

## **APPENDIX B – SHORT LIST EVALUATION REPORT**

# SHORT LIST EVALUATION REPORT



## **Preliminary Design and Class Environmental Assessment for Development of a New Rest Centre within the Vicinity of Opatatika and Kapuskasing, Ontario**

G.W.P. 5133-22-00

MTO Assignment No.: 5023-E-0006

Egis Project No.: CCO-24-2556

### **Prepared for:**

Ministry of Transportation  
Operations North / Operations Division  
447 McKeown Avenue  
North Bay, ON P1B 9S9

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Perth, ON K7H 3C9

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### **APPENDIX B – SENSITIVITY TESTING**

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## 1.0 INTRODUCTION

Egis was retained by the Ontario Ministry of Transportation (MTO) to undertake the Preliminary Design and Class Environmental Assessment assignment for the development of a new rest centre in the vicinity of Opatatika to Kapuskasing, Ontario, G.W.P. 5133-22-00, under MTO Assignment No. 5023-E-0006.

The purpose of this report is to document the short list evaluation process for the new rest centre site. The proposed short list of design alternatives has been carried forward from the Long List Evaluation Report (March 2025), attached in **Appendix A**.

The study area, which represents the limits of where the new rest centre is being considered, is illustrated in **Figure 1**.

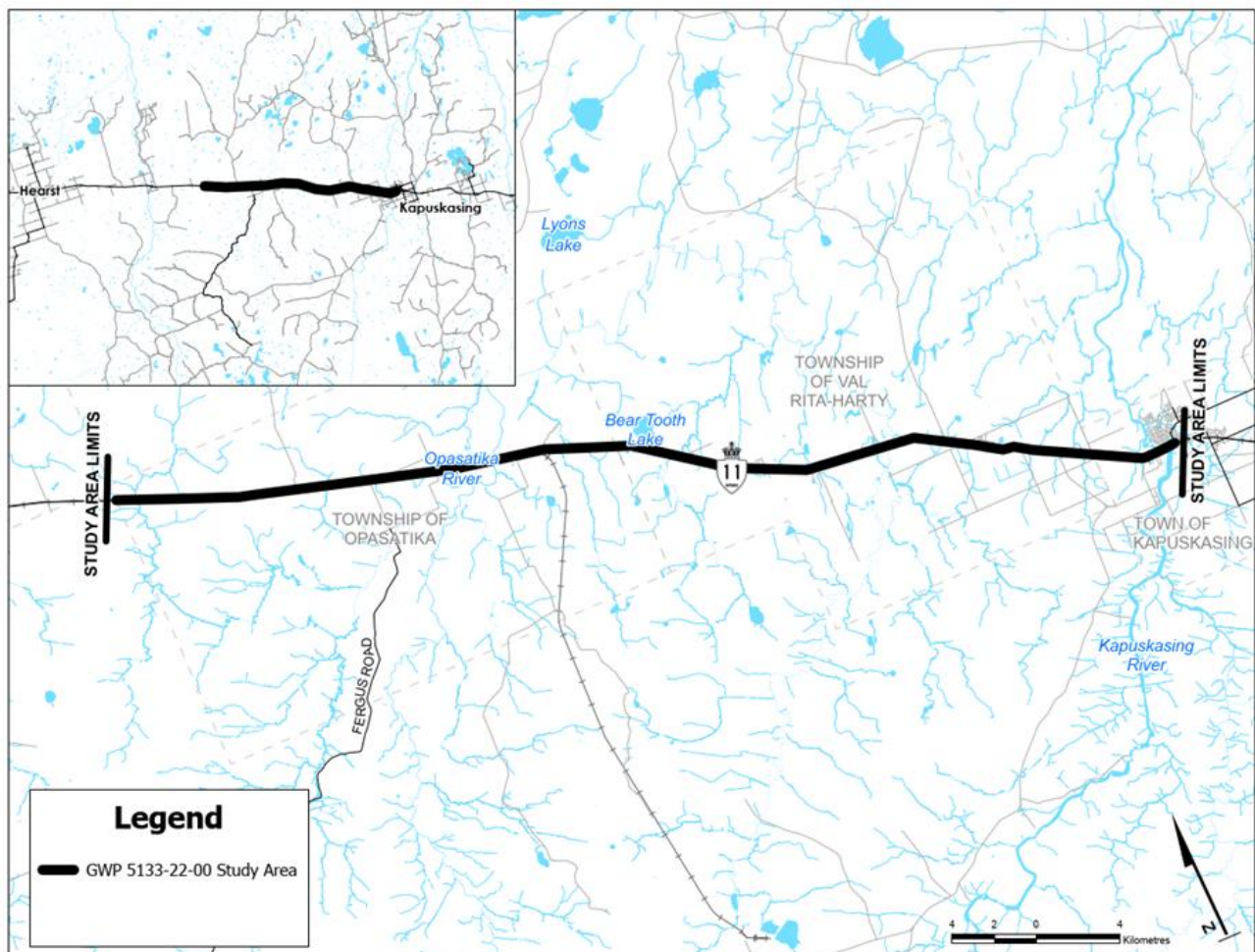


Figure 1: Study Area Key Map

## 1.1 Public Consultation

The following details the consultation progress of the assignment:

- The Ontario Government Notice (OGN) for project commencement was published in on [www.wawa-news.com](http://www.wawa-news.com) on October 10, 2024. Notice of Commencement letters were also sent via email to the local MPP and Indigenous communities in advance of the OGN publishing. The OGN was also distributed through Canada Post using a targeted mailing campaign for 1949 property owners within the study area.
- A dedicated project website was created for the project at [www.NorthernHighwayRestAreas.com](http://www.NorthernHighwayRestAreas.com). The website went live on September 30, 2024, to provide additional project information to interested stakeholders as the study progresses.
- An Online Public Information Centre (PIC) will be held on the project website in the fall of 2025 to provide detailed information about the project, including the Class EA process, existing conditions, identified alternatives and evaluation process, associated impacts and mitigation, as well as next steps.
- A Transportation Environmental Study Report (TESR) will be prepared and published for a 30-day public review period before it is filed with the Ministry of Environment, Conservation and Parks (MECP).

## 2.0 SHORT LIST OF DESIGN ALTERNATIVES

As discussed above, a Long List Evaluation was completed for the new rest centre in the vicinity of Opatatika and Kapuskasing, Ontario. The evaluation resulted in the following alternatives being **carried forward** to the short list evaluation (**Figure 2**).

**Alternative 3:** The site, located on the north side of Highway 11 approximately 8.5 km east of Opatatika, is situated on a mix of Crown land and private property. It is currently vacant and forested. A preliminary site plan layout for the Alternative 3 property is detailed in **Figure 3**.

- Approximate Latitude 49.497779°, Longitude -82.734514°

**Alternative 4:** The site, located on the north side of Highway 11 approximately 5.0 km east of Opatatika, is situated on a mix of Crown land and private property. It is currently vacant and forested, with evidence of historical use as a logging access road. A preliminary site plan layout for the Alternative 4 property is detailed in **Figure 4**.

- Approximate Latitude 49.313986°, Longitude -82.777439°

**Alternative 6:** The site, located on the north side of Highway 11 approximately 1.6 km east of Opatatika, is situated on a mix of Crown land and private property. It is currently vacant and forested, with evidence of historical use as a logging access road. A snowmobile trail runs along the west side of the proposed site, across the highway from Cumming Road. A preliminary site plan layout for the Alternative 6 property is detailed in **Figure 5**.

- Approximate Latitude 49.522177°, Longitude -82.821599 °

**Alternative 7:** The site, located on the north side of Highway 11, lies east of the Opatatika Municipal Complex and west of the existing boat launch and picnic area at the Opatatika River. Although currently undeveloped, the site was cleared approximately 10 to 15 years ago. The boat launch and picnic area are situated on the eastern side of the site, while the municipal baseball diamond is located on the western side. A snowmobile trail runs along the north side of the site, crossing in an east–west direction. A preliminary site plan layout for the Alternative 7 property is detailed in **Figure 6**.

