metres (measured from sidewalk to edge of travelled lane) to 2.0 metres. The BSD-03 standard cross-section would be modified from the 23 metre right-of-way to a 20 metre right-of-way. All other elements remain unchanged from the standard cross section.

☐ Design Alternative 3-6: Proposed Centreline Shift on Huronia Road (23 m R-O-W)
For design Alternative 3-6, BSD-03 standard cross-section would be applied, and the centreline of the road would be shifted in consideration of the existing and widened right-of-ways and the desire to minimize potential impacts to abutting residential properties.

Please list below any specific concerns you have with the design alternatives on Huronia from Yonge Street to North of Herrell Avenue:

________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________________
Which of the following Design Alternatives do you feel best address the transportation problems and generate the greatest positive impacts for the proposed five lane Huronia Road from north of Herrell Avenue to Lockhart Road? Please rank the following Alternatives from 1 to 6 with 1 being the most preferred.

☐ Design Alternative 5-1: City of Barrie Standard (30 m Right-of-Way)
Design Alternative 5-1 involves the reconstruction of Huronia Road and widening to provide a continuous 5-lane urban section, complete with appropriate infrastructure services (i.e. curb and gutter, storm sewer, sidewalks, street lighting, etc.). The City of Barrie standard cross-section BSD-07A would be applied, which has a 30 metre right-of-way. The cross-section provides 3.5 metre wide travel lanes (2 lane per direction), a 4.0 m centre turn lane, and a 3.5 metre boulevard and 1.5 metre sidewalk on both sides of the road.

☐ Design Alternative 5-2: Reduced Centre Lane Width (29.5 m R-O-W)
Design Alternative 5-2 deviates from the City of Barrie standard cross-section by reducing the centre lane width from 4.0 metres to 3.5 metres. The BSD-07A standard cross-section would be modified from the 30 metre right-of-way to a 29.5 metre right-of-way. All other elements remain unchanged from the standard cross section.

☐ Design Alternative 5-3: Reduced Lane Width (29.2 m R-O-W)
Design Alternative 5-3 deviates from the City of Barrie standard cross-section by reducing the lane width from 3.5 metres to 3.3 metres. The BSD-07A standard cross-section would be modified from the 30 metre right-of-way to a 29.2 metre right-of-way. All other elements remain unchanged from the standard cross section.

☐ Design Alternative 5-4: Sidewalk on One Side Only (27.5 m R-O-W)
Design Alternative 5-4 deviates from the City of Barrie standard cross-section by removing the sidewalk and reducing the boulevard width from one side of Huronia Road. The BSD-07A standard cross-section would be modified from the 30 metre right-of-way to a 27.5 metre right-of-way. All other elements remain unchanged from the standard cross section.

☐ Design Alternative 5-5: Reduced Boulevard Width (27 m R-O-W)
Design Alternative 5-5 deviates from the City of Barrie standard cross-section with a reduction in boulevard width on both sides of the roadway from 3.5 metres (measured from sidewalk to edge of travelled lane) to 2.0 metres (sidewalk to curb). The BSD-07A standard cross-section would be modified from the 30 metre right-of-way to a 27 metre right-of-way. All other elements remain unchanged from the standard cross section.

☐ Design Alternative 5-6: Proposed Multi-Use Trail (32.5 m R-O-W)
Design Alternative 5-6 will only be considered for the section of Huronia Road from Lockhart Road to Loon Avenue. The BSD-07A standard cross-section would be modified from the 30 metre right-of-way to a 31.5 metre right-of-way, while providing a 3.0 metre wide multi-use trail instead of a 1.5 metre wide sidewalk on the east side of Huronia Road. The multi-use trail will terminate at Loon Avenue. Directly north of Loon Avenue, the proposed 1.5 m concrete sidewalk will be aligned with the multi-use trail.

Please list below any specific concerns you have with the design alternatives on Huronia Road from North of Herrell Avenue to Lockhart Road:
Which of the following additional rural interim Design Alternatives do you feel best address the transportation problems and generate the greatest positive impacts for the proposed three lane interim Huronia Road from South of Mapleview Drive to Lockhart Road? Please rank the following Alternatives from 1 to 5 with 1 being the most preferred.

