

### RECOMMENDED HIGHWAY PLANNING ALTERNATIVE

The recommended highway planning alternative for the study area (as shown on the plan on pages 2 and 3) includes:

- Realignment of Highway 17 to the south from Highway 531 to east of Rutherglen
- Widening and realignment of Highway 17 to the south from east of Rutherglen to west of Highway 630
- Realignment of Highway 17 to the south from west of Highway 630 to west of Pautois Creek
- Widening of Highway 17 to the south from west of Pautois Creek to the east study limit (just east of Boundary Road)
- Interchanges at Rutherglen Line, Highway 630 and Boundary Road
- Closure of existing Highway 17 from east of Highway 630 to the entrance of Samuel de Champlain Park entrance
- Retention of existing Highway 17 as a service road at all other locations
- Cul-de-sacs at Trout Pond Road and McNutt Road

### PRELIMINARY DESIGN

Preliminary design involves defining the selected highway planning alternative in greater detail, which for this project, will include:

- Horizontal and vertical alignments
- Highway cross section
- Crossing road treatments (grade separations / cul-de-sacs)
- Right-of-way width for main highway and associated service road and interchange locations
- Preliminary property requirements
- Drainage requirements (watercourse crossings and a preliminary stormwater management strategy)
- Roadway lighting requirements
- Environmental protection and mitigation measures

### NEXT STEPS

Following PIC #2 the Project Team will:

- Respond to comments received through the PIC #2 consultation process
- Make changes to the information presented as a result of new information and comments received from stakeholders, as appropriate
- Confirm and / or refine the recommended highway planning alternative
- Initiate preliminary design of the recommended highway planning alternative
- Prepare for Public Information Centre #3 to present the Preliminary Design for the recommended highway planning alternative

### STUDY CONTACTS

To obtain additional information, provide comments or to be placed on the mailing list, please visit the study website or contact:

Ms. Brenda Jamieson, P. Eng.  
 Consultant Project Manager  
 AECOM  
 300 Water Street  
 Whitby, ON L1N 9J2  
 Tel: 905-668-9363  
 Toll Free: 1-800-668-1983  
 Fax: 905-668-0221  
 Email: [Brenda.Jamieson@aecom.com](mailto:Brenda.Jamieson@aecom.com)

Mr. Dheera Kantiya, M.Eng., P.Eng.  
 Senior Project Engineer  
 Ministry of Transportation, Northeastern Region  
 447 McKeown Avenue, 4th Floor  
 North Bay, ON P1B 9S9  
 Tel: 705.497.5260  
 Toll Free: 1-800-461-9547  
 Fax: 705.497.5208  
 Email: [Dheera.Kantiya@ontario.ca](mailto:Dheera.Kantiya@ontario.ca)

### PURPOSE OF THE STUDY

The Ontario Ministry of Transportation (MTO) has retained AECOM to undertake a highway planning and Class Environmental Assessment study for a 23.5 km section of Highway 17 from east of Bonfield to the boundary road between the Townships of Calvin and Papineau-Cameron. This is one of three separate Highway 17 planning studies between North Bay and the Nipissing/Renfrew boundary.

