

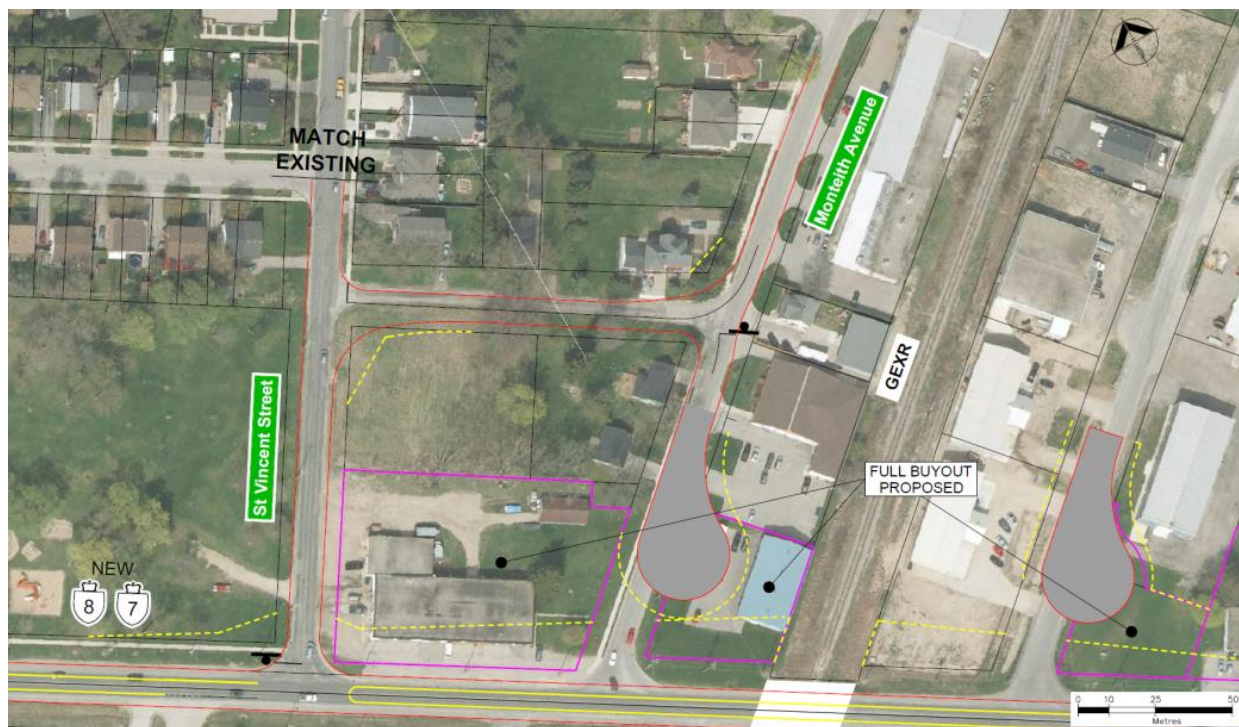
## Refinements to Recommended Plan (Post PIC #6) – May 2017

Subsequent to PIC #6, refinements have been made to the Recommended Plan in response to stakeholder comments and input received through the PIC #6 consultation process and further development of the preliminary design. Key refinements are described below. The Final Recommended Plan, with the below noted refinements incorporated, will be available in the Transportation Environmental Study Report for public review.

- **Monteith Avenue connection:**

Patterson Street has been upgraded to provide a direct connection from Monteith Avenue to St. Vincent Street. This revision maintains access to the industrial / commercial lands along Monteith Avenue as well as the residential areas along St. Vincent Street north of Patterson Street.