- Approximate Latitude 49.525057°, Longitude -82.845562 °

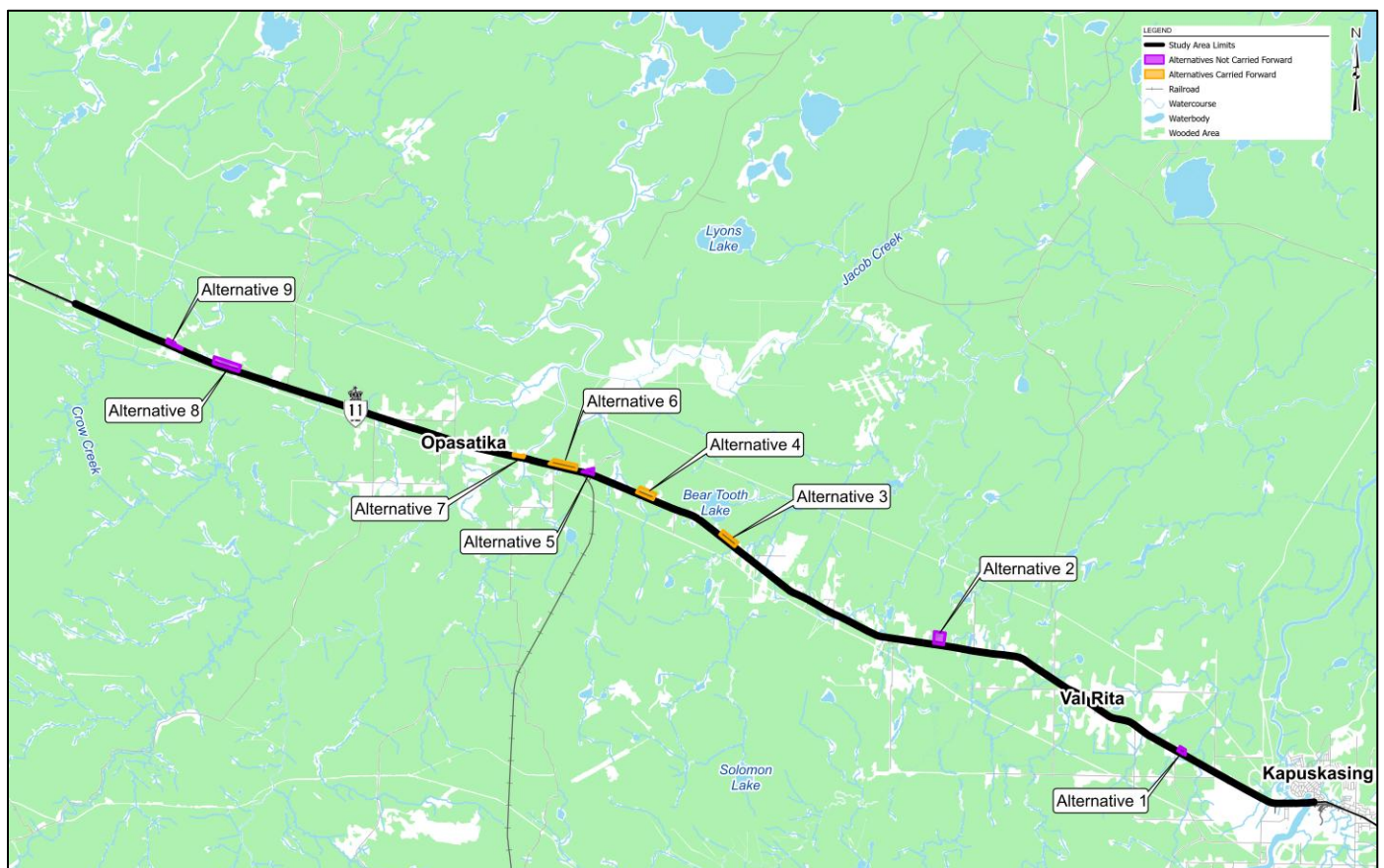


Figure 2: Opatatika - Kapuskasing Rest Centre Alternatives

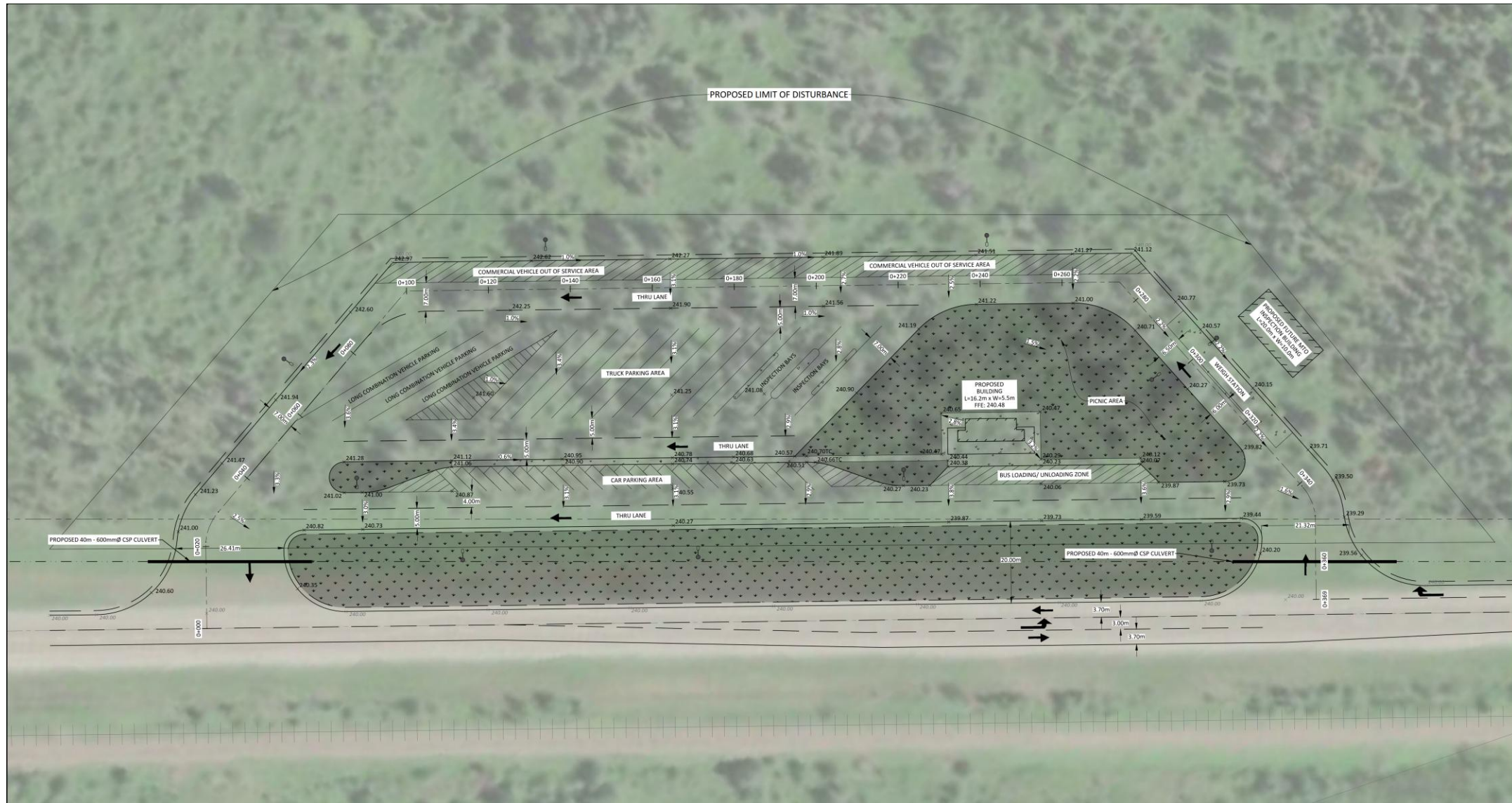


Figure 3: Short List Alternative 3 preliminary site plan layout

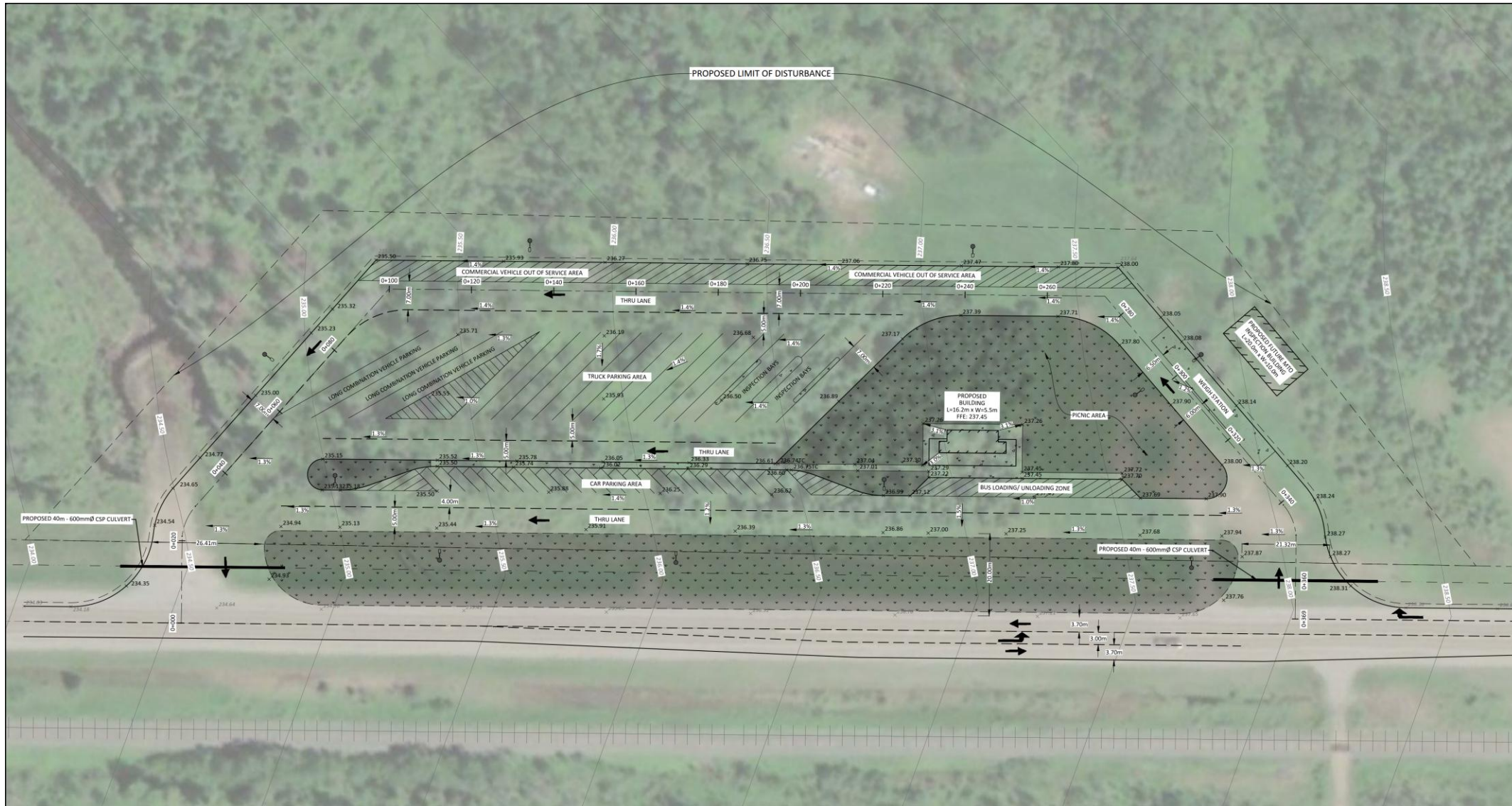


Figure 4: Short List Alternative 4 preliminary site plan layout

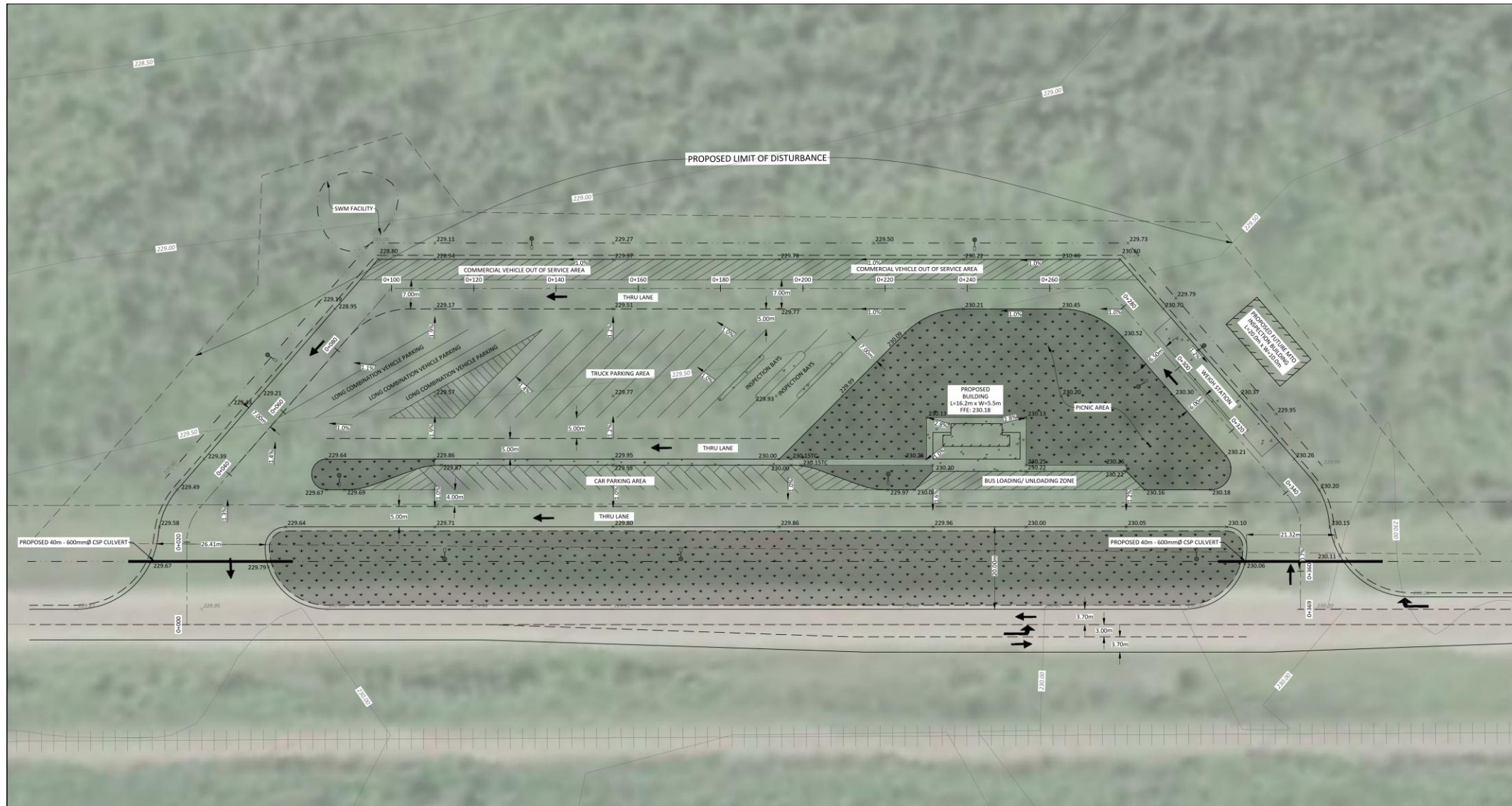


Figure 5: Short List Alternative 6 preliminary site plan layout

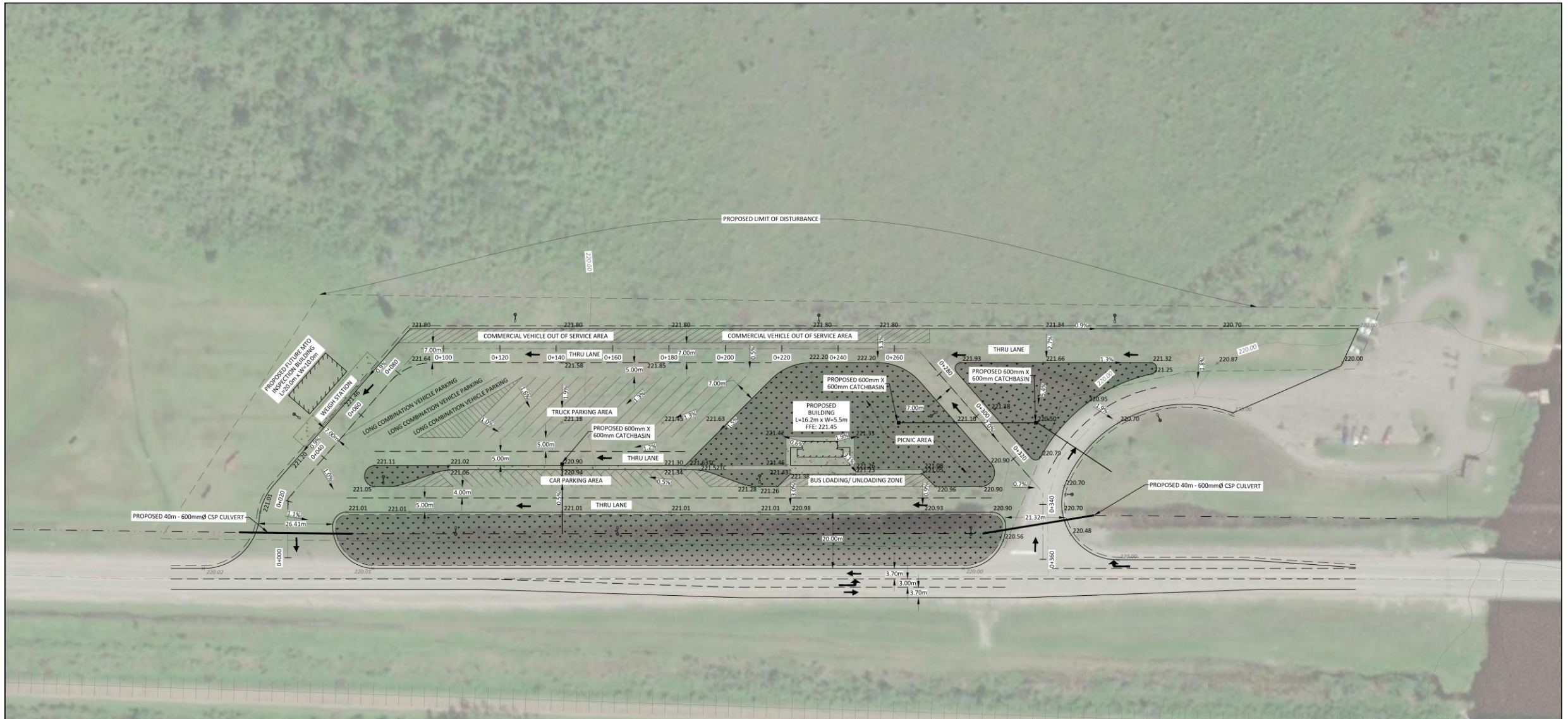


Figure 6: Short List Alternative 7 preliminary site plan layout

## 3.0 SHORT LIST EVALUATION METHODOLOGY

### 3.1 Multi-Attribute Trade-Off System

For evaluating the short list of design alternatives, the 'Weighted Additive Method', described as the Multi-Attribute Trade-Off System (MATS), was applied.

The evaluation process was undertaken quantitatively based on the following components:

- Natural Environment
- Socio-Economic Environment
- Transportation
- Constructability
- Cost

The component categories allowed for the generation of evaluation criteria relative to study-specific engineering and environmental concerns. The component categories were classified into two further sublevels. These sublevels included the factors (as noted above) and subfactor groups.

The final step was to measure for identifiable impacts relative to the subfactors. The result was a set of measurable criteria/indicators for each subfactor identified under the respective factor group. The relative measured effect of each criterion/indicator was defined to ensure the significance was recognized in the evaluation process. **Table 1** identifies the criteria/indicators carried forward for the evaluation of short-listed alternatives.

**Table 1: Short List Evaluation Criteria**

Factors/Sub-Factors	Criteria/Indicator	Key Measures
<b>NATURAL ENVIRONMENT</b>		
Sensitive wildlife, and wildlife habitat and vegetation	Permanent Impacts to existing wildlife and wildlife habitat and vegetation. Potential impacts to species at risk.	m <sup>2</sup> sensitive habitat (<5000, >5000, >10,000)
Water Resources / Drainage / Groundwater Impacts	Impacts to existing surface water drainage patterns of the site. Potential impacts on groundwater resources.	m <sup>2</sup>
Site Contamination and Excess Soil Management	Possible sources of contamination based on preliminary background review (ERIS)	Low – High Potential
<b>Socio-Economic Environment</b>		
Permanent Property Requirements	m <sup>2</sup> of property required (m <sup>2</sup> of private land, recreational)	# of private properties impacted
Noise and Air Quality Impacts	Noise impacts and proximity to Noise Sensitive Areas.	# of noise/air sensitive receptors
Archaeological / Cultural Heritage Resources	Potential archaeological significant land on site Cultural Heritage landscapes	m <sup>2</sup>
Exposure to Travelling Public / Proximity to Preferred Landmarks	Access to food, gas, lodging and tourist attractions.	km
Construction Impacts	Impacts of constructing on public/landowners	Low-High Impacts
<b>TRANSPORTATION</b>		
Access	Turning lanes/proximity to side roads	Low – High Impacts
Collision History (2017-2021) (within 500 m of the site limits)	Data information obtained from MTO's database	# of collisions
Sightlines	Horizontal/ Vertical sightlines on highway at the proposed site	Low – High Impacts
<b>CONSTRUCTIBILITY</b>		
Construction duration	Anticipated length of construction (impacts to traffic/public)	# of working days (civil only)
Access to telecommunications infrastructure	Access to and if modifications are required to existing telecommunication infrastructure	Distance (m)
Access to electrical infrastructure	Access to and if modifications are required to existing hydro	Distance (m)
Access to Municipal services	Municipal services vs well/septic	Septic vs Municipal Services
Site Size	Capacity for site design	Property Size (m <sup>2</sup> )
Topography	Existing topography	<2%, 2-5%, >5%
<b>COST</b>		
Capital Construction Cost	Average Cost \$ (Millions) includes structural, grading and staging, servicing	\$ (Million)
Life Cycle Costs	Projected rehabilitation and replacement burden	Low-High

## 3.2 Shortlisted Criteria

### 3.2.1 Natural Environment

Preliminary natural science field investigations were undertaken at the four (4) short-listed alternative sites on September 12, 2024, to collect site specific information. No fisheries data was collected for the sites, as the sites did not contain fish habitat.

The following terrestrial environmental impacts are associated with each of the short-listed alternatives:

- **Alternative 3** – The site was characterised by multiple woodland habitat types: a black spruce forest, a mixed forest comprised of trembling aspen and tamarack, a mixed conifer forest dominated by jack pine, black spruce, white spruce and tamarack, and a different mixed forest type with black spruce, trembling aspen, and tamarack. A large portion of the woodland is low laying and is wet in nature. Invasive plant species that were observed on the site include sow thistle, Canada thistle and wild parsnip. Overall, the Alternative 3 had moderate fluctuations of topography across the site. The site has potential for woodland species at risk (SAR).
- **Alternative 4** – The site was characterised predominately by woodland that is divided into two (2) forest types. A mixed forest made up of trembling aspen, tamarack and black spruce, and a mixed conifer forest with the same dominant species but is distinctly more conifer dominant. Other habitat types that are present include a cattail marsh that is approximately 0.25 ha in size, and dry open meadow that has been previously disturbed with some exposed rock barren areas. The western section of this site is wetland riparian habitat due to the proximity to Duclos Creek. Invasives plant species that were observed on the site include sow thistle and Canada thistle. Overall, Alternative 4 had moderate fluctuations of topography across the site. The site has potential for woodland and grassland SAR.
- **Alternative 6** – The site was characterised by multiple mixed woodland types. The western half is a poplar dominant mixed forest. And the eastern half is comprised of mixed forest made up of trembling aspen, tamarack and black spruce. Open meadow habitat is also present within this option. Invasives plant species that were observed on the site include sow thistle, Canada thistle and wild parsnip. Overall, Alternative 6 had

moderate fluctuations of topography across the site. The site has potential for woodland SAR.