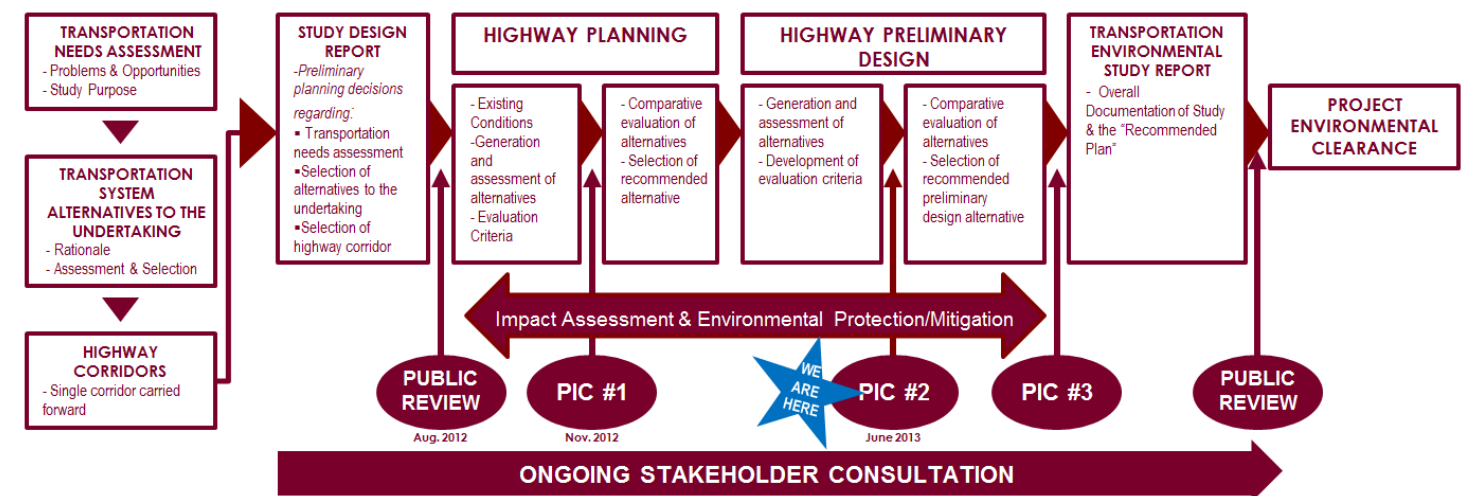
The purpose of the study is to select a recommended plan for a four-lane Highway 17 within the study limits, including sections of widening / improvement to the existing highway, sections of realigned highway, service roads in some areas and access restricted to interchange locations.

### STUDY PROCESS

The study for this section of Highway 17 complies with the process for Group 'A' projects, which are undertakings that involve major realignments and bypasses under the 'Class Environmental Assessment (EA) for Provincial Transportation Facilities'.

The EA study process is based on a sequence of decision-making steps in which alternatives are assessed at an increasing level of detail, starting with a broad perspective and narrowing to a more focused perspective as the study progresses. Upon study completion, a Transportation Environmental Study Report will be made available for review.

Key steps in the study process and tasks completed so far for this project are shown below. The study is scheduled to be completed by the summer of 2014.



### PUBLIC INFORMATION CENTRE #2

Since PIC #1 (held in November 2012), the Project Team has responded to comments and questions raised through that consultation process and has finalized the Study Design Report in response to input received. The Project Team has also refined the highway planning alternatives presented at PIC #1 and completed the assessment and evaluation of highway planning alternatives and identified a preferred highway planning alternative (as shown on pages 2 and 3).