### **Refinement to Recommended Plan**

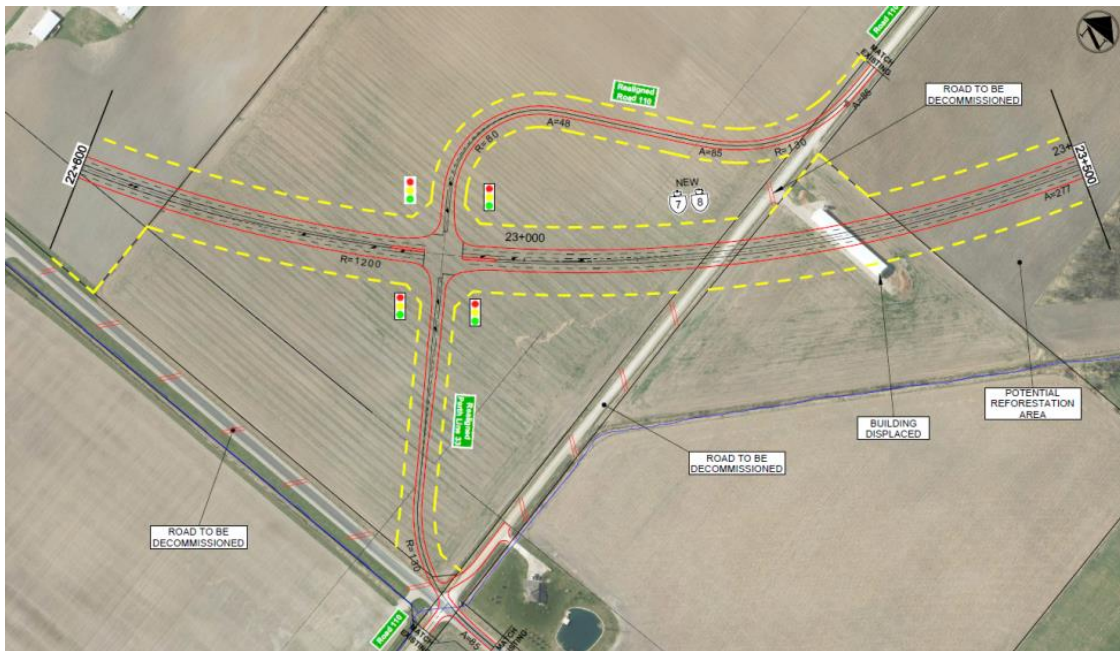


## Refinements to Recommended Plan (Post PIC #6) – May 2017

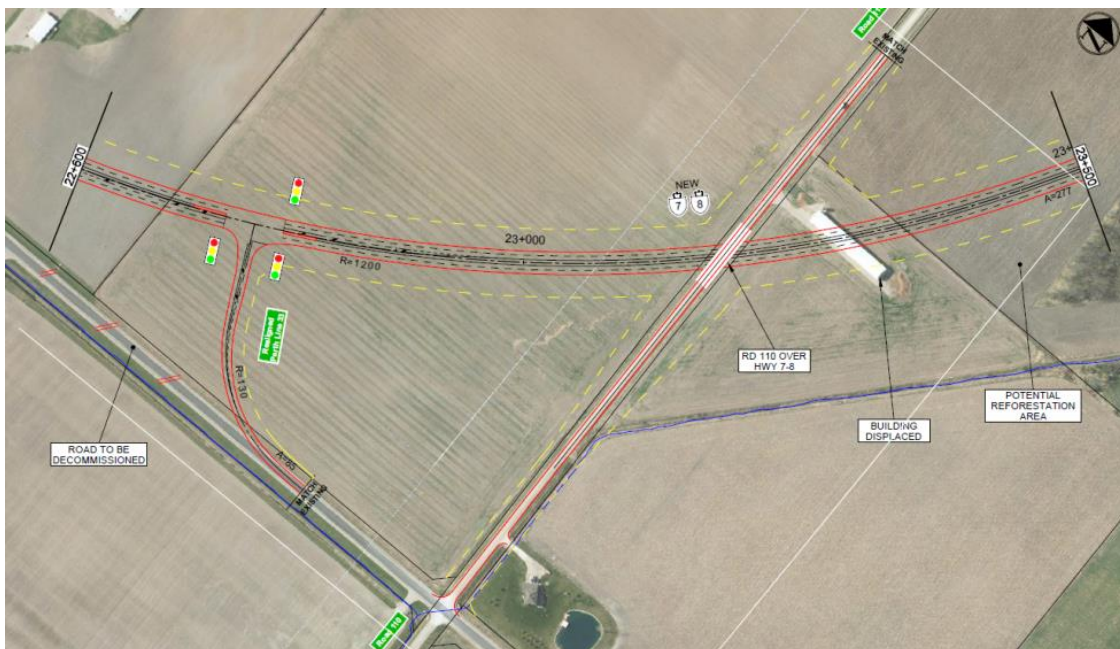
- **Line 33 / Road 110 intersection:**

The existing Road 110 alignment will be retained, crossing over Highway 7&8 via a structure, with access to Highway 7&8 provided via Line 33. The Line 33 / Road 110 intersection will accommodate all traffic movements. This revision results in reduced property requirements and reduced impacts to the agricultural lands in this area while maintaining the local road network continuity.