- **Alternative 7** – The site was characterised predominately as a shrub woodland and the north end of the Alternative 7 area is conifer woodland. This alternative is situated between the Opatatika River and the east side of the Town of Opatatika. Overall, Alternative 7 had low fluctuations of topography across the site. The site has potential for forest and shrubland SAR.

### 3.2.2 Socio-Economic Environment

- **Alternative 3** – The site comprises vacant Crown land and privately owned parcels located to the northwest and southeast. Implementation of this site as the preferred alternative would necessitate the acquisition of private property. Residential land uses are situated at both ends of the site. The site is not in close proximity (~1.5 km) to key service amenities, including food, fuel, lodging, or tourist-oriented destinations.

No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.

Sensitive receptors related to adjacent residential uses have been identified for both noise and air quality considerations. Development of a rest centre at this location would require highway staging to accommodate auxiliary and left-turn lanes on Highway 11. Standard construction staging approaches are feasible, and implementation of operational constraints (e.g., off-peak construction hours) may be required to mitigate traffic impacts.

- **Alternative 4** – The site comprises vacant Crown land, with private properties immediately to the southeast. The private property directly adjacent to the proposed site appears to be recreational, with no apparent permanent buildings located on the property.

No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.

Sensitive receptors related to adjacent residential uses have been identified for both noise and air quality considerations. Development of a rest centre at this location would require highway staging to accommodate auxiliary and left-turn lanes on Highway 11. Standard construction staging approaches are feasible, and implementation of operational constraints (e.g., off-peak construction hours) may be required to mitigate traffic impacts.

- **Alternative 6** – The site comprises vacant Crown land, with private properties immediately to the southeast. The private properties directly adjacent to the proposed site appears to be recreational, with no apparent permanent buildings located on the properties.

No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.

There are no sensitive noise or air receptors associated with this site. Development of a rest centre at this location would require highway staging to accommodate auxiliary and left-turn lanes on Highway 11. Standard construction staging approaches are feasible, and implementation of operational constraints (e.g., off-peak construction hours) may be required to mitigate traffic impacts.

- **Alternative 7** – The site comprises vacant Crown land, with the Township of Opatatika to the west. The Township has expressed their desire for this location and has offered the MTO the property (i.e. existing baseball diamond), if required.

No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.

Sensitive receptors related to adjacent residential uses have been identified for both noise and air quality considerations. Development of a rest centre at this location would require highway staging to accommodate auxiliary and left-turn lanes on Highway 11. Standard construction staging approaches are feasible, and implementation of operational constraints (e.g., off-peak construction hours) may be required to mitigate traffic impacts.

### 3.2.3 Transportation

Within the project limits, Highway 11 is a two-lane Rural Arterial Undivided roadway with a design speed of 110 km/h (RAU 110) and a posted speed of 90 km/h dropping to 60 km/h at potential site Alternative 7.

Collision rates at Alternatives 3, 4 & 6 were the same, with Alternative 7 slightly higher. Overall, all options were found to be below the 2019 average provincial collision rate.

From the desktop review, sightlines at all alternative sites were found to meet or exceed the required stopping sight distances and intersection sight distances.

### 3.2.4 Constructability

Impacts to the travelling public are not anticipated to exceed two calendar years at any of the proposed sites. Construction staging along Highway 11 is expected to maintain two-way traffic, with periodic single-lane closures required, subject to detailed design.

Telecommunications and electrical servicing are available at all sites; however, modifications to existing utility poles may be required to facilitate site access for large transport vehicles.

Alternatives 3, 4, and 6 would require private domestic wells and septic systems, which appear to be technically feasible. Alternative 7 would connect to existing municipal water and sanitary sewer services, as confirmed by the Township of Opatatika.

Each site is sufficiently sized to accommodate the proposed facility in accordance with MTO design standards. Additional lands are available, if required, to support excess soil management and stormwater infrastructure.

### 3.2.5 Cost

The cost estimates for the four (4) alternatives were developed using HiCo and are provided in Table 2. The costs do not include permanent property acquisition.

<b>Alternative</b>	<b>Total Capital Construction Cost</b>
Alternative 3	\$7.8 M
Alternative 4	\$6.8 M
Alternative 6	\$6.9 M
Alternative 7	\$7.7 M

### 3.3 Criteria Measurements/ Utility Functions/ Criteria Scores

Following the selection of the subfactors and associated criteria/indicators, measurements of the impacts were made using existing conditions reports of various disciplines (i.e., Natural Sciences, Cultural Heritage, Archaeology, Contamination, Noise and Air, and Land Use). These measures were made for each alternative.

From this point on, scores were derived from numerical calculations and mathematical relationships. The score for each alternative under each of the respective criteria/indicator was based on the measured impacts, referred to as a utility function. Under each criterion/indicator, the alternative received an unweighted rating of 1 (one), 3 (three) or 5 (five) based on these measurements. This function described the attractiveness of each alternative concerning the individual criteria.

The 'Weighted Additive Method' of evaluation used to evaluate the alternatives identified the attractiveness, not the offensiveness of the measure. No negative values were considered. All scores were a degree of 'positive', from a value of 1 (one) (the least attractive alternative measure), 3 (three) (neutral in comparison) and 5 (five) (the most attractive measure).

### 3.4 Weighting of Criteria

Applying the 'Weighted Additive Method', weights were assigned initially to components (e.g., Natural Environment), then apportioned further to their corresponding factors (e.g., Wildlife, Water Resources, Site Contamination). This eliminated the potential for skewing the results with many factors under one particular component. The assignment of weights in this fashion defined a hierarchy of importance for the alternatives considered.

The Study Team used for the weighted exercise consisted of seven (7) members from environmental, structural, drainage, traffic, transportation, and construction disciplines.

The Study Team completed the weighting exercise by reviewing each independent perspective on the relative importance categories. Following the review and discussion, the Study Team individually provided their weights and these were averaged across the components and subsequently the same process was completed and the weights were distributed to the corresponding subfactors. The criteria/indicators were then assigned based on the process described in Section 3.3.

The assigned weights within each category were then multiplied against the criteria scores to obtain a weighted score for the criteria/indicators for each alternative. The weighted score for the criteria/indicators were summed for each alternative. This provided the overall weighted score for each alternative to identify the recommended alternative prior to sensitivity testing. Utilizing an averaged score from seven (7) individuals reduces subjectivity of scoring from one individual and reduces the need for sensitivity testing. A table summarizing the weighted scores and the recommended alternative (prior to sensitivity testing) is included as part of **Appendix B**.

This was the quantitative assessment applied to the evaluation of the short list of design alternatives. The 'Weighted Additive Method' focused on the differences between the alternatives, addressed the complexity of the base data collected, and provided a traceable and defensible decision-making process.

### 3.5 Sensitivity Testing

The group of evaluators from the Study Team assigned individual weights for the components and factors based on their professional judgement as described above.

The question that arises is "would the results have changed if different weights had been used?". To test how the outcome of the evaluation would have changed with respect to the assigned weights, a 'sensitivity test' was undertaken to ensure the outcome was without bias.

To assess how sensitive the outcome was with respect to the weights assigned by the Study Team, the assigned component weights were increased or decreased in order to place a greater or lesser emphasis on each component by redistributing the weight to other factors. This indicates how sensitive the outcome is with respect to each component. It also indicates whether the recommended alternative changes when the weights are varied.

Sensitivity testing results are documented in **Appendix C**.

### 3.6 Evaluation Results

The results from the weighted and sensitivity evaluation for the analysis of the four (4) alternatives have been summarized in Table 3. The weighted score is based on a maximum score of 100.

<b>Table 3: Short List Evaluation Results</b>			
<b>Rest Centre Alternative</b>	<b>Weighted Score</b>	<b>Weighted Rank</b>	<b>Sensitivity Rank</b>
Alternative 3	48.40	4	4
Alternative 4	62.00	2	2
Alternative 6	59.20	3	3
Alternative 7	80.80	1	1

A breakdown of the weighting adjustments in the sensitivity evaluation for the analysis of all three alternatives have been summarized in Table 4, to show that in 5 out of 5 adjustments, Alternative 7 is the Recommended Plan.

<b>Table 4: Sensitivity Testing – Weighting Adjustments</b>		
<b>Adjustment 1</b>		
<b>Rest Centre Alternative</b>	<b>Weighted Score</b>	<b>Sensitivity Rank</b>
Alternative 3	53.60	4
Alternative 4	68.80	2
Alternative 6	63.60	3
Alternative 7	79.60	1
<b>Adjustment 2</b>		
Alternative 3	49.60	4
Alternative 4	64.80	2
Alternative 6	59.60	3
Alternative 7	82.00	1
<b>Adjustment 3</b>		
Alternative 3	47.40	4
Alternative 4	56.20	3
Alternative 6	57.00	2
Alternative 7	76.20	1
<b>Adjustment 4</b>		
Alternative 3	42.00	4
Alternative 4	64.80	2
Alternative 6	57.60	3
Alternative 7	78.80	1
<b>Adjustment 5</b>		
Alternative 3	49.20	4
Alternative 4	64.80	2
Alternative 6	52.40	3
Alternative 7	84.00	1

## 4.0 RECOMMENDATIONS

The Recommended Plan is **Alternative 7: east of the Opatatika Municipal Complex and west of the existing boat launch and picnic area at the Opatatika River**. The key benefits of this alternative are:

- Site has best exposure to travelling public and proximity to preferred landmarks;
- Least impacts on sensitive natural environment;
- No private property impacts;
- Flat topography;
- Access to hydro/telecommunications on site;
- Access to municipal services (water and sanitary);
- Lowest life cycle costs.

## 5.0 NEXT STEPS

If the preferred alternative is endorsed by the MTO team, a Preliminary Design Report will be completed to summarize the proposed alternative to be carried forward into Detail Design. Refined cost estimates and working days will continue to be updated as the design progresses.

## **APPENDIX A – LONG LIST EVALUATION REPORT**

# LONG LIST EVALUATION REPORT



## **Preliminary Design and Class Environmental Assessment for Development of a New Rest Centre in the Vicinity of Opatatika/Kapuskasung, Ontario**

G.W.P. 5133-22-00

MTO Assignment No.: 5023-E-0006

Egis Project No.: CCO-24-2556

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## 1.0 INTRODUCTION

Egis was retained by the Ontario Ministry of Transportation (MTO) to undertake the Preliminary Design and Class Environmental Assessment assignment for the development of a new rest centre in the vicinity of Opatatika/Kapuskasing, Ontario, G.W.P. 5133-22-00, under MTO Assignment No. 5023-E-0006.

The purpose of this report is to document the long list alternative selection process and evaluation for the new rest centre site. The study area, which represents the limits of where the new rest centre is being considered, is illustrated in **Figure 1**.

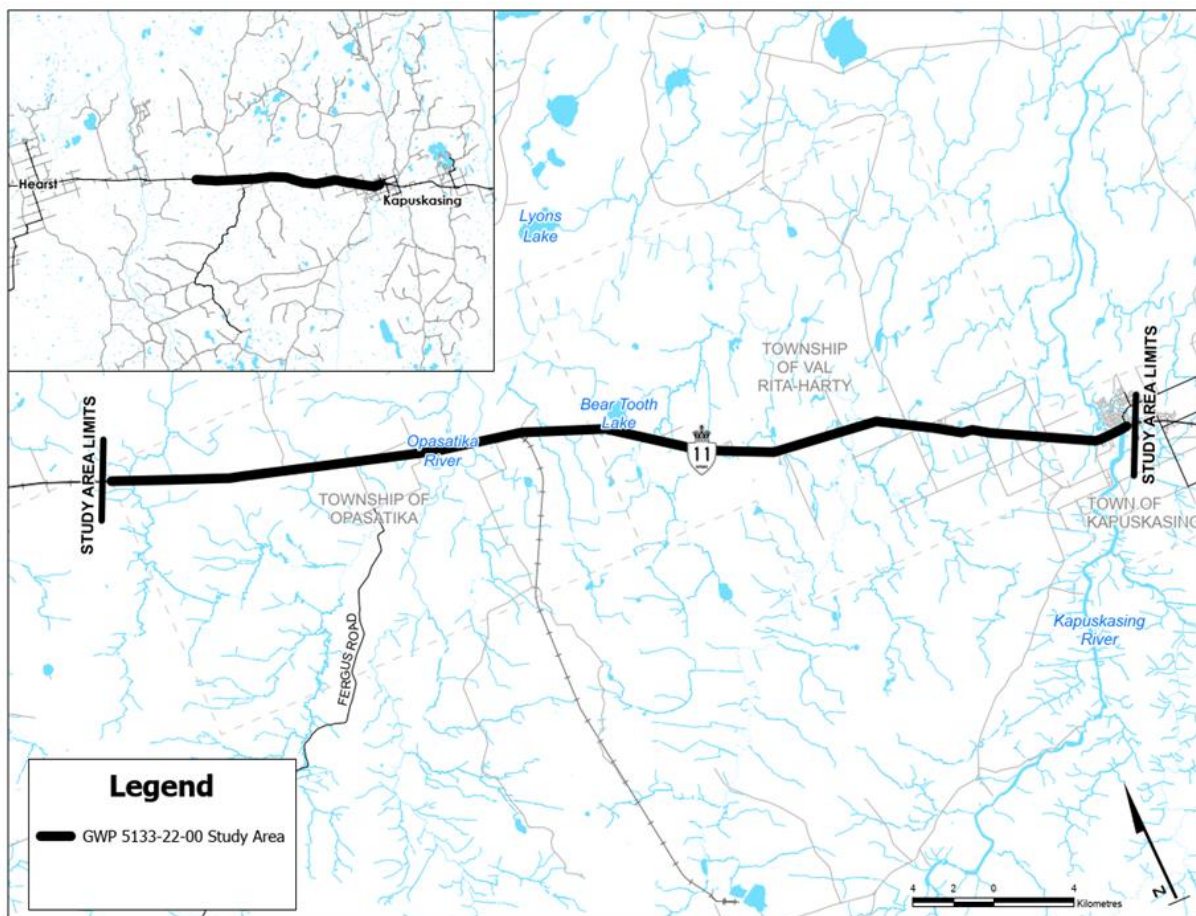


Figure 1: Study Area Key Map

## 2.0 COARSE SCREENING

The coarse screening exercise reviewed the full extent of the study area to eliminate areas that have significant negative impacts in comparison to others. A long list of potential rest centre site locations were selected within the study area through the coarse screening exercise using Geographic Information System (GIS) layers of a variety of environmental and land use constraints, including:

### Environmentally Sensitive Areas:

- Watercourses/Waterbodies (buffer 30 metres)
- Wetlands (buffer 30 metres)
- Areas of Natural and Scientific Interest (ANSIs)
- Parks (Provincial)
- Indigenous Communities (eliminate Indigenous Lands)

### Topography – Ontario GeoHub

- 10 metre contours

### Hydro Transmission Corridors

- Absence of existing major transmission line facilities

### Site Location

- Site accessible from both directions of travel for two-lane roads.
- Locations along a straight stretch of the highway (i.e. not on a curve).
- Separation from side roads/intersections.
- Avoid acceleration and deceleration lanes within Towns, Villages and Hamlets (i.e. engine brakes and acceleration noises).
- Generally tried to avoid being immediately adjacent to single family residential dwellings/properties, especially in existing rural areas (i.e. noise/air impacts from overnight vehicle/truck idling).
- Avoid existing agricultural areas, where possible.
- Very visible from roadway, with a degree of separation/set-back from road (i.e. topography, not above or below existing highway grade).
- Prioritized existing, previously developed lands that appear to be abandoned.
- Availability for outdoor picnic area.
- Availability for pet exercise area.

### Site Servicing

- Size of site is big enough for planned use.
- Availability of hydro serviceability at the site boundaries.

- Opportunity to connect to municipal services.

The size of the site was considered based on **Figure 2** and **Figure 3**, as shown below; the guideline layout would be a minimum of 85m x 300m = 25,500 m<sup>2</sup> or 2.55 ha. Properties were screened up to a 400m x 500m size as this is likely the largest potential area required (200,000 m<sup>2</sup> or 20 ha) for rural, undeveloped sites. It was considered that additional space may be required for future developments, such as weigh stations and dedicated enforcement buildings (not included in the current scope). Special consideration was given to avoid existing facilities located in Kapuskasing (i.e., Flying J Travel Centre) that serve a similar function to the proposed rest centre. Sites that would serve road users closer to Opatatika in case of road closures on Highway 11 were preferred as there appears to be a higher need for a rest centre in this area.