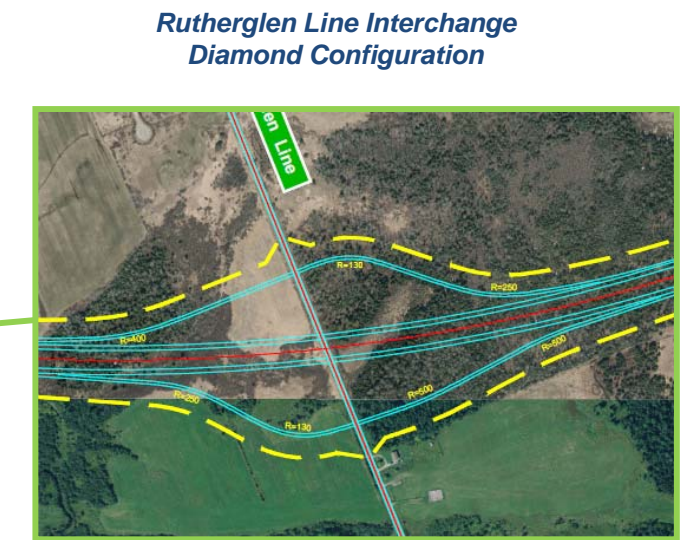
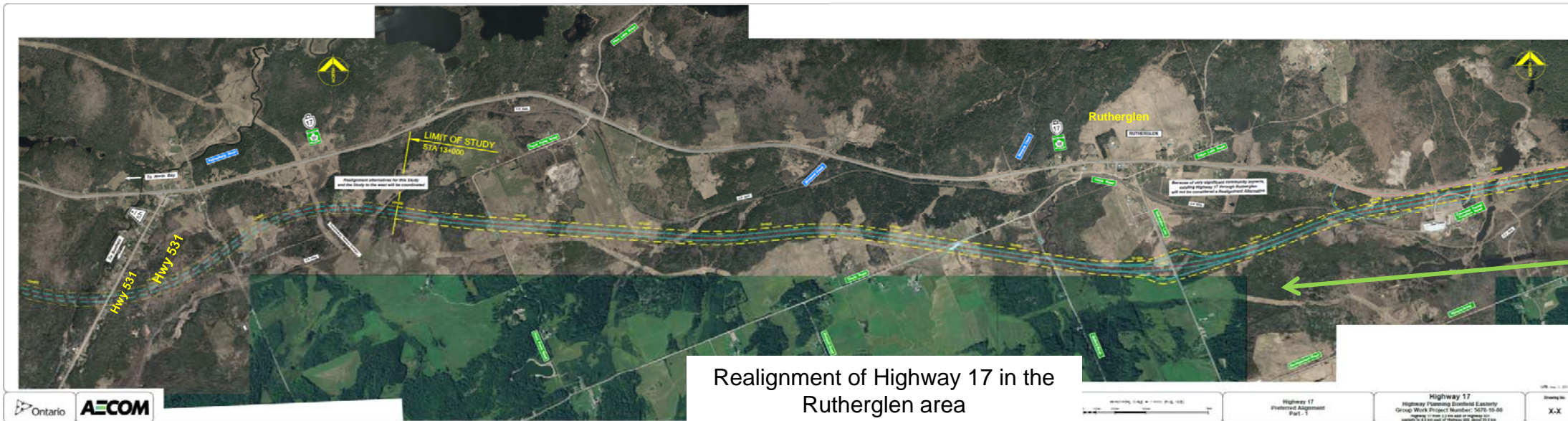
PIC #2 is being held to present and obtain input on:

- evaluation of highway realignment and highway widening (including service roads) alternatives
- recommended highway planning alternative
- interchange configuration alternatives for Rutherglen Line, Highway 630 and Boundary Road
- evaluation of interchange configuration alternatives and recommended configuration at each interchange
- cul-de-sacs recommended at Trout Pond Road and McNutt Road
- recommended closure of existing Highway 17 from east of Highway 630 to the Samuel de Champlain Park entrance

The information presented at PIC #1 and PIC #2 is available on the study website. Interested stakeholders are encouraged to provide comments on the material presented at PIC #2 to the Project Team by **July 26, 2013**.



The recommended highway planning alternative for the study area is shown on the plans below.



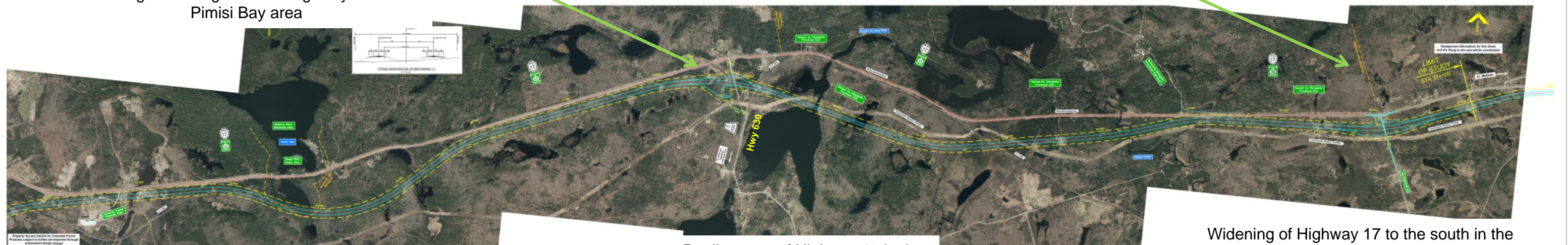
**Highway 630 Interchange North side Diamond South side Parclo A2 Configuration**



**Boundary Road Interchange Diamond - Roundabout Configuration**



**Widening and realignment of Highway 17 in the Pimisi Bay area**



**Realignment of Highway 17 in the Amable du Fond area**

**Widening of Highway 17 to the south in the Pautois Creek area**