

**TRANSPORTATION NEEDS ASSESSMENT**

Highway 17 traverses northern Ontario, providing a strategic link in the Trans-Canada Highway. Besides providing for basic travel needs for residents as well as visitors to the area, this section of Highway 17 provides a transportation corridor for other travellers and long haul trucks from eastern Canada to northern Ontario and western Canada. The long-term vision for Highway 17 is a four lane highway from Sault Ste. Marie to Ottawa. Widening Highway 17 will result in a more reliable, safe and convenient provincial network which will better support the tourism and recreation industry, and the economy locally and throughout northern Ontario.

**SELECTED TRANSPORTATION SYSTEM ALTERNATIVES**

The assessment and selection of transportation system alternatives has been completed for stakeholder review and comment. The transportation system alternatives not carried forward are “do nothing”, optimize the existing transportation system, expanded/new rail and transit, and improved municipal roads. The transportation system alternatives carried forward for further study are:

- widen / improve sections of existing highway
- provide realigned sections of highway
- provide interchanges at key connection points
- provide new service roads for some sections

**SELECTED HIGHWAY CORRIDOR**

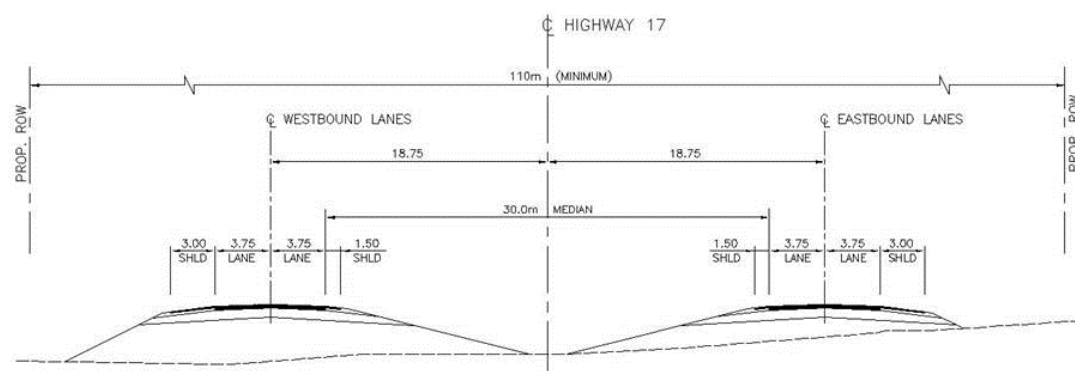
Given the study area constraints for this section of Highway 17, a single highway corridor (as shown overleaf) was carried forward for the generation of highway planning alternatives, pending stakeholder comment. Because of the very significant community impacts that would occur, widening of Highway 17 through Rutherglen is not a reasonable planning alternative.

**HIGHWAY PLANNING ALTERNATIVES**

Highway Planning Alternatives for the transportation system alternatives carried forward for further study are shown overleaf.

**SELECTED HIGHWAY CROSS SECTION**

The cross-section being carried forward for both widened and realigned sections of Highway 17 is a freeway with two lanes in each direction; a 30m median within a 110m right-of-way; access restricted to two or three interchange locations; and new service roads in some areas. A typical highway cross-section is shown below.



**STUDY CONTACTS**

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

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**EVALUATION CRITERIA FOR HIGHWAY PLANNING ALTERNATIVES**

The highway planning alternatives will be evaluated using a number of criteria under the following factor areas:

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

**INTRODUCTION & 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.

**CLASS ENVIRONMENTAL ASSESSMENT FOR PROVINCIAL TRANSPORTATION FACILITIES**

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**

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.