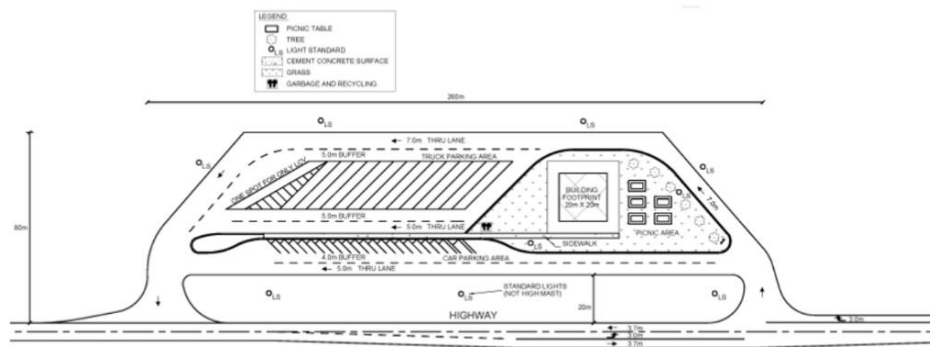


Figure 2: Illustrative Design Concept for Rest Centre

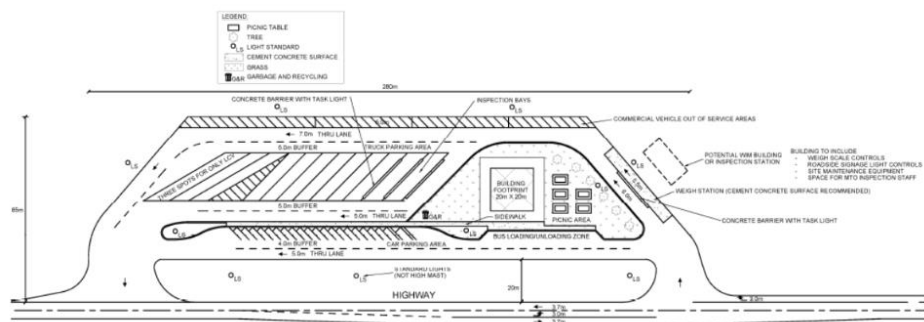


Figure 3: Illustrative Design Concept for Rest Centre Incorporating Commercial Vehicle Enforcement Activities

Based on the criteria and factors noted above, nine (9) Long List Site Alternatives were identified within the Study Area limits of GWP 5133-22-00. The nine (9) Long List Alternatives are illustrated on **Figure 4** below.

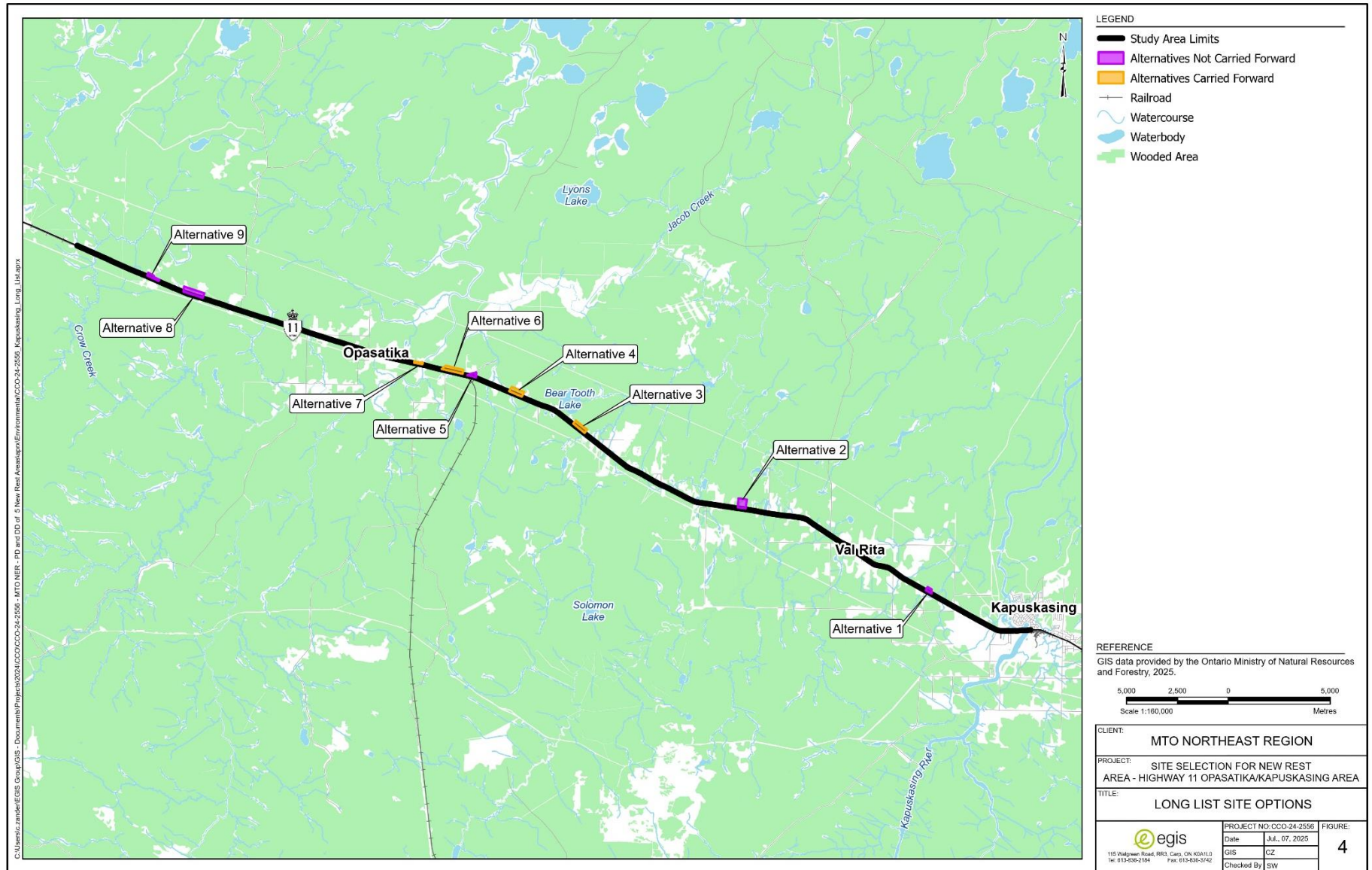
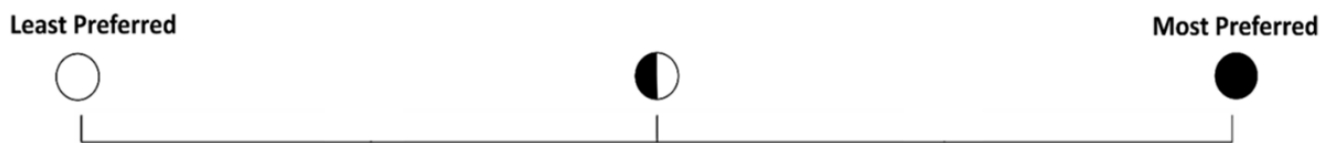


Figure 4: Long List Options for GWP 5133-22-00

### 3.0 LONG LIST EVALUATION

Following the coarse screening, a detailed assessment and evaluation of the long list of alternatives was conducted. Short-listing the current long list allows for efforts to be focused solely on the most likely alternatives and more detailed information to be acquired for these alternatives.

The evaluation of alternatives was carried out using the Reasoned Argument method of comparing differences in impacts and providing a clear rationale for the selection of the preferred alternative. Alternatives were evaluated using the following criteria: technical, natural environment, social/cultural environment, transportation and implementation risks, as described in **Table 1**. As illustrated in **Table 2**, alternatives were provided a score for each evaluation criteria on a scale from least preferred (empty circle) to most preferred (solid circle) (**Figure 5**).



*Figure 5: Evaluation of Alternative Design Concepts Scale of Preference*

**Table 1: Long List of Alternatives Evaluation Criteria**

Evaluation Criteria	Description of Criteria	Measures	Description of Measures
<b>Technical</b>	Criteria to evaluate the technical feasibility and engineering characteristics of the location option	- Topography	- Is the location option amenable to trucks (i.e. terrain and slope gradients).
		- Hydro and telecom Access	- Is there hydro and telecom (Bell/Cogeco/Rogers/others) access to the site within a reasonable distance.
		- Serviceability	- Is the site serviced by municipal services or private services. If private, are there natural features that would impact the location of well and septic.
		- Stormwater/Drainage	- Is the site currently developed resulting in minimal SWM criteria or undeveloped requiring SWM features.
<b>Natural Environment</b>	Criteria to evaluate the location option impacts on the natural heritage systems, natural environment and habitats, air and water quality.	- Environmentally sensitive areas; wetlands, fish habitat and terrestrial ecosystems	- Proximity, size, characteristics and sensitivity of significant natural areas and potential impacts on these natural systems.
<b>Social and Cultural Environment</b>	Criteria to evaluate the location option potential impacts on businesses, community and social features; archaeological, built and cultural heritage features.	- Land Use / Socio-Economic Conditions	- Presence of community facilities, public parks, institutions, or businesses within or adjacent to the location option.
		- Archaeological, Built Heritage and Cultural Heritage Features	- Presence and characteristics of registered archaeological resources and designated built heritage resources under the Heritage Act; as well as potential impacts on archaeological/built and cultural heritage resources.
<b>Transportation</b>	Criteria to evaluate the location option's potential impacts on the transportation corridor.	- Safety	- Does the location option pose any significant safety risks to the travelling public.
		- Access Considerations	- Potential impacts on existing commercial/industrial/ business driveways and accesses to the location option.
<b>Implementation Risks</b>	Criteria to evaluate the location option's potential implementation risks.	- Size of location option/Excess Soils	- Is the size of the location option favourable for disposal of excess materials being generated during construction and future needs.
		- Property Ownership	- Does the current property ownership pose a risk for acquisition

Table 2: Long List of Alternatives Evaluation Table

Criteria Measures	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Alternative 8	Alternative 9
<b>Technical</b>									
Topography	●	●	●	●	●	●	◐	●	●
Hydro and Telecom Access	●	●	●	●	●	●	●	●	●
Serviceability	◐	◐	◐	◐	◐	◐	●	◐	◐
Stormwater/Drainage	◐	◐	◐	◐	◐	◐	◐	◐	◐
<b>Natural Environment</b>									
Environmentally Sensitive Areas; Wetlands, Fish Habitat and Terrestrial Ecosystems	○	○	○	○	○	○	◐	○	○
<b>Social and Cultural Environment</b>									
Land Use / Socio-Economic Conditions	●	◐	◐	◐	◐	●	●	◐	○
Archaeological, Built Heritage and Cultural Heritage Features	◐	◐	◐	◐	○	◐	◐	○	○
<b>Transportation</b>									
Safety	●	●	●	●	◐	●	●	◐	◐
Access Considerations	●	◐	●	●	○	●	●	○	◐
<b>Implementation Risks</b>									
Size of location option/Excess Soils	○	○	●	●	○	●	●	●	●
Property Ownership	○	●	◐	●	○	●	◐	◐	○
<b>Recommendation</b>	<b>Do Not Carry Forward</b>	<b>Do Not Carry Forward</b>	<b>Carry Forward</b>	<b>Carry Forward</b>	<b>Do Not Carry Forward</b>	<b>Carry Forward</b>	<b>Carry Forward</b>	<b>Do Not Carry Forward</b>	<b>Do Not Carry Forward</b>

## 4.0 SHORT LIST ALTERNATIVES

The long list evaluation resulted in four (4) alternatives being **carried forward** to the short list stage. The alternatives being carried forward are listed in **Table 3**.

Table 3: Short List Alternatives		
Alternative	Description	Rationale
<b>Alternative 3</b>	Crown Land/ Private Property	This site is located on a straight stretch of Highway 11 which would allow for positive sightlines, site access, and turning movements. Highway 11 at this location could accommodate widening required for the addition of left turn lanes without impacting major drainage infrastructure or the rail line located to the south. The site is located partially on Crown Land and partially on private property and therefore would require partial acquisition from a private landowner. There is plenty of available space for the incorporation of well/septic, SWM facilities, as well as excess soil management areas. The topography of the site appears acceptable with limited cut/fill requirements. There is hydro and telecom nearby that could service the new rest centre.
<b>Alternative 4</b>	Crown Land/ Private Property	This site is located on a straight stretch of Highway 11 which would allow for positive sightlines, site access, and turning movements. Highway 11 at this location could accommodate widening required for the addition of left turn lanes without impacting major drainage infrastructure or the rail line located to the south. There is existing entrance/exit from a former logging road for large vehicles at this site where utilities have been moved underground. As this site was previously connected to a logging road, the public would be used to seeing large vehicles entering/exiting this location and it is unlikely local residents would have concerns with noise generated from a rest area. The site is located partially on Crown Land and partially on private property (that does not appear to have an existing residential dwelling) and therefore would require partial acquisition from a private landowner. There is plenty of available space for the incorporation of well/septic, SWM facilities, as well as excess soil management areas. The topography of the site appears acceptable with limited cut/fill requirements. There is hydro and telecom nearby that could service the new rest centre.

<p><b>Alternative 6</b></p>	<p>Crown Land/ Private Property</p>	<p>This site is located on a straight stretch of Highway 11 which would allow for positive sightlines, site access, and turning movements. Highway 11 at this location could accommodate widening required for the addition of left turn lanes without impacting major drainage infrastructure or the rail line located to the south. There is an access road to a waste management facility on the south side of Highway 11, so it is assumed the public is used to seeing large vehicles entering and exiting Highway 11 in this area. The site is located partially on Crown Land and partially on private property and therefore would require partial acquisition from a private landowner. There is plenty of available space for the incorporation of well/septic, SWM facilities, as well as excess soil management areas. The topography of the site appears acceptable with limited cut/fill requirements. There is hydro and telecom nearby that could service the new rest centre. A snowmobile trail is located in the northern limits of the site which may allow for a rest area in this location to serve a dual purpose for the local community (i.e., allow trail users to park vehicles/use washrooms, etc.)</p>
<p><b>Alternative 7</b></p>	<p>Crown Land/ Municipality of Opatatika Land</p>	<p>This site is located on Highway 11, east of the Opatatika Municipal Complex and west of the existing boat launch/picnic area at the Opatatika River. Sightlines, site access, and turning movements are positive in both directions, with a reduced speed area beginning at the west end of the site. There is an existing taper and slip-around lane for access to the boat launch/picnic area, which could accommodate the additional widening required for the addition of left-turn lanes without impacting major drainage infrastructure or the rail line located to the south. The site is partially on Crown land (boat launch/picnic area) and municipal lands. The Municipality of Opatatika has expressed a strong desire to locate the proposed rest centre at this location. There are municipal water and sewer connections available for the site. There is ample space to incorporate stormwater management (SWM) facilities, as well as areas for excess soil management, if required. Hydro and telecom services are located nearby and could service the new rest centre. A snowmobile trail is located at the northern limits of the site, which may allow the rest area to serve a dual purpose for the local community (e.g., provide parking, washrooms, etc. for trail users).</p>