### **Recommended Plan Presented at PIC#6**



### **Refinement to Recommended Plan**





## Refinements to Recommended Plan (Post PIC #6) – May 2017

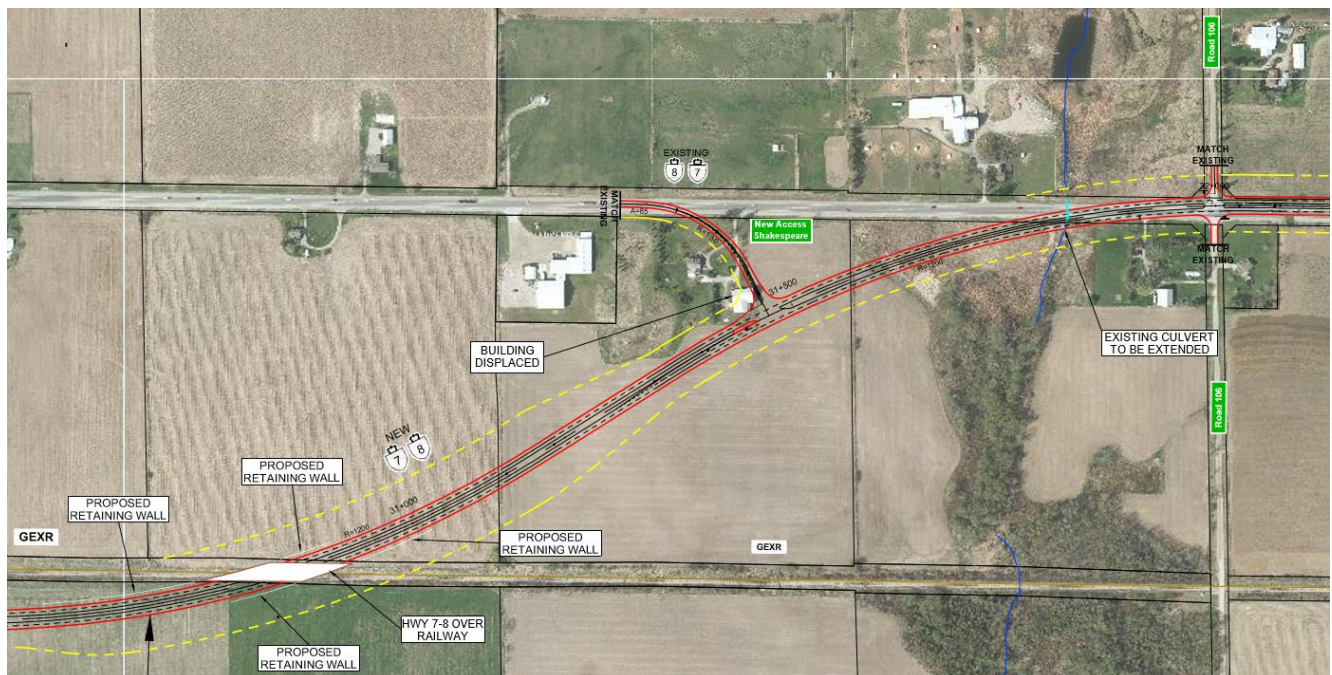
- **Highway 7&8 alignment east of Shakespeare and connection between existing Highway 7&8 and New Highway 7&8:**

The Highway 7&8 alignment east of Shakespeare has been refined to allow for the provision of a full moves intersection between existing Highway 7&8 and New Highway 7&8 west of Road 106 / east of Shakespeare, addressing emergency response concerns and providing improved access to / from Shakespeare.