□ Design Alternative 3R-1: City of Barrie Standard (36 m interim Right-of-Way)

Design Alternative 3R-1 involves the reconstruction of Huronia Road and widening to provide an interim 3-lane cross section with rural open drainage ditches, with a road platform constructed to accommodate the ultimate 5-lane cross section and future urbanization, complete with appropriate infrastructure services (i.e. open ditches, street lighting, etc.) including a 3.0 meter wide trail on the east side of Huronia Road. The City of Barrie standard cross-section BSD-05 was modified from 2 lanes to 3 lanes, while maintaining the proposed 36.0 metre right-of-way. The cross-section will provide 3.5 metre wide travel lanes (1 lane per direction) a 4.0 m centre turn lane, and a 2.0 metre shoulder (1.0 metre paved, 1.0 metre unpaved). Sidewalk will also be provided on the west side of Huronia Road in the future as part of the improvements to a 5 lane urban cross section. The ditches on both sides of Huronia Road would remain for the interim 3-lane cross-section. When the road is upgraded to 5-lanes, the 2.0 metre shoulders will be widened and converted to travel lanes with curb and gutter and storm sewer replacing the open ditches.

□ Design Alternative 3R-2: Reduced Centre Lane Width (35.5 m interim R-O-W)

Design Alternative 3R-2 deviates from Design Alternative 3R-1 by reducing the centre lane width from 4.0 metres to 3.5 metres thereby reducing the required right-of-way to 35.5 metres. The proposed 3.0 metre wide trail would also be provided with this design alternative.

□ Design Alternative 3R-3: Reduced Lane Width (35.6 m interim R-O-W)

Design Alternative 3R-3 deviates from Design Alternative 3R-1 by reducing the lane width from 3.5 metres to 3.3 metres, thereby reducing the required right-of-way to 35.6 metres. The proposed 3.0 metre wide trail would also be provided with this design alternative.

□ Design Alternative 3R-4: Reduced Boulevard Width (28.0 m interim R-O-W)

Design Alternative 3R-4 deviates from Design Alternative 3R-1 by reducing the boulevard widths and eliminating the proposed 3.0 metre wide trail, thereby reducing the required right-of-way to 28.0 metres.

□ Design Alternative 3R-5: Proposed Centerline Shift on Huronia Road (36m interim R-O-W)

Design Alternative 3R-5 is similar to Design Alternative 3R-1, however the centre line of the road would be shifted in consideration of the existing right-of-ways and the desire to minimize potential impacts to abutting properties. The proposed 3.0 metre wide trail would also be provided with this design alternative.

Please list below any specific concerns you have with the rural interim design alternatives above from south of Mapleview Drive to Lockhart Road:

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
Do you wish to continue to be informed of the staff recommendations for the Preferred Alternative Solution that will be presented to General Committee, as well as the publication of the Notice of Completion?

☐ Yes  ☐ No

Signature: ___________________________  Date: ___________________________

Are you satisfied with the detail of the information presented herein, at the Public Information Centre, and provided on the City website (www.barrie.ca)?

☐ Poor  ☐ Marginal  ☐ Good  ☐ Very Good  ☐ Excellent

(Poor (Much Improvement Required)  Marginal (Some Improvement Required)  Good  Very Good  Excellent)

Please add a comment in support of your level of satisfaction below:

_____________________________________________________________________

_____________________________________________________________________

_____________________________________________________________________

Please submit this comment sheet by **Friday, December 10, 2010** to:

| Mr. Ralph Scheunemann, P. Eng. | Tel: (705) 739-4220, Ext. 4782 |
| City of Barrie | Fax: (705) 739-4247 |
| Engineering Department | E-mail: rscheunemann@barrie.ca |
| 70 Collier Street, P.O. Box 400 | |
| Barrie, ON | L4M 4T5 |

Thank you for your comments.