## **APPENDIX B – CRITERIA MEASUREMENTS, SCORES & WEIGHTED SCORES**

# MATS ANALYSIS OF OPASATIKA-KAPUSKASING REST CENTRE SHORT LIST ALTERNATIVES

				1		3		5		Alternative 3 Approximately 9.0 km east of Opasatika		Alternative 4 Approximately 5.4 km east of Opasatika		Alternative 6 Approximately 1.8 km east of Opasatika		Alternative 7 East end of Opasatika		
				Less Preferred				More Preferred										
Category	Key Factors	Weight	Criteria for Evaluation															
NATURAL ENVIRONMENT 20%	Sensitive wildlife, and wildlife habitat and vegetation.	9%	Permanent Impacts to existing significant wildlife and wildlife habitat and vegetation. Potential impacts to species at risk.	m <sup>2</sup> habitat (<5000, >5,000, >10,000)														
				Description	This site is comprised of multiple woodland habitat types, which are utilized by a wide range of wildlife. High likelihood of impacting SAR (bats).		This site is comprised of multiple forest habitats, a small wetland, and an open dry meadow, which are utilized by a wide range of wildlife. Property appears potentially suitable for woodland SAR (bats).		This site is comprised of multiple forest habitats and an open dry meadow, which are utilized by a wide range of wildlife. Property appears potentially suitable for woodland SAR (bats).		This site is comprised of mixed forest, shrub thicket, maintained lawn and wetland, which are utilized by a wide range of wildlife. Low likelihood of impacting SAR							
				Score (/5)	1.0		1.0		1.0		5.0							
	Water Resources / Drainage / Groundwater Impacts	4%	Impacts to existing surface water drainage patterns of the site. Potential impacts on groundwater resources.	m <sup>2</sup> (span)	23,003		23,003		23,003		27,502							
				Description	Stormwater management facility will be required given the land use change from fully undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.		Stormwater management facility will be required given the land use change from fully undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.		Stormwater management facility will be required given the land use change from fully undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.		Stormwater management facility will be required given the land use change from partially undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.							
				Score (/5)	5.0		5.0		5.0		3.0							
	Site Contamination and Excess Soil Management	7%	Possible sources of contamination based on preliminary background review (ERIS)	Low-High	Low		Medium		Low		low							
				Description	Potential fill of unknown quality related to construction of highway infrastructure present west-adjacent to the Site and assumed present along southwestern Site boundary. Salt use during winter conditions along highway infrastructure located upgradient from the Site.		Fill material of unknown quality associated with the gravel roadway and parking areas on-site. Potential asbestos containing materials within potential on-site building. Potential fill of unknown quality related to construction of highway infrastructure present west-adjacent to the Site and assumed present along southwestern Site boundary. Salt use during winter conditions along highway infrastructure located west-adjacent and down to cross gradient from the Site.		Fill material of unknown quality associated with two on-site gravel roadways. Potential fill of unknown quality present along Highway 11, south of the Site. Salt use during winter conditions along Highway 11, adjacent to the Site.		Fill material of unknown quality associated with on-site gravel parking area and boat launch. Potential fill of unknown quality present along Highway 11, south of the Site. Salt use during winter conditions along Highway 11, adjacent to the Site and community land use west of the Site.							
				Score (/5)	5.0		3.0		5.0		5.0							
SOCIO-ECONOMIC ENVIRONMENT 25%	Permanent Property Requirements	10%	Private property required (# of private properties impacted)	# of private property impacts	0		0		0		0							
				Description	As this site is located on vacant crown land, no impacts to private property are required.		As this site is located on vacant crown land, no impacts to private property are required.		As this site is located on vacant crown land, no impacts to private property are required.		A portion of the property is owned by the Corporation of the Township of Opasatika. The Township is encouraging the MTO to use this site, as it complements the Township's uses in this area.							
				Score (/5)	3.0		3.0		3.0		3.0							
	Noise and Air Quality Impacts	4%	Impacts and proximity to Noise Sensitive Areas.	# of noise/air sensitive receptors	4		1		1		1							
				Description	Alternative 3 has four residential houses to the north at approximately 100 m setback. 100 m is a reasonable setback distance for an idling truck sound impacts to drop within acceptable MECP levels specially given the absorptive grassy intervening ground.		Alternative 4 has one residential house to the south at approximately 100 m setback. 100 m is a reasonable setback distance for an idling truck sound impacts to drop within acceptable MECP levels specially given the absorptive grassy intervening ground.		Alternative 6 has a single identified noise sensitive receiver to the east at a setback distance beyond 240 m which is more than double the setback distances for either Alternatives 3 or 4.		Alternative 7 is proposed to the east of the Opasatika Municipal Complex with the residential houses to the east at a setback beyond 300 m.							
				Score (/5)	3.0		3.0		5.0		5.0							
	Archaeological / Cultural Heritage Resources	4%	Potential archaeological significant land on site Cultural Heritage landscapes	Low-High	Low		Low		Low		Low							
				Description	No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.		No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.		No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.		No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.							
				Score (/5)	3.0		3.0		3.0		3.0							
	Exposure to Travelling Public / Proximity to Preferred Landmarks	7%	Access to food, gas, lodging and tourist attractions.	km	21.5		25.0		28.5		30.0							
Description				The proposed site lies approximately 21.5 km west of Kapuskasing (eastbound) and is closest to the small communities of Val Rita-Harty (~5.0 km east) and Opasatika (~13.1 km west). The closest full services (fuel, groceries, lodging) are available in Kapuskasing and Mattice-Val Côté (further west). Tourist attractions in the area generally include access to outdoor recreation, including hunting, fishing, boating and snowmobiling.		The proposed rest centre site lies approximately 25 km west of Kapuskasing, between the small communities of Val Rita-Harty (~8.5 km east) and Opasatika (9.6 km west). The closest full services (fuel, groceries, lodging) are available in Kapuskasing and Mattice-Val Côté (further west). Tourist attractions in the area generally include access to outdoor recreation, including hunting, fishing, boating and snowmobiling.		The proposed site lies approximately 28.5 km west of Kapuskasing (eastbound) and is closest to the small communities of Val Rita-Harty (~12.0 km east) and Opasatika (~5.1 km west). The closest full services (fuel, groceries, lodging) are available in Kapuskasing and Mattice-Val Côté (further west). Tourist attractions in the area generally include access to outdoor recreation, including hunting, fishing, boating and snowmobiling. This site is located on Trail: A (trunk trail) of the Les Grondeurs Snowmobile Club trail network and an active, well maintained boat launch onto the Opasatika River.										
Score (/5)				1.0		1.0		3.0		5.0								
TRANSPORTATION 20%	Access	13%	Turning lanes/proximity to side roads	Low-High	Low		Low		Medium		Low							
				Description	There are no side roads in proximity to the site.		There are no side roads in proximity to the site.		One sideroad across from the site		There are no side roads in proximity to the site.							
				Score (/5)	5.0		5.0		3.0		5.0							
	Collision History (2017-2021) (within 500 m of site limits)	7%	Data information obtained from MTO's database	# of collisions (2017-2021)	5 Collisions		2 Collisions		4 Collisions		3 Collisions							
Description				1.73 km section 5 year Collision Rate of 0.6 CMVK		1.69 km section 5 year Collision Rate of 0.2 CMVK		2.07 km section 5 year Collision Rate of 0.4 CMVK		1.59 km section 5 year Collision Rate of 0.4 CMVK								
Score (/5)				1.0		5.0		3.0		3.0								
CONSTRUCTIBILITY 20%	Construction duration	5%	Anticipated length of construction (impacts to traffic/public)	# of working days (civil only)	139		122		130		134							
				Description	Impacts to the travelling public are not anticipated to more than 2 calendar years.		Impacts to the travelling public are not anticipated to more than 2 calendar years.		Impacts to the travelling public are not anticipated to more than 2 calendar years.		Impacts to the travelling public are not anticipated to more than 2 calendar years.							
				Score (/5)	3.0		5.0		3.0		3.0							
	Access to telecommunications infrastructure, electrical infrastructure and municipal services	15%	Access to and if Modifications are required to existing telecommunication infrastructure. Municipal water and sewer more preferable than well and septic.	Low-High	Low		Low		Low		High							
Description				Telecom and electrical servicing is available. Modifications to existing poles may be necessary to facilitate entrance to site. It is anticipated that a well and septic will be constructable.		Telecom and electrical servicing is available. Modifications to existing poles may be necessary to facilitate entrance to site. It is anticipated that a well and septic will be constructable.		Telecom and electrical servicing is available. Modifications to existing poles may be necessary to facilitate entrance to site. It is anticipated that a well and septic will be constructable.		Telecom and electrical servicing is available. Modifications to existing poles may be necessary to facilitate entrance to site. Municipal water and sewer available								
Score (/5)				1.0		1.0		1.0		5.0								
COST 15%	Capital Construction Cost	11%	Average Cost \$ (Millions) includes structural, grading and staging, servicing	\$ (million)	\$7,799,805.00		\$6,808,409.40		\$6,939,312.12		\$7,657,475.22							
				Description	This work includes Highway 11 left turn lanes and a 20% risk given its an undeveloped site. Amount increased due to anticipated amount of fill.		This work includes Highway 11 left turn lanes and a 20% risk given its an undeveloped site.		This work includes Highway 11 left turn lanes and a 20% risk given its an undeveloped site.		This work includes Highway 11 left turn lanes, Boat Launch Tie In and a 15% risk given it's a partially developed site.							
				Score (/5)	1.0		5.0		5.0		3.0							
	Life Cycle Costs	4%	Projected rehabilitation and replacement burden	Low-High	High		High		High		Medium							
Description				Will require maintenance of the stormwater management facility, septic and well.		Will require maintenance of the stormwater management facility, septic and well.		Will require maintenance of the stormwater management facility, septic and well.		Will require maintenance of the stormwater management swale only.								
Score (/5)				1.0		1.0		1.0		5.0								
TOTAL WEIGHT/ PERCENTAGE			100%			48.40	62.00		59.20		83.60							

\*Other factors were considered throughout the evaluation process that were ultimately determined to have a neutral value between the options.

Neutral Factor:	Description:
Fish and Fish Habitat	This factor is considered to be neutral for all sites being considered and therefore, is not being included as a criteria for evaluation.
Pedestrian Safety	This factor is considered to be neutral for all sites being considered.
Construction Impacts	Impacts of construction on public/landowners - All sites require staging along Highway 11 to facilitate the auxiliary lanes and left turn lanes. Conventional staging can be completed to facilitate this work. Operational constraints can be added to the contract to do work
Sightlines	Horizontal/ Vertical sightlines on Highway at all sites are acceptable.
Topography	All sites are relatively flat and ultimately drain towards the closest River/Creek at a gradual slope
Site Size	All sites meet the criteria for size, including SWM facilities, excess soil storage and future expansion.

## **APPENDIX C – SENSITIVITY TESTING**

# SENSITIVITY TEST #1 - OPASATIKA-KAPUSKASING REST CENTRE SHORT LIST ALTERNATIVES

				1 Less Preferred	3	5 More Preferred	Alternative 3 Approximately 9.0 km east of Opasatika	Alternative 4 Approximately 5.4 km east of Opasatika	Alternative 6 Approximately 1.8 km east of Opasatika	Alternative 7 East end of Opasatika
Category	Key Factors	Weight	Criteria for Evaluation							
<b>NATURAL ENVIRONMENT</b> 15%	Sensitive wildlife, and wildlife habitat and vegetation.	5%	Permanent Impacts to existing significant wildlife and wildlife habitat and vegetation. Potential impacts to species at risk.	m <sup>2</sup> habitat (<5000, >5,000, >10,000)	>10,000	>10,000	>10,000	>10,000	>10,000	0
				Description	This site is comprised of multiple woodland habitat types, which are utilized by a wide range of wildlife. High likelihood of impacting SAR (bats).	This site is comprised of multiple forest habitats, a small wetland, and an open dry meadow, which are utilized by a wide range of wildlife. Property appears potentially suitable for woodland SAR (bats).	This site is comprised of multiple forest habitats and an open dry meadow, which are utilized by a wide range of wildlife. Property appears potentially suitable for woodland SAR (bats).	This site is comprised of mixed forest, shrub thicket, maintained lawn and wetland, which are utilized by a wide range of wildlife. Low likelihood of impacting SAR		
				Score (/5)	1.0	1.0	1.0	5.0		
	Water Resources / Drainage / Groundwater Impacts	5%	Impacts to existing surface water drainage patterns of the site. Potential impacts on groundwater resources.	m <sup>2</sup> (span)	23,003	23,003	23,003	23,003	23,003	27,502
				Description	Stormwater management facility will be required given the land use change from fully undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.	Stormwater management facility will be required given the land use change from fully undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.	Stormwater management facility will be required given the land use change from fully undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.	Stormwater management facility will be required given the land use change from partially undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.		
				Score (/5)	5.0	5.0	5.0	3.0		
	Site Contamination and Excess Soil Management	5%	Possible sources of contamination based on preliminary background review (ERIS)	Low-High	Low	Medium	Low	Low	Low	Low
				Description	Potential fill of unknown quality related to construction of highway infrastructure present west-adjacent to the Site and assumed present along southwestern Site boundary. Salt use during winter conditions along highway infrastructure located upgradient from the Site.	Fill material of unknown quality associated with the gravel roadway and parking areas on-Site. Potential asbestos containing materials within potential on-Site building. Potential fill of unknown quality related to construction of highway infrastructure present west-adjacent to the Site and assumed present along southwestern Site boundary. Salt use during winter conditions along highway infrastructure located west-adjacent and down to cross gradient from the Site.	Fill material of unknown quality associated with two on-Site gravel roadways. Potential fill of unknown quality present along Highway 11, south of the Site. Salt use during winter conditions along Highway 11, adjacent to the Site.	Fill material of unknown quality associated with on-Site gravel parking area and boat launch. Potential fill of unknown quality present along Highway 11, south of the Site. Salt use during winter conditions along Highway 11, adjacent to the Site and community land use west of the Site.		
				Score (/5)	5.0	3.0	5.0	5.0		
<b>SOCIO-ECONOMIC ENVIRONMENT</b> 30%	Permanent Property Requirements	11%	Private property required (# of private properties impacted)	# of private property impacts	0	0	0	0	0	
				Description	As this site is located on vacant crown land, no impacts to private property are required.	As this site is located on vacant crown land, no impacts to private property are required.	As this site is located on vacant crown land, no impacts to private property are required.	A portion of the property is owned by the Corporation of the Township of Opasatika. The Township is encouraging the MTO to use this site, as it compliments the Township's uses in this area.		
				Score (/5)	3.0	3.0	3.0	3.0		
	Noise and Air Quality Impacts	5%	Impacts and proximity to Noise Sensitive Areas.	# of noise/air sensitive receptors	4	1	1	1	1	
				Description	Alternative 3 has four residential houses to the north at approximately 100 m setback. 100 m is a reasonable setback distance for an idling truck sound impacts to drop within acceptable MECP levels specially given the absorptive grassy intervening ground.	Alternative 4 has one residential house to the south at approximately 100 m setback. 100 m is a reasonable setback distance for an idling truck sound impacts to drop within acceptable MECP levels specially given the absorptive grassy intervening ground.	Alternative 6 has a single identified noise sensitive receiver to the east at a setback distance beyond 240 m which is more than double the setback distances for either Alternatives 3 or 4.	Alternative 7 is proposed to the east of the Opasatika Municipal Complex with the residential houses to the east at a setback beyond 300 m.		
				Score (/5)	3.0	3.0	5.0	5.0		
	Archaeological / Cultural Heritage Resources	5%	Potential archaeological significant land on site Cultural Heritage landscapes	Low-High	Low	Low	Low	Low	Low	
				Description	No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.	No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.	No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.	No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.		
				Score (/5)	3.0	3.0	3.0	3.0		
	Exposure to Travelling Public / Proximity to Preferred Landmarks	9%	Access to food, gas, lodging and tourist attractions.	km	21.5	25.0	28.5	30.0		
				Description	The proposed site lies approximately 21.5 km west of Kapuskasing (eastbound) and is closest to the small communities of Val Rita-Harty (~5.0 km east) and Opasatika (~13.1 km west). The closest full services (fuel, groceries, lodging) are available in Kapuskasing and Mattice-Val Côté (further west). Tourist attractions in the area generally include access to outdoor recreation, including hunting, fishing, boating and snowmobiling.	The proposed rest centre site lies approximately 25 km west of Kapuskasing, between the small communities of Val Rita-Harty (~8.5 km east) and Opasatika (9.6 km west). The closest full services (fuel, groceries, lodging) are available in Kapuskasing and Mattice-Val Côté (further west). Tourist attractions in the area generally include access to outdoor recreation, including hunting, fishing, boating and snowmobiling.	The proposed site lies approximately 28.5 km west of Kapuskasing (eastbound) and is closest to the small communities of Val Rita-Harty (~12.0 km east) and Opasatika (~5.1 km west). The closest full services (fuel, groceries, lodging) are available in Kapuskasing and Mattice-Val Côté (further west). Tourist attractions in the area generally include access to outdoor recreation, including hunting, fishing, boating and snowmobiling. This site is located on Trail: A (trunk trail) of the Les Grondeurs Snomobile Club trail network.	The proposed site lies approximately 30 km west of Kapuskasing (eastbound) and is located within the community of Opasatika. The closest full services (fuel, groceries, lodging) are available in Kapuskasing and Mattice-Val Côté (further west). Tourist attractions in the area generally include access to outdoor recreation, including hunting, fishing, boating and snowmobiling. This site is located on Trail: A (trunk trail) of the Les Grondeurs Snomobile Club trail network and an active, well maintained boat launch onto the Opasatika River.		
				Score (/5)	1.0	1.0	3.0	5.0		
<b>TRANSPORTATION</b> 25%	Access	18%	Turning lanes/proximity to side roads	Low-High	Low	Low	Medium	Low		
				Description	There are no side roads in proximity to the site.	There are no side roads in proximity to the site.	One sidewalk across from the site	There are no side roads in proximity to the site.		
	Collision History (2017-2021) (within 500 m of site limits)	7%	Data information obtained from MTO's database	# of collisions (2017-2021)	5 Collisions	2 Collisions	4 Collisions	3 Collisions		
				Description	1.73 km section 5 year Collision Rate of 0.6 CMVK	1.69 km section 5 year Collision Rate of 0.2 CMVK	2.07 km section 5 year Collision Rate of 0.4 CMVK	1.59 km section 5 year Collision Rate of 0.4 CMVK		
<b>CONSTRUCTABILITY</b> 15%	Construction duration	7%	Anticipated length of construction (impacts to traffic/public)	# of working days (civil only)	139	122	130	134		
				Description	Impacts to the travelling public are not anticipated to more than 2 calendar years.	Impacts to the travelling public are not anticipated to more than 2 calendar years.	Impacts to the travelling public are not anticipated to more than 2 calendar years.	Impacts to the travelling public are not anticipated to more than 2 calendar years.		
				Score (/5)	3.0	5.0	3.0	3.0		
	Access to telecommunications infrastructure, electrical infrastructure and municipal services	8%	Access to and if Modifications are required to existing telecommunication infrastructure. Municipal water and sewer more preferable than well and septic.	Low-High	Low	Low	Low	High		
				Description	Telecom and electrical servicing is available. Modifications to existing poles may be necessary to facilitate entrance to site. It is anticipated that a well and septic will be constructable.	Telecom and electrical servicing is available. Modifications to existing poles may be necessary to facilitate entrance to site. It is anticipated that a well and septic will be constructable.	Telecom and electrical servicing is available. Modifications to existing poles may be necessary to facilitate entrance to site. It is anticipated that a well and septic will be constructable.	Telecom and electrical servicing is available. Modifications to existing poles may be necessary to facilitate entrance to site. Municipal water and sewer available		
				Score (/5)	1.0	1.0	1.0	5.0		
<b>COST</b> 15%	Capital Construction Cost	11%	Average Cost \$ (Millions) includes structural, grading and staging, servicing	\$ (million)	\$7,799,805.00	\$6,808,409.40	\$6,939,312.12	\$7,657,475.22		
				Description	This work includes Highway 11 left turn lanes and a 20% risk given its an undeveloped site. Amount increased due to anticipated amount of fill.	This work includes Highway 11 left turn lanes and a 20% risk given its an undeveloped site.	This work includes Highway 11 left turn lanes and a 20% risk given its an undeveloped site.	This work includes Highway 11 left turn lanes, Boat Launch Tie In and a 15% risk given it's a partially developed site.		
				Score (/5)	1.0	5.0	5.0	3.0		
	Life Cycle Costs	4%	Projected rehabilitation and replacement burden	Low-High	High	High	High	Medium		
Description				Will require maintenance of the stormwater management facility, septic and well.	Will require maintenance of the stormwater management facility, septic and well.	Will require maintenance of the stormwater management facility, septic and well.	Will require maintenance of the stormwater management swale only.			
Score (/5)	1.0	1.0	1.0	5.0						
<b>TOTAL WEIGHT/ PERCENTAGE</b>		<b>100%</b>			<b>53.60</b>	<b>68.80</b>	<b>63.60</b>	<b>81.60</b>		