### **Recommended Plan Presented at PIC#6**



### **Refinement to Recommended Plan**

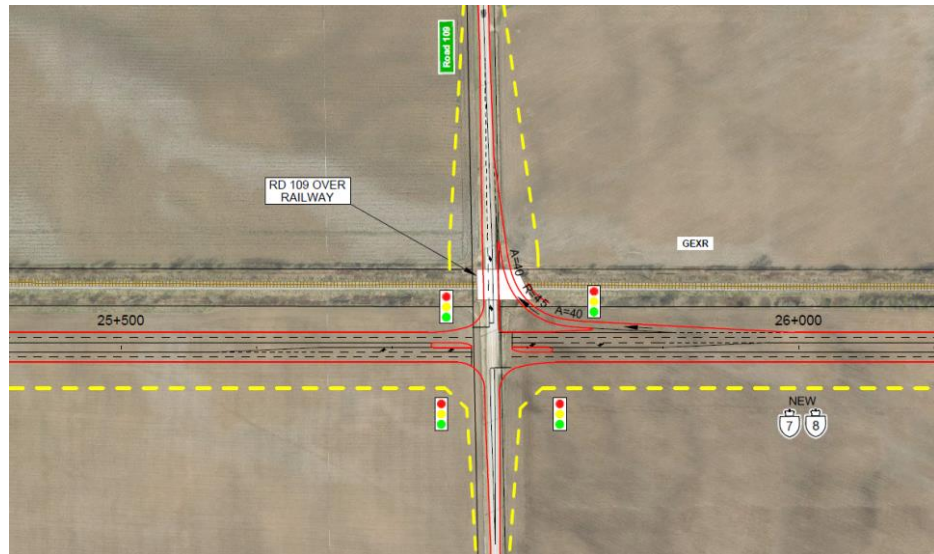


## Refinements to Recommended Plan (Post PIC #6) – May 2017

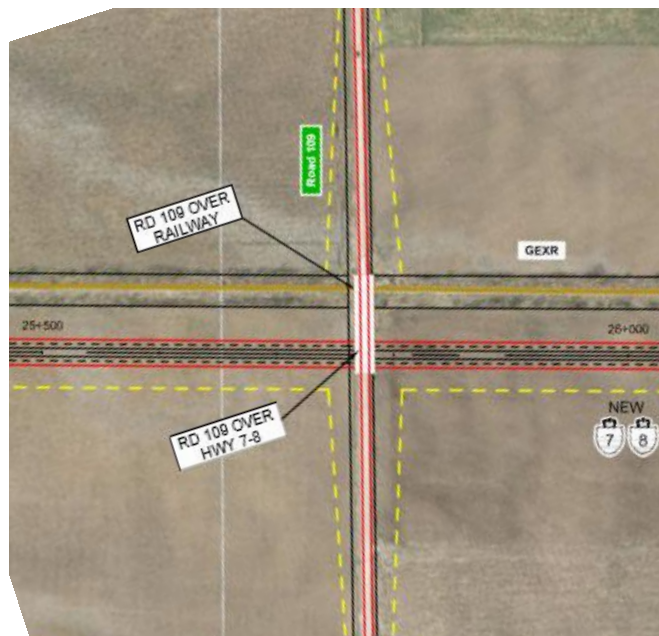
- **Road 109 intersection treatment at new Highway 7&8 crossing and existing Highway 7&8 connection:**

A grade separated crossing has been provided at the Road 109 / New Highway 7&8 crossing (i.e. no direct access to / from New Highway 7&8 at Road 109) given the provision of a full moves intersection east of Shakespeare. The existing Highway 7&8 / Road 109 intersection will be retained (i.e. existing configuration will be retained). The revisions result in reduced property requirements and associated impacts while maintaining the local road network continuity.

### **Recommended Plan Presented at PIC#6**



### **Refinement to Recommended Plan**



### **Refinements to Recommended Plan (Post PIC #6) – May 2017**

- Incorporation of measures to mitigate snowdrifting along rural sections of the proposed route resulting in the need for additional right-of-way in locations.
- Incorporation of median barrier from Regional Road 1 easterly to the east study limit given projected travel demands for this segment of the study corridor. The at-grade intersections at Peel Street and Hamilton Road are retained with this revision.