IMPROVEMENTS TO
HIGHWAY 69 from the Estaire Road interchange to Highway 17
& HIGHWAY 17 from Highway 69 to Bancroft Drive

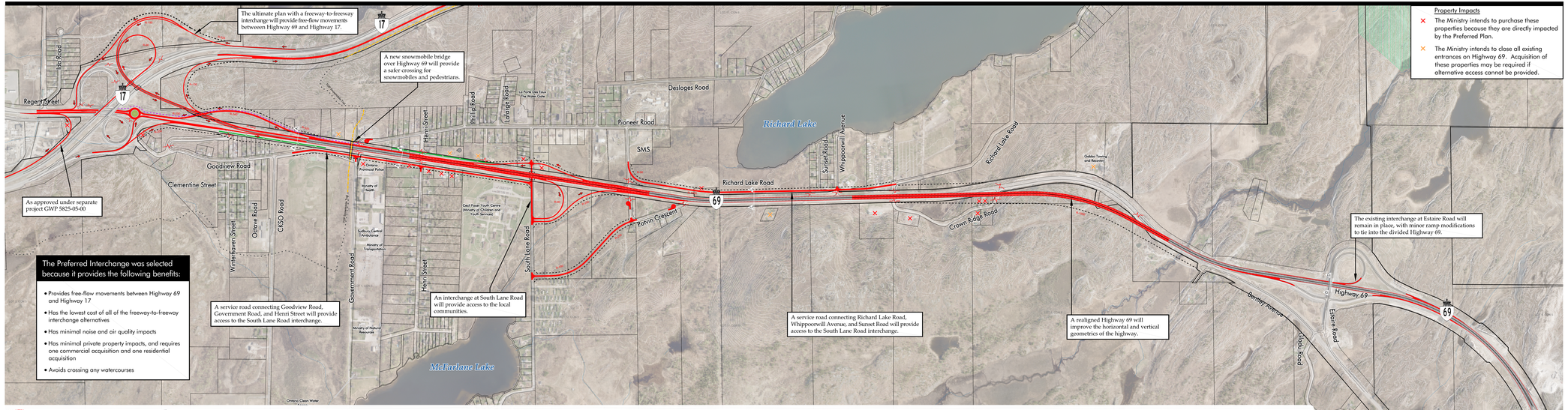
Public Information Centre 3b September 2014 Ontario GWP 5068-14-00 Stantec

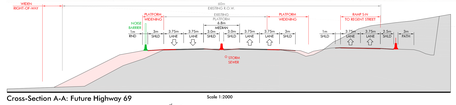
Highway 69 Preferred Plan

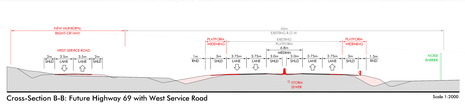
200 m
1:4000

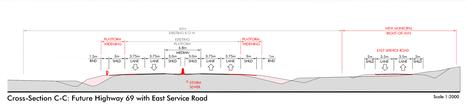
LEGEND

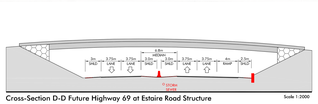
- Existing Roadway
- Existing Right-of-Way
- New Roadway
- New Right-of-Way
- New Trail
- Multi-Use Trail
- Possible Noise Barrier
- Road Closure

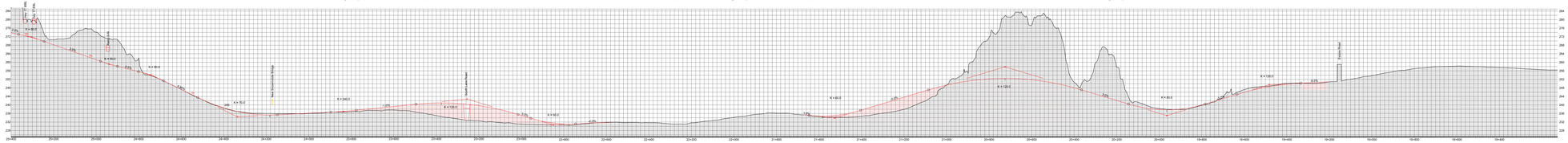



Cross-Section A-A: Future Highway 69
Scale 1:2000


Cross-Section B-B: Future Highway 69 with West Service Road
Scale 1:2000


Cross-Section C-C: Future Highway 69 with East Service Road
Scale 1:2000


Cross-Section D-D Future Highway 69 at Estaire Road Structure
Scale 1:2000



The Preferred Plan was selected because it provides the following benefits:

HIGHWAY ENGINEERING

- Attracts all existing Highway 69 traffic and utilizes the existing corridor to its full potential
- Provides a direct connection for the predominant traffic movements between Highway 69 and Regent Street
- Provides reasonable access to the McFarlane, Richard Lake, and Burmac communities; and minimizes impacts to the existing local road network
- Provides freeway design standards that are similar to other 400 series freeways
- Can accommodate a future freeway-to-freeway interchange for the Highway 69 connection with Highway 17

NATURAL ENVIRONMENT

- Does not cross any undisturbed water courses
- Utilizes the existing highway corridor, which minimizes additional wildlife habitat fragmentation
- Does not impact any environmentally sensitive areas in the study area (Lake Laurentian Conservation Area, Daisy Lake Uplands Provincial Park)

SOCIAL & CULTURAL ENVIRONMENT

- Provides a pedestrian and cycling connection using Pioneer Road and a new trail
- Has fewer property impacts than Alternative A5 - Refined
- Has minimal additional noise and air quality impacts compared to the existing conditions; and noise pollution can be mitigated with noise barriers, which would benefit existing adjacent land owners
- Does not impact the potential archaeological sites between Daisy Lake and Richard Lake
- Is consistent with the 2014 Provincial Policy Statement regarding "adaptive re-use of infrastructure"