



## County Road 88 Environmental Assessment County of Simcoe

The Ainley Group was retained by Simcoe County in 2007 to investigate and design suitable improvements along County Road 88 including but not limited to widening to provide a 4 lane cross-section, improving entrances, resurfacing the existing asphalt, correction of storm drainage problems, extension of two existing concrete bridges and a minor concrete culvert, providing illumination and eliminating safety concerns.

County Road 88 is in a rural area bordered by farmland and several residential lots. There is one commercial establishment (Husky Truck Stop) on the south side of the roadway near the interchange with Highway 400. There are approximately 11 residential, farm and field entrances in total along the roadway.

### Alternative Solutions

Alternative methods to solving the problem included do nothing (for baseline comparisons), capacity improvements and a new route. The alternative designs investigated were:

- A four lane rural Road Cross Section including a flush median
- A four lane rural road cross section with continuous center left turn lane

### Project Facts

**Client:** County of Simcoe

**Scope of Work:**

Schedule 'C' Class Environmental Assessment

- Investigation of four alternative capacity improvement designs
- Assessment of impacts of each alternative on the natural, transportation, cultural, economic, and social environments within the study area
- Agency and Public Consultation Program
- Recommendation of preferred alternative.

**Projected Capital Cost:** \$6,700,000

- A four lane rural road cross section with curbed asphalt median
- A four lane rural road cross section with curbed landscaped median.

### Preferred Alternative

Factors used to evaluate the various alternatives were derived from concerns regarding the natural, cultural, transportation, economic and social environments. These factors were divided into either primary or secondary groupings based on their impact on the alternatives.

Three primary factors were considered highly significant with respect to the alternatives; improved traffic capacity, cost and the number of properties affected.

Based on the evaluation of these primary factors, the four-lane alternative including a flush paved median was selected as the preferred alternative. Even though this alternative requires the purchase of property to accommodate road widening, it is the least costly and has the lowest impact on utilities. It also provides the necessary capacity improvements and provides separation between the opposing traffic lanes. Left turning vehicles will be required to use one through lane permitting through traffic to pass by.