

PUBLIC COMMENT SHEET

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| <p>Public Information Centre</p> <p>Date: Thursday, August 10, 2017 Time: 6pm to 9pm Place: The Bracebridge Rotary Centre for Youth, 131 Wellington Street, Bracebridge</p> | <p>Your Name: _____ _____ Address: _____ _____ _____ Postal Code: _____ Telephone: _____ Email: _____</p> |
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The District Municipality of Muskoka (the District) has initiated a Municipal Class Environmental Assessment (EA) to consider potential transportation improvements to Muskoka Road 15, from Beaver Creek Bridge to the entrance of Santa's Village (approximately 3.4 km). R.J. Burnside & Associates Limited has been retained by the District to evaluate alternative solutions for transportation improvements. This questionnaire provides you with an opportunity to comment on this study (see reverse) and indicate your concerns and preferences. Your views are important to us.

Problem/Opportunity Statement: *The District Municipality of Muskoka has identified a need for transportation improvements to Muskoka Road 15, from Beaver Creek Bridge to the entrance of Santa's Village. Improvements to address road surface, road base and subgrade performance deficiencies, drainage, erosion control and active transportation will be considered.*

1. **Which of the following Alternatives do you feel would best address transportation improvements? Please rank the following Alternatives from 1 to 7, with 1 being most preferred.**

The Alternative Solutions have been refined to include:

- [] 1) Do Nothing - Resurfacing of the road (along the same footprint) would be required due to the deteriorated condition of the road. Do Nothing is a mandatory consideration in the Municipal Class Environmental Assessment process. Estimated 25-year Lifecycle Costs: \$2.1M.
- [] 2) Rural Cross Section with Shallow Ditch - Reconstruct the road with 3.5 m travel lanes, 1.0 m bicycle lanes, 1.0 m gravel shoulder, additional guiderail and a shallow ditch on the north side to collect surface water. Estimated 25 year Lifecycle Cost: \$5.6M.
- [] 3) Semi-Urban Cross Section with Bicycle Lanes – Reconstruct the road with 3.5 m lanes, 1.0 m bicycle lanes, and curb and gutter on both sides of the road in select areas as required, and minimal extra guiderail. Estimated 25-year Lifecycle Cost: \$6.3M.
- [] 4) Semi-Urban Cross Section with Multi-Use Trail – Reconstruct the road with 3.45 m lanes, with a separate 2.0 m wide multi use asphalt trail to be built on the south side, with curb and gutter on the south side of the road, and in select areas along the north side of the road as required. Estimated 25-year Lifecycle Cost: \$5.7M.
- [] 5) Semi-Urban Cross Section (No multi-use trail or bike lanes) – Reconstruct the road with 3.25 m lanes, with curb and gutter on the south side of the road and in select areas along the north side of the road as required, and localized guiderail. Estimated 25-year Lifecycle Cost: \$5.2M.
- [] 6A) Enhanced Road Profile Complete with 2m Paved Shoulder on South Side and 1m Paved Shoulder on North Side of Road – Resurfacing of the road (along the same footprint), with full depth reconstruction of the road widening area only, with 3.0 m lanes, a 2.0 m and 1.0 m paved shoulder on the south side and north side, respectively, and 0.3 m gravel shoulders, with localized guiderail. Estimated 25-year Lifecycle Cost: \$3.6M.
- [] 6B) Enhanced Road Profile Complete With 1.5m Paved Shoulders on Both Sides of Road – Resurfacing of the road (along the same footprint), with full depth reconstruction of the road widening area only, with 3.0 m lanes, 1.5 m paved shoulders, and 0.3 m gravel shoulders, with localized guiderail. Estimated 25-year Lifecycle Cost: \$3.6M.

(SEE REVERSE)

The District of Muskoka and R.J. Burnside & Associates Limited thank you for your participation in the Muskoka Road 15 (Santa's Village Road) Improvements Municipal Class Environmental Assessment (EA) Study. Personal information on this form may be used for future contact in relation to this study. Information will be collected and maintained to meet the requirements of the Environmental Assessment Act for the purpose of creating a record that will be available to the general public as described in Section 37 of the Freedom of Information and Protection of Privacy Act. All comments and personal information such as name, address, telephone number and property location will become part of the public record. Project and notice information will be made accessible upon request in accordance with the Accessibility Standard for Information and Communication under the *Accessibility for Ontarians with Disabilities Act, 2005*.