\*Other factors were considered throughout the evaluation process that were ultimately determined to have a neutral value between the options.

Neutral Factor:	Description:
Fish and Fish Habitat	This factor is considered to be neutral for all sites being considered and therefore, is not being included as a criteria for evaluation.
Pedestrian Safety	This factor is considered to be neutral for all sites being considered.
Construction Impacts	Impacts of construction on public/landowners - All sites require staging along Highway 11 to facilitate the auxiliary lanes and left turn
Sightlines	Horizontal/ Vertical sightlines on Highway at all sites are acceptable.
Topography	All sites are relatively flat and ultimately drain towards the closest River/Creek at a gradual slope
Site Size	All sites meet the criteria for size, including SWM facilities, excess soil storage and future expansion.

## SENSITIVITY TEST #2 - OPASATIKA-KAPUSKASING REST AREA SHORT LIST ALTERNATIVES

		1	3	5						
		Less Preferred	More Preferred							
Category	Key Factors	Weight	Criteria for Evaluation	Alternative 3 Approximately 9.0 km east of Opasatika	Alternative 4 Approximately 5.4 km east of Opasatika	Alternative 6 Approximately 1.8 km east of Opasatika	Alternative 7 East end of Opasatika			
<b>NATURAL ENVIRONMENT</b> 10%	Sensitive wildlife, and wildlife habitat and vegetation.	5%	Permanent Impacts to existing significant wildlife and wildlife habitat and vegetation. Potential impacts to species at risk.	m <sup>2</sup> habitat (<5000, >5,000, >10,000)	>10,000	>10,000	>10,000	0		
				Description	This site is comprised of multiple woodland habitat types, which are utilized by a wide range of wildlife. High likelihood of impacting SAR (bats).	This site is comprised of multiple forest habitats, a small wetland, and an open dry meadow, which are utilized by a wide range of wildlife. Property appears potentially suitable for woodland SAR (bats).	This site is comprised of multiple forest habitats and an open dry meadow, which are utilized by a wide range of wildlife. Property appears potentially suitable for woodland SAR (bats).	This site is comprised of mixed forest, shrub thicket, maintained lawn and wetland, which are utilized by a wide range of wildlife. Low likelihood of impacting SAR		
				Score (/5)	1.0	1.0	1.0	5.0		
	Water Resources / Drainage / Groundwater Impacts	2%	Impacts to existing surface water drainage patterns of the site. Potential impacts on groundwater resources.	m <sup>2</sup> (span)	23,003	23,003	23,003	27,502		
				Description	Stormwater management facility will be required given the land use change from fully undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.	Stormwater management facility will be required given the land use change from fully undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.	Stormwater management facility will be required given the land use change from fully undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.	Stormwater management facility will be required given the land use change from partially undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.		
				Score (/5)	5.0	5.0	5.0	3.0		
	Site Contamination and Excess Soil Management	3%	Possible sources of contamination based on preliminary background review (ERIS)	Low-High	Low	Medium	Low	low		
				Description	Potential fill of unknown quality related to construction of highway infrastructure present west-adjacent to the Site and assumed present along southwestern Site boundary. Salt use during winter conditions along highway infrastructure located upgradient from the Site.	Potential fill of unknown quality related to construction of highway infrastructure present west-adjacent to the Site and assumed present along southwestern Site boundary. Salt use during winter conditions along highway infrastructure located upgradient from the Site.	Fill material of unknown quality associated with the gravel roadway and parking areas on-Site. Potential asbestos containing materials within potential on-Site building. Potential fill of unknown quality related to construction of highway infrastructure present west-adjacent to the Site and assumed present along southwestern Site boundary. Salt use during winter conditions along highway infrastructure located west-adjacent and down to cross gradient from the Site.	Fill material of unknown quality associated with two on-Site gravel roadways. Potential fill of unknown quality present along Highway 11, south of the Site. Salt use during winter conditions along Highway 11, adjacent to the Site.	Fill material of unknown quality associated with on-Site gravel parking area and boat launch. Potential fill of unknown quality present along Highway 11, south of the Site. Salt use during winter conditions along Highway 11, adjacent to the Site and community land use west of the Site.	
				Score (/5)	5.0	3.0	5.0	5.0		
<b>SOCIO-ECONOMIC ENVIRONMENT</b> 35%	Permanent Property Requirements	13%	Private property required (# of private properties impacted)	# of private property impacts	0	0	0	0		
				Description	As this site is located on vacant crown land, no impacts to private property are required.	As this site is located on vacant crown land, no impacts to private property are required.	As this site is located on vacant crown land, no impacts to private property are required.	A portion of the property is owned by the Corporation of the Township of Opasatika. The Township is encouraging the MTO to use this site, as it complements the Township's uses in this area.		
				Score (/5)	3.0	3.0	3.0	3.0		
	Noise and Air Quality Impacts	5%	Impacts and proximity to Noise Sensitive Areas.	# of noise/air sensitive receptors	4	1	1	1		
				Description	Alternative 3 has four residential houses to the north at approximately 100 m setback. 100 m is a reasonable setback distance for an idling truck sound impacts to drop within acceptable MECP levels specially given the absorptive grassy intervening ground.	Alternative 4 has one residential house to the south at approximately 100 m setback. 100 m is a reasonable setback distance for an idling truck sound impacts to drop within acceptable MECP levels specially given the absorptive grassy intervening ground.	Alternative 6 has a single identified noise sensitive receiver to the east at a setback distance beyond 240 m which is more than double the setback distances for either Alternatives 3 or 4.	Alternative 7 is proposed to the east of the Opasatika Municipal Complex with the residential houses to the east at a setback beyond 300 m.		
				Score (/5)	3.0	3.0	5.0	5.0		
	Archaeological / Cultural Heritage Resources	5%	Potential archaeological significant land on site. Cultural Heritage landscapes	Low-High	Low	Low	Low	Low		
				Description	No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.	No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.	No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.	No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.		
				Score (/5)	3.0	3.0	3.0	3.0		
	Exposure to Travelling Public / Proximity to Preferred Landmarks	12%	Access to food, gas, lodging and tourist attractions.	km	21.5	25.0	28.5	30.0		
				Description	The proposed site lies approximately 21.5 km west of Kapuskasing (eastbound) and is closest to the small communities of Val Rita-Harty (~5.0 km east) and Opasatika (~13.1 km west). The closest full services (fuel, groceries, lodging) are available in Kapuskasing and Mattice-Val Côté (further west). Tourist attractions in the area generally include access to outdoor recreation, including hunting, fishing, boating and snowmobiling.	The proposed rest centre site lies approximately 25 km west of Kapuskasing, between the small communities of Val Rita-Harty (~8.5 km east) and Opasatika (9.6 km west). The closest full services (fuel, groceries, lodging) are available in Kapuskasing and Mattice-Val Côté (further west). Tourist attractions in the area generally include access to outdoor recreation, including hunting, fishing, boating and snowmobiling.	The proposed site lies approximately 28.5 km west of Kapuskasing (eastbound) and is closest to the small communities of Val Rita-Harty (~12.0 km east) and Opasatika (~5.1 km west). The closest full services (fuel, groceries, lodging) are available in Kapuskasing and Mattice-Val Côté (further west). Tourist attractions in the area generally include access to outdoor recreation, including hunting, fishing, boating and snowmobiling. This site is located on Trail: A (trunk trail) of the Les Grondeurs Snomobile Club trail network and an active, well maintained boat launch onto the Opasatika River.	The proposed site lies approximately 30 km west of Kapuskasing (eastbound) and is located within the community of Opasatika. The closest full services (fuel, groceries, lodging) are available in Kapuskasing and Mattice-Val Côté (further west). Tourist attractions in the area generally include access to outdoor recreation, including hunting, fishing, boating and snowmobiling. This site is located on Trail: A (trunk trail) of the Les Grondeurs Snomobile Club trail network and an active, well maintained boat launch onto the Opasatika River.		
				Score (/5)	1.0	1.0	3.0	5.0		
<b>TRANSPORTATION</b> 30%	Access	19%	Turning lanes/proximity to side roads	Low-High	Low	Low	Medium	Low		
				Description	There are no side roads in proximity to the site.	There are no side roads in proximity to the site.	One sideroad across from the site	There are no side roads in proximity to the site.		
				Score (/5)	5.0	5.0	3.0	5.0		
	Collision History (2017-2021) (within 500 m of site limits)	11%	Data information obtained from MTO's database	# of collisions (2017-2021)	5 Collisions	2 Collisions	4 Collisions	3 Collisions		
Description				1.73 km section 5 year Collision Rate of 0.6 CMVK	1.69 km section 5 year Collision Rate of 0.2 CMVK	2.07 km section 5 year Collision Rate of 0.4 CMVK	1.59 km section 5 year Collision Rate of 0.4 CMVK			
<b>CONSTRUCTABILITY</b> 15%	Construction duration	3%	Anticipated length of construction (impacts to traffic/public)	# of working days (civil only)	139	122	130	134		
				Description	Impacts to the travelling public are not anticipated to more than 2 calendar years.	Impacts to the travelling public are not anticipated to more than 2 calendar years.	Impacts to the travelling public are not anticipated to more than 2 calendar years.	Impacts to the travelling public are not anticipated to more than 2 calendar years.		
				Score (/5)	3.0	5.0	3.0	3.0		
	Access to telecommunications infrastructure, electrical infrastructure and municipal services	12%	Access to and if Modifications are required to existing telecommunication infrastructure. Municipal water and sewer more preferable than well and septic.	Low-High	Low	Low	Low	High		
Description				Telecom and electrical servicing is available. Modifications to existing poles may be necessary to facilitate entrance to site. It is anticipated that a well and septic will be constructable.	Telecom and electrical servicing is available. Modifications to existing poles may be necessary to facilitate entrance to site. It is anticipated that a well and septic will be constructable.	Telecom and electrical servicing is available. Modifications to existing poles may be necessary to facilitate entrance to site. It is anticipated that a well and septic will be constructable.	Telecom and electrical servicing is available. Modifications to existing poles may be necessary to facilitate entrance to site. It is anticipated that a well and septic will be constructable.			
<b>COST</b> 10%	Capital Construction Cost	8%	Average Cost \$ (Millions) includes structural, grading and staging, servicing	\$ (million)	\$7,799,805.00	\$6,808,409.40	\$6,939,312.12	\$7,657,475.22		
				Description	This work includes Highway 11 left turn lanes and a 20% risk given its an undeveloped site. Amount increased due to anticipated amount of fill.	This work includes Highway 11 left turn lanes and a 20% risk given its an undeveloped site.	This work includes Highway 11 left turn lanes and a 20% risk given its an undeveloped site.	This work includes Highway 11 left turn lanes, Boat Launch Tie In and a 15% risk given it's a partially developed site.		
				Score (/5)	1.0	5.0	5.0	3.0		
	Life Cycle Costs	2%	Projected rehabilitation and replacement burden	Low-High	High	High	High	Medium		
Description				Will require maintenance of the stormwater management facility, septic and well.	Will require maintenance of the stormwater management facility, septic and well.	Will require maintenance of the stormwater management facility, septic and well.	Will require maintenance of the stormwater management swale only.			
TOTAL WEIGHT/ PERCENTAGE				49.60	64.80	59.60	83.20			

\*Other factors were considered throughout the evaluation process that were ultimately determined to have a neutral value between the options.

Neutral Factor:	Description:
Fish and Fish Habitat	This factor is considered to be neutral for all sites being considered and therefore, is not being included as a criteria for evaluation.
Pedestrian Safety	This factor is considered to be neutral for all sites being considered.
Construction Impacts	Impacts of construction on public/landowners - All sites require staging along Highway 11 to facilitate the auxiliary lanes and left turn lanes. Conventional staging can be completed to facilitate this work. Operational constraints can be added to the contract to do work
Sightlines	Horizontal/ Vertical sightlines on Highway at all sites are acceptable.
Topography	All sites are relatively flat and ultimately drain towards the closest River/Creek at a gradual slope
Site Size	All sites meet the criteria for size, including SWM facilities, excess soil storage and future expansion.

# SENSITIVITY TEST #3 - OPASATIKA-KAPUSKASING REST AREA SHORT LIST ALTERNATIVES

				1 Less Preferred	3	5 More Preferred	Alternative 3 Approximately 9.0 km east of Opatatika	Alternative 4 Approximately 5.4 km east of Opatatika	Alternative 6 Approximately 1.8 km east of Opatatika	Alternative 7 East end of Opatatika
Category	Key Factors	Weight	Criteria for Evaluation							
<b>NATURAL ENVIRONMENT</b> 25%	Sensitive wildlife, and wildlife habitat and vegetation.	11%	Permanent Impacts to existing significant wildlife and wildlife habitat and vegetation. Potential impacts to species at risk.	m <sup>2</sup> habitat (<5000, >5,000, >10,000)	>10,000	>10,000	>10,000	>10,000	>10,000	0
				Description	This site is comprised of multiple woodland habitat types, which are utilized by a wide range of wildlife. High likelihood of impacting SAR (bats).	This site is comprised of multiple forest habitats, a small wetland, and an open dry meadow, which are utilized by a wide range of wildlife. Property appears potentially suitable for woodland SAR (bats).	This site is comprised of multiple forest habitats and an open dry meadow, which are utilized by a wide range of wildlife. Property appears potentially suitable for woodland SAR (bats).	This site is comprised of mixed forest, shrub thicket, maintained lawn and wetland, which are utilized by a wide range of wildlife. Low likelihood of impacting SAR		
				Score (/5)	1.0	1.0	1.0	5.0		
	Water Resources / Drainage / Groundwater Impacts	7%	Impacts to existing surface water drainage patterns of the site. Potential impacts on groundwater resources.	m <sup>2</sup> (span)	23,003	23,003	23,003	23,003	27,502	
				Description	Stormwater management facility will be required given the land use change from fully undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.	Stormwater management facility will be required given the land use change from fully undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.	Stormwater management facility will be required given the land use change from fully undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.	Stormwater management facility will be required given the land use change from partially undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.		
				Score (/5)	5.0	5.0	5.0	3.0		
	Site Contamination and Excess Soil Management	7%	Possible sources of contamination based on preliminary background review (ERIS)	Low-High	Low	Medium	Low	low		
				Description	Potential fill of unknown quality related to construction of highway infrastructure present west-adjacent to the Site and assumed present along southwestern Site boundary. Salt use during winter conditions along highway infrastructure located upgradient from the Site.	Fill material of unknown quality associated with the gravel roadway and parking areas on-Site. Potential asbestos containing materials within potential on-Site building. Potential fill of unknown quality related to construction of highway infrastructure present west-adjacent to the Site and assumed present along southwestern Site boundary. Salt use during winter conditions along highway infrastructure located west-adjacent and down to cross gradient from the Site.	Fill material of unknown quality associated with two on-Site gravel roadways. Potential fill of unknown quality present along Highway 11, south of the Site. Salt use during winter conditions along Highway 11, adjacent to the Site.	Fill material of unknown quality associated with on-Site gravel parking area and boat launch. Potential fill of unknown quality present along Highway 11, south of the Site. Salt use during winter conditions along Highway 11, adjacent to the Site and community land use west of the Site.		
				Score (/5)	5.0	3.0	5.0	5.0		
<b>SOCIO-ECONOMIC ENVIRONMENT</b> 30%	Permanent Property Requirements	12%	Private property required (# of private properties impacted)	# of private property impacts	0	0	0	0		
				Description	As this site is located on vacant crown land, no impacts to private property are required.	As this site is located on vacant crown land, no impacts to private property are required.	As this site is located on vacant crown land, no impacts to private property are required.	A portion of the property is owned by the Corporation of the Township of Opatatika. The Township is encouraging the MTO to use this site, as it compliments the Township's uses in this area.		
				Score (/5)	3.0	3.0	3.0	3.0		
	Noise and Air Quality Impacts	5%	Impacts and proximity to Noise Sensitive Areas.	# of noise/air sensitive receptors	4	1	1	1		
				Description	Alternative 3 has four residential houses to the north at approximately 100 m setback. 100 m is a reasonable setback distance for an idling truck sound impacts to drop within acceptable MECP levels specially given the absorptive grassy intervening ground.	Alternative 4 has one residential house to the south at approximately 100 m setback. 100 m is a reasonable setback distance for an idling truck sound impacts to drop within acceptable MECP levels specially given the absorptive grassy intervening ground.	Alternative 6 has a single identified noise sensitive receiver to the east at a setback distance beyond 240 m which is more than double the setback distances for either Alternatives 3 or 4.	Alternative 7 is proposed to the east of the Opatatika Municipal Complex with the residential houses to the east at a setback beyond 300 m.		
				Score (/5)	3.0	3.0	5.0	5.0		
	Archaeological / Cultural Heritage Resources	5%	Potential archaeological significant land on site Cultural Heritage landscapes	Low-High	Low	Low	Low	Low		
				Description	No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.	No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.	No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.	No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.		
				Score (/5)	3.0	3.0	3.0	3.0		
	Exposure to Travelling Public / Proximity to Preferred Landmarks	8%	Access to food, gas, lodging and tourist attractions.	km	21.5	25.0	28.5	30.0		
				Description	The proposed site lies approximately 21.5 km west of Kapuskasing (eastbound) and is closest to the small communities of Val Rita-Harty (~5.0 km east) and Opatatika (~13.1 km west). The closest full services (fuel, groceries, lodging) are available in Kapuskasing and Mattice-Val Côté (further west). Tourist attractions in the area generally include access to outdoor recreation, including hunting, fishing, boating and snowmobiling.	The proposed rest centre site lies approximately 25 km west of Kapuskasing, between the small communities of Val Rita-Harty (~8.5 km east) and Opatatika (9.6 km west). The closest full services (fuel, groceries, lodging) are available in Kapuskasing and Mattice-Val Côté (further west). Tourist attractions in the area generally include access to outdoor recreation, including hunting, fishing, boating and snowmobiling.	The proposed site lies approximately 28.5 km west of Kapuskasing (eastbound) and is closest to the small communities of Val Rita-Harty (~12.0 km east) and Opatatika (~5.1 km west). The closest full services (fuel, groceries, lodging) are available in Kapuskasing and Mattice-Val Côté (further west). Tourist attractions in the area generally include access to outdoor recreation, including hunting, fishing, boating and snowmobiling. This site is located on Trail: A (trunk trail) of the Les Grondeurs Snomobile Club trail network and an active, well maintained boat launch onto the Opatatika River.			
				Score (/5)	1.0	1.0	3.0	5.0		
<b>TRANSPORTATION</b> 15%	Access	9%	Turning lanes/proximity to side roads	Low-High	Low	Low	Medium	Low		
				Description	There are no side roads in proximity to the site.	There are no side roads in proximity to the site.	One sideroad across from the site	There are no side roads in proximity to the site.		
				Score (/5)	5.0	5.0	3.0	5.0		
	Collision History (2017-2021) (within 500 m of site limits)	6%	Data information obtained from MTO's database	# of collisions (2017-2021)	5 Collisions	2 Collisions	4 Collisions	3 Collisions		
Description				1.73 km section 5 year Collision Rate of 0.6 CMVK	1.69 km section 5 year Collision Rate of 0.2 CMVK	2.07 km section 5 year Collision Rate of 0.4 CMVK	1.59 km section 5 year Collision Rate of 0.4 CMVK			
<b>CONSTRUCTABILITY</b> 20%	Construction duration	7%	Anticipated length of construction (impacts to traffic/public)	# of working days (civil only)	139	122	130	134		
				Description	Impacts to the travelling public are not anticipated to more than 2 calendar years.	Impacts to the travelling public are not anticipated to more than 2 calendar years.	Impacts to the travelling public are not anticipated to more than 2 calendar years.	Impacts to the travelling public are not anticipated to more than 2 calendar years.		
				Score (/5)	3.0	5.0	3.0	3.0		
	Access to telecommunications infrastructure, electrical infrastructure and municipal services	13%	Access to and if Modifications are required to existing telecommunication infrastructure. Municipal water and sewer more preferable than well and septic.	Low-High	Low	Low	Low	High		
				Description	Telecom and electrical servicing is available. Modifications to existing poles may be necessary to facilitate entrance to site. It is anticipated that a well and septic will be constructable.	Telecom and electrical servicing is available. Modifications to existing poles may be necessary to facilitate entrance to site. It is anticipated that a well and septic will be constructable.	Telecom and electrical servicing is available. Modifications to existing poles may be necessary to facilitate entrance to site. It is anticipated that a well and septic will be constructable.	Telecom and electrical servicing is available. Modifications to existing poles may be necessary to facilitate entrance to site. Municipal water and sewer available		
				Score (/5)	1.0	1.0	1.0	5.0		
<b>COST</b> 10%	Capital Construction Cost	7%	Average Cost \$ (Millions) includes structural, grading and staging, servicing	\$ (million)	\$7,799,805.00	\$6,808,409.40	\$6,939,312.12	\$7,657,475.22		
				Description	This work includes Highway 11 left turn lanes and a 20% risk given its an undeveloped site. Amount increased due to anticipated amount of fill.	This work includes Highway 11 left turn lanes and a 20% risk given its an undeveloped site.	This work includes Highway 11 left turn lanes and a 20% risk given its an undeveloped site.	This work includes Highway 11 left turn lanes, Boat Launch Tie In and a 15% risk given it's a partially developed site.		
				Score (/5)	1.0	5.0	5.0	3.0		
	Life Cycle Costs	3%	Projected rehabilitation and replacement burden	Low-High	High	High	High	Medium		
Description				Will require maintenance of the stormwater management facility, septic and well.	Will require maintenance of the stormwater management facility, septic and well.	Will require maintenance of the stormwater management facility, septic and well.	Will require maintenance of the stormwater management swale only.			
Score (/5)	1.0	1.0	1.0	5.0						
<b>TOTAL WEIGHT/ PERCENTAGE</b>		<b>100%</b>			<b>50.00</b>	<b>60.40</b>	<b>59.60</b>	<b>82.40</b>		

\*Other factors were considered throughout the evaluation process that were ultimately determined to have a neutral value between the options.

Neutral Factor:	Description:
Fish and Fish Habitat	This factor is considered to be neutral for all sites being considered and therefore, is not being included as a criteria for evaluation.
Pedestrian Safety	This factor is considered to be neutral for all sites being considered.
Construction Impacts	Impacts of construction on public/landowners - All sites require staging along Highway 11 to facilitate the auxiliary lanes and left turn
Sightlines	Horizontal/ Vertical sightlines on Highway at all sites are acceptable.
Topography	All sites are relatively flat and ultimately drain towards the closest River/Creek at a gradual slope
Site Size	All sites meet the criteria for size, including SWM facilities, excess soil storage and future expansion.

# SENSITIVITY TEST #4 - OPASATIKA-KAPUSKASING REST AREA SHORT LIST ALTERNATIVES

				1 Less Preferred	3	5 More Preferred	Alternative 3 Approximately 9.0 km east of Opatatika	Alternative 4 Approximately 5.4 km east of Opatatika	Alternative 6 Approximately 1.8 km east of Opatatika	Alternative 7 East end of Opatatika
Category	Key Factors	Weight	Criteria for Evaluation							
<b>NATURAL ENVIRONMENT</b> 15%	Sensitive wildlife, and wildlife habitat and vegetation.	6%	Permanent impacts to existing significant wildlife and wildlife habitat and vegetation. Potential impacts to species at risk.	m <sup>2</sup> habitat (<5000, >5,000, >10,000)	>10,000	>10,000	>10,000	>10,000	>10,000	0
				Description	This site is comprised of multiple woodland habitat types, which are utilized by a wide range of wildlife. High likelihood of impacting SAR (bats).	This site is comprised of multiple forest habitats, a small wetland, and an open dry meadow, which are utilized by a wide range of wildlife. Property appears potentially suitable for woodland SAR (bats).	This site is comprised of multiple forest habitats and an open dry meadow, which are utilized by a wide range of wildlife. Property appears potentially suitable for woodland SAR (bats).	This site is comprised of mixed forest, shrub thicket, maintained lawn and wetland, which are utilized by a wide range of wildlife. Low likelihood of impacting SAR		
				Score (/5)	1.0	1.0	1.0	1.0	5.0	
	Water Resources / Drainage / Groundwater Impacts	4%	Impacts to existing surface water drainage patterns of the site. Potential impacts on groundwater resources.	m <sup>2</sup> (span)	23,003	23,003	23,003	23,003	23,003	27,502
				Description	Stormwater management facility will be required given the land use change from fully undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.	Stormwater management facility will be required given the land use change from fully undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.	Stormwater management facility will be required given the land use change from fully undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.	Stormwater management facility will be required given the land use change from partially undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.		
				Score (/5)	5.0	5.0	5.0	3.0		
	Site Contamination and Excess Soil Management	5%	Possible sources of contamination based on preliminary background review (ERIS)	Low-High	Low	Medium	Low	Low	Low	
				Description	Potential fill of unknown quality related to construction of highway infrastructure present west-adjacent to the Site and assumed present along southwestern Site boundary. Salt use during winter conditions along highway infrastructure located upgradient from the Site.	Fill material of unknown quality associated with the gravel roadway and parking areas on-Site. Potential asbestos containing materials within potential on-Site building. Potential fill of unknown quality related to construction of highway infrastructure present west-adjacent to the Site and assumed present along southwestern Site boundary. Salt use during winter conditions along highway infrastructure located west-adjacent and down to cross gradient from the Site.	Fill material of unknown quality associated with two on-Site gravel roadways. Potential fill of unknown quality present along Highway 11, south of the Site. Salt use during winter conditions along Highway 11, adjacent to the Site.	Fill material of unknown quality associated with on-Site gravel parking area and boat launch. Potential fill of unknown quality present along Highway 11, south of the Site. Salt use during winter conditions along Highway 11, adjacent to the Site and community land use west of the Site.		
				Score (/5)	5.0	3.0	5.0	5.0		
<b>SOCIO-ECONOMIC ENVIRONMENT</b> 15%	Permanent Property Requirements	5%	Private property required (# of private properties impacted)	# of private property impacts	0	0	0	0	0	
				Description	As this site is located on vacant crown land, no impacts to private property are required.	As this site is located on vacant crown land, no impacts to private property are required.	As this site is located on vacant crown land, no impacts to private property are required.	A portion of the property is owned by the Corporation of the Township of Opatatika. The Township is encouraging the MTO to use this site, as it compliments the Township's uses in this area.		
				Score (/5)	3.0	3.0	3.0	3.0		
	Noise and Air Quality Impacts	3%	Impacts and proximity to Noise Sensitive Areas.	# of noise/air sensitive receptors	4	1	1	1	1	
				Description	Alternative 3 has four residential houses to the north at approximately 100 m setback. 100 m is a reasonable setback distance for an idling truck sound impacts to drop within acceptable MECP levels specially given the absorptive grassy intervening ground.	Alternative 4 has one residential house to the south at approximately 100 m setback. 100 m is a reasonable setback distance for an idling truck sound impacts to drop within acceptable MECP levels specially given the absorptive grassy intervening ground.	Alternative 6 has a single identified noise sensitive receiver to the east at a setback distance beyond 240 m which is more than double the setback distances for either Alternatives 3 or 4.	Alternative 7 is proposed to the east of the Opatatika Municipal Complex with the residential houses to the east at a setback beyond 300 m.		
				Score (/5)	3.0	3.0	5.0	5.0		
	Archaeological / Cultural Heritage Resources	3%	Potential archaeological significant land on site Cultural Heritage landscapes	Low-High	Low	Low	Low	Low	Low	
				Description	No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.	No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.	No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.	No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.		
				Score (/5)	3.0	3.0	3.0	3.0		
	Exposure to Travelling Public / Proximity to Preferred Landmarks	4%	Access to food, gas, lodging and tourist attractions.	km	21.5	25.0	28.5	30.0		
				Description	The proposed site lies approximately 21.5 km west of Kapuskasing (eastbound) and is closest to the small communities of Val Rita-Harty (~5.0 km east) and Opatatika (~13.1 km west). The closest full services (fuel, groceries, lodging) are available in Kapuskasing and Mattice-Val Côté (further west). Tourist attractions in the area generally include access to outdoor recreation, including hunting, fishing, boating and snowmobiling.	The proposed rest centre site lies approximately 25 km west of Kapuskasing, between the small communities of Val Rita-Harty (~8.5 km east) and Opatatika (9.6 km west). The closest full services (fuel, groceries, lodging) are available in Kapuskasing and Mattice-Val Côté (further west). Tourist attractions in the area generally include access to outdoor recreation, including hunting, fishing, boating and snowmobiling.	The proposed site lies approximately 28.5 km west of Kapuskasing (eastbound) and is closest to the small communities of Val Rita-Harty (~12.0 km east) and Opatatika (~5.1 km west). The closest full services (fuel, groceries, lodging) are available in Kapuskasing and Mattice-Val Côté (further west). Tourist attractions in the area generally include access to outdoor recreation, including hunting, fishing, boating and snowmobiling. This site is located on Trail: A (trunk trail) of the Les Grondeurs Snomobile Club trail network.	The proposed site lies approximately 30 km west of Kapuskasing (eastbound) and is located within the community of Opatatika. The closest full services (fuel, groceries, lodging) are available in Kapuskasing and Mattice-Val Côté (further west). Tourist attractions in the area generally include access to outdoor recreation, including hunting, fishing, boating and snowmobiling. This site is located on Trail: A (trunk trail) of the Les Grondeurs Snomobile Club trail network and an active, well maintained boat launch onto the Opatatika River.		
				Score (/5)	1.0	1.0	3.0	5.0		
<b>TRANSPORTATION</b> 20%	Access	8%	Turning lanes/proximity to side roads	Low-High	Low	Low	Medium	Low		
				Description	There are no side roads in proximity to the site.	There are no side roads in proximity to the site.	One sidewalk across from the site	There are no side roads in proximity to the site.		
	Collision History (2017-2021) (within 500 m of site limits)	12%	Data information obtained from MTO's database	# of collisions (2017-2021)	5 Collisions	2 Collisions	4 Collisions	3 Collisions		
				Description	1.73 km section 5 year Collision Rate of 0.6 CMVK	1.69 km section 5 year Collision Rate of 0.2 CMVK	2.07 km section 5 year Collision Rate of 0.4 CMVK	1.59 km section 5 year Collision Rate of 0.4 CMVK		
<b>CONSTRUCTABILITY</b> 30%	Construction duration	10%	Anticipated length of construction (impacts to traffic/public)	# of working days (civil only)	139	122	130	134		
				Description	Impacts to the travelling public are not anticipated to more than 2 calendar years.	Impacts to the travelling public are not anticipated to more than 2 calendar years.	Impacts to the travelling public are not anticipated to more than 2 calendar years.	Impacts to the travelling public are not anticipated to more than 2 calendar years.		
				Score (/5)	3.0	5.0	3.0	3.0		
	Access to telecommunications infrastructure, electrical infrastructure and municipal services	20%	Access to and if Modifications are required to existing telecommunication infrastructure. Municipal water and sewer more preferable than well and septic.	Low-High	Low	Low	Low	High		
				Description	Telecom and electrical servicing is available. Modifications to existing poles may be necessary to facilitate entrance to site. It is anticipated that a well and septic will be constructable.	Telecom and electrical servicing is available. Modifications to existing poles may be necessary to facilitate entrance to site. It is anticipated that a well and septic will be constructable.	Telecom and electrical servicing is available. Modifications to existing poles may be necessary to facilitate entrance to site. It is anticipated that a well and septic will be constructable.	Telecom and electrical servicing is available. Modifications to existing poles may be necessary to facilitate entrance to site. Municipal water and sewer available		
				Score (/5)	1.0	1.0	1.0	5.0		
<b>COST</b> 20%	Capital Construction Cost	14%	Average Cost \$ (Millions) includes structural, grading and staging, servicing	\$ (million)	\$7,799,805.00	\$6,808,409.40	\$6,939,312.12	\$7,657,475.22		
				Description	This work includes Highway 11 left turn lanes and a 20% risk given its an undeveloped site. Amount increased due to anticipated amount of fill.	This work includes Highway 11 left turn lanes and a 20% risk given its an undeveloped site.	This work includes Highway 11 left turn lanes and a 20% risk given its an undeveloped site.	This work includes Highway 11 left turn lanes, Boat Launch Tie In and a 15% risk given it's a partially developed site.		
				Score (/5)	1.0	5.0	5.0	3.0		
	Life Cycle Costs	6%	Projected rehabilitation and replacement burden	Low-High	High	High	High	Medium		
Description				Will require maintenance of the stormwater management facility, septic and well.	Will require maintenance of the stormwater management facility, septic and well.	Will require maintenance of the stormwater management facility, septic and well.	Will require maintenance of the stormwater management swate only.			
Score (/5)	1.0	1.0	1.0	5.0						
<b>TOTAL WEIGHT/ PERCENTAGE</b>				42.00	64.80	57.60	80.80			

\*Other factors were considered throughout the evaluation process that were ultimately determined to have a neutral value between the options.

Neutral Factor:	Description:
Fish and Fish Habitat	This factor is considered to be neutral for all sites being considered and therefore, is not being included as a criteria for evaluation.
Pedestrian Safety	This factor is considered to be neutral for all sites being considered.
Construction Impacts	Impacts of construction on public/landowners - All sites require staging along Highway 11 to facilitate the auxiliary lanes and left turn
Sightlines	Horizontal/ Vertical sightlines on Highway at all sites are acceptable.
Topography	All sites are relatively flat and ultimately drain towards the closest River/Creek at a gradual slope
Site Size	All sites meet the criteria for size, including SWM facilities, excess soil storage and future expansion.

# SENSITIVITY TEST #5 - OPASATIKA-KAPUSKASING REST AREA SHORT LIST ALTERNATIVES

		1	3	5					
		Less Preferred			More Preferred				
Category	Key Factors	Weight	Criteria for Evaluation		Alternative 3 Approximately 9.0 km east of Opasatika	Alternative 4 Approximately 5.4 km east of Opasatika	Alternative 6 Approximately 1.8 km east of Opasatika	Alternative 7 East end of Opasatika	
<b>NATURAL ENVIRONMENT</b> 15%	Sensitive wildlife, and wildlife habitat and vegetation.	6%	Permanent Impacts to existing significant wildlife and wildlife habitat and vegetation. Potential impacts to species at risk.	m <sup>2</sup> habitat (<5000, >5,000, >10,000)	>10,000	>10,000	>10,000	>10,000	
				Description	This site is comprised of multiple woodland habitat types, which are utilized by a wide range of wildlife. High likelihood of impacting SAR (bats).	This site is comprised of multiple forest habitats, a small wetland, and an open dry meadow, which are utilized by a wide range of wildlife. Property appears potentially suitable for woodland SAR (bats).	This site is comprised of multiple forest habitats and an open dry meadow, which are utilized by a wide range of wildlife. Property appears potentially suitable for woodland SAR (bats).	This site is comprised of mixed forest, shrub thicket, maintained lawn and wetland, which are utilized by a wide range of wildlife. Low likelihood of impacting SAR	
				Score (/5)	1.0	1.0	1.0	5.0	
	Water Resources / Drainage / Groundwater Impacts	3%	Impacts to existing surface water drainage patterns of the site. Potential impacts on groundwater resources.	m <sup>2</sup> (span)	23,003	23,003	23,003	23,003	
				Description	Stormwater management facility will be required given the land use change from fully undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.	Stormwater management facility will be required given the land use change from fully undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.	Stormwater management facility will be required given the land use change from fully undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.	Stormwater management facility will be required given the land use change from partially undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.	
				Score (/5)	5.0	5.0	5.0	3.0	
	Site Contamination and Excess Soil Management	6%	Possible sources of contamination based on preliminary background review (ERIS)	Low-High	Low	Medium	Low	low	
				Description	Potential fill of unknown quality related to construction of highway infrastructure present west-adjacent to the Site and assumed present along southwestern Site boundary. Salt use during winter conditions along highway infrastructure located upgradient from the Site.	Fill material of unknown quality associated with the gravel roadway and parking areas on-Site. Potential asbestos containing materials within potential on-Site building. Potential fill of unknown quality related to construction of highway infrastructure present west-adjacent to the Site and assumed present along southwestern Site boundary. Salt use during winter conditions along highway infrastructure located west-adjacent and down to cross gradient from the Site.	Fill material of unknown quality associated with two on-Site gravel roadways. Potential fill of unknown quality present along Highway 11, south of the Site. Salt use during winter conditions along Highway 11, adjacent to the Site.	Fill material of unknown quality associated with on-Site gravel parking area and boat launch. Potential fill of unknown quality present along Highway 11, south of the Site. Salt use during winter conditions along Highway 11, adjacent to the Site and community land use west of the Site.	
				Score (/5)	5.0	3.0	5.0	5.0	
<b>SOCIO-ECONOMIC ENVIRONMENT</b> 10%	Permanent Property Requirements	3%	Private property required (# of private properties impacted)	# of private property impacts	0	0	0	0	
				Description	As this site is located on vacant crown land, no impacts to private property are required.	As this site is located on vacant crown land, no impacts to private property are required.	As this site is located on vacant crown land, no impacts to private property are required.	A portion of the property is owned by the Corporation of the Township of Opasatika. The Township is encouraging the MTO to use this site, as it complements the Township's uses in this area.	
				Score (/5)	3.0	3.0	3.0	3.0	
	Noise and Air Quality Impacts	3%	Impacts and proximity to Noise Sensitive Areas.	# of noise/air sensitive receptors	4	1	1	1	
				Description	Alternative 3 has four residential houses to the north at approximately 100 m setback. 100 m is a reasonable setback distance for an idling truck sound impacts to drop within acceptable MECP levels specially given the absorptive grassy intervening ground.	Alternative 4 has one residential house to the south at approximately 100 m setback. 100 m is a reasonable setback distance for an idling truck sound impacts to drop within acceptable MECP levels specially given the absorptive grassy intervening ground.	Alternative 6 has a single identified noise sensitive receiver to the east at a setback distance beyond 240 m which is more than double the setback distances for either Alternatives 3 or 4.	Alternative 7 is proposed to the east of the Opasatika Municipal Complex with the residential houses to the east at a setback beyond 300 m.	
				Score (/5)	3.0	3.0	5.0	5.0	
	Archaeological / Cultural Heritage Resources	2%	Potential archaeological significant land on site. Cultural Heritage landscapes	Low-High	Low	Low	Low	Low	
				Description	No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.	No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.	No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.	No built heritage features or cultural heritage landscape resources were identified. Archaeological screening determined that portions of the site exhibit archaeological potential; accordingly, a Stage 2 archaeological assessment would be required.	
				Score (/5)	3.0	3.0	3.0	3.0	
	Exposure to Travelling Public / Proximity to Preferred Landmarks	2%	Access to food, gas, lodging and tourist attractions.	km	21.5	25.0	28.5	30.0	
Description				The proposed site lies approximately 21.5 km west of Kapuskasing (eastbound) and is closest to the small communities of Val Rita-Harty (~5.0 km east) and Opasatika (~13.1 km west). The closest full services (fuel, groceries, lodging) are available in Kapuskasing and Mattice-Val Côté (further west). Tourist attractions in the area generally include access to outdoor recreation, including hunting, fishing, boating and snowmobiling.	The proposed rest centre site lies approximately 25 km west of Kapuskasing, between the small communities of Val Rita-Harty (~8.5 km east) and Opasatika (9.6 km west). The closest full services (fuel, groceries, lodging) are available in Kapuskasing and Mattice-Val Côté (further west). Tourist attractions in the area generally include access to outdoor recreation, including hunting, fishing, boating and snowmobiling.	The proposed site lies approximately 28.5 km west of Kapuskasing (eastbound) and is closest to the small communities of Val Rita-Harty (~12.0 km east) and Opasatika (~5.1 km west). The closest full services (fuel, groceries, lodging) are available in Kapuskasing and Mattice-Val Côté (further west). Tourist attractions in the area generally include access to outdoor recreation, including hunting, fishing, boating and snowmobiling. This site is located on Trail: A (trunk trail) of the Les Grondeurs Snomobile Club trail network and an active, well maintained boat launch onto the Opasatika River.	The proposed site lies approximately 30 km west of Kapuskasing (eastbound) and is located within the community of Opasatika. The closest full services (fuel, groceries, lodging) are available in Kapuskasing and Mattice-Val Côté (further west). Tourist attractions in the area generally include access to outdoor recreation, including hunting, fishing, boating and snowmobiling. This site is located on Trail: A (trunk trail) of the Les Grondeurs Snomobile Club trail network and an active, well maintained boat launch onto the Opasatika River.		
Score (/5)				1.0	1.0	3.0	5.0		
<b>TRANSPORTATION</b> 35%	Access	20%	Turning lanes/proximity to side roads	Low-High	Low	Low	Medium	Low	
				Description	There are no side roads in proximity to the site.	There are no side roads in proximity to the site.	One sideroad across from the site	There are no side roads in proximity to the site.	
				Score (/5)	5.0	5.0	3.0	5.0	
	Collision History (2017-2021) (within 500 m of site limits)	15%	Data information obtained from MTO's database	# of collisions (2017-2021)	5 Collisions	2 Collisions	4 Collisions	3 Collisions	
Description				1.73 km section 5 year Collision Rate of 0.6 CMVK	1.69 km section 5 year Collision Rate of 0.2 CMVK	2.07 km section 5 year Collision Rate of 0.4 CMVK	1.59 km section 5 year Collision Rate of 0.4 CMVK		
<b>CONSTRUCTABILITY</b> 25%	Construction duration	7%	Anticipated length of construction (impacts to traffic/public)	# of working days (civil only)	139	122	130	134	
				Description	Impacts to the travelling public are not anticipated to more than 2 calendar years.	Impacts to the travelling public are not anticipated to more than 2 calendar years.	Impacts to the travelling public are not anticipated to more than 2 calendar years.	Impacts to the travelling public are not anticipated to more than 2 calendar years.	
				Score (/5)	3.0	5.0	3.0	3.0	
	Access to telecommunications infrastructure, electrical infrastructure and municipal services	18%	Access to and if Modifications are required to existing telecommunication infrastructure. Municipal water and sewer more preferable than well and septic.	Low-High	Low	Low	Low	High	
				Description	Telecom and electrical servicing is available. Modifications to existing poles may be necessary to facilitate entrance to site. It is anticipated that a well and septic will be constructable.	Telecom and electrical servicing is available. Modifications to existing poles may be necessary to facilitate entrance to site. It is anticipated that a well and septic will be constructable.	Telecom and electrical servicing is available. Modifications to existing poles may be necessary to facilitate entrance to site. It is anticipated that a well and septic will be constructable.	Telecom and electrical servicing is available. Modifications to existing poles may be necessary to facilitate entrance to site. It is anticipated that a well and septic will be constructable.	
				Score (/5)	1.0	1.0	1.0	5.0	
<b>COST</b> 15%	Capital Construction Cost	4%	Average Cost \$ (Millions) includes structural, grading and staging, servicing	\$ (million)	\$7,799,805.00	\$6,808,409.40	\$6,939,312.12	\$7,657,475.22	
				Description	This work includes Highway 11 left turn lanes and a 20% risk given its an undeveloped site. Amount increased due to anticipated amount of fill.	This work includes Highway 11 left turn lanes and a 20% risk given its an undeveloped site.	This work includes Highway 11 left turn lanes and a 20% risk given its an undeveloped site.	This work includes Highway 11 left turn lanes, Boat Launch Tie In and a 15% risk given it's a partially developed site.	
				Score (/5)	1.0	5.0	5.0	3.0	
	Life Cycle Costs	11%	Projected rehabilitation and replacement burden	Low-High	High	High	High	Medium	
Description				Will require maintenance of the stormwater management facility, septic and well.	Will require maintenance of the stormwater management facility, septic and well.	Will require maintenance of the stormwater management facility, septic and well.	Will require maintenance of the stormwater management swale only.		
Score (/5)	1.0	1.0	1.0	5.0					
<b>TOTAL WEIGHT/ PERCENTAGE</b>				49.20	64.80	52.40	86.40		

\*Other factors were considered throughout the evaluation process that were ultimately determined to have a neutral value between the options.

Neutral Factor:	Description:
Fish and Fish Habitat	This factor is considered to be neutral for all sites being considered and therefore, is not being included as a criteria for evaluation.
Pedestrian Safety	This factor is considered to be neutral for all sites being considered.
Construction Impacts	Impacts of construction on public/landowners - All sites require staging along Highway 11 to facilitate the auxiliary lanes and left turn lanes. Conventional staging can be completed to facilitate this work. Operational constraints can be added to the contract to do work
Sightlines	Horizontal/ Vertical sightlines on Highway at all sites are acceptable.
Topography	All sites are relatively flat and ultimately drain towards the closest River/Creek at a gradual slope
Site Size	All sites meet the criteria for size, including SWM facilities, excess soil storage and future expansion.