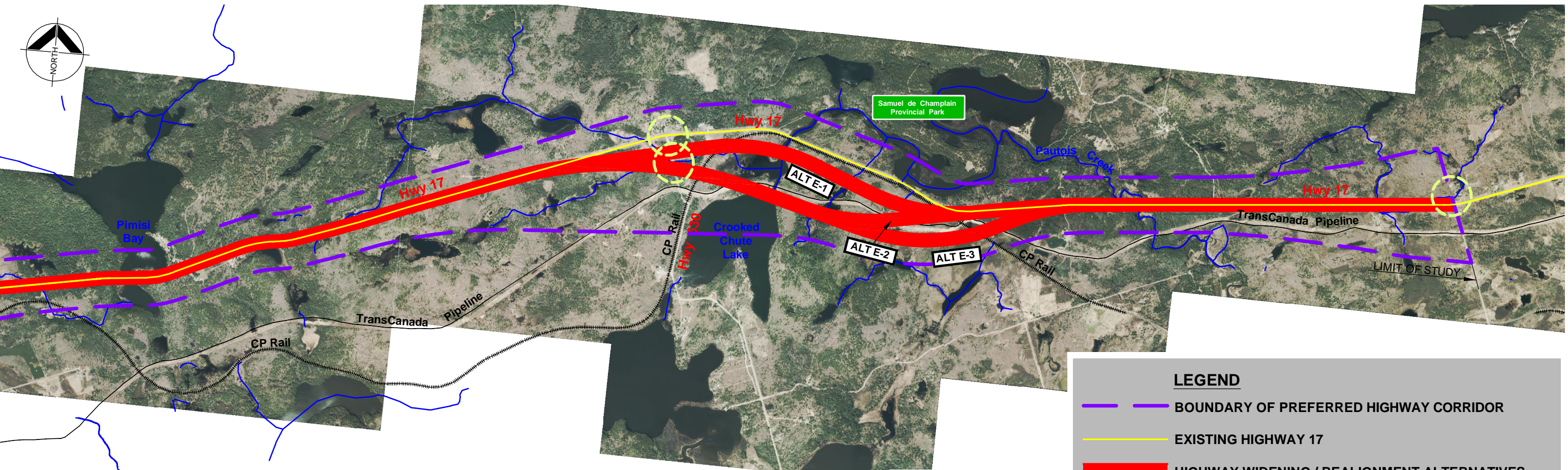
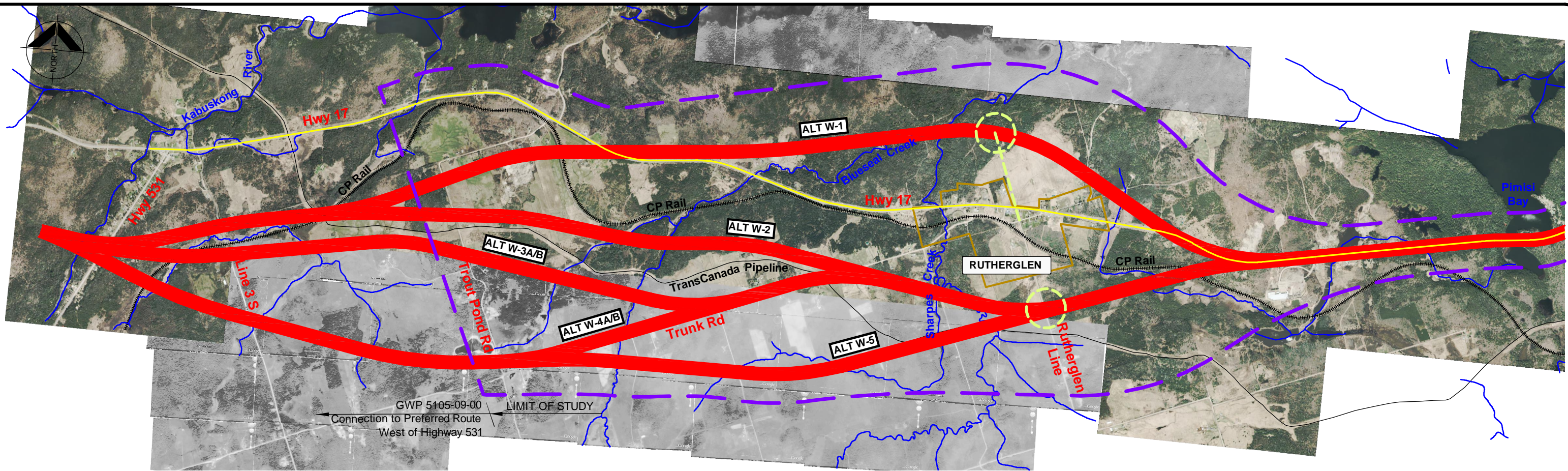
**DRAFT STUDY DESIGN REPORT**

A draft Study Design Report was placed on the public record for stakeholder review and comment in August 2012. This report provides:

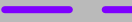

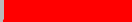

- an outline of the proposed study process;
- the planning decisions that have been made on a preliminary basis:
  - transportation needs assessment;
  - selected transportation system alternatives;
  - selected highway corridor;
  - selected typical highway cross section;
- the basis for moving the study forward with confidence once any comments have been addressed.

**SUMMARY OF EXISTING ENVIRONMENTAL CONDITIONS & CONSTRAINTS REPORT**

A Summary of Existing Environmental Conditions and Constraints Report was placed on the public record in August 2012 for stakeholder review and comment. This report provides descriptions and mapping of constraints within the natural, socio-economic, cultural and transportation environments. These constraints are being considered in the generation and assessment of highway planning alternatives.



**LEGEND**

-  BOUNDARY OF PREFERRED HIGHWAY CORRIDOR
-  EXISTING HIGHWAY 17
-  HIGHWAY WIDENING / REALIGNMENT ALTERNATIVES (Service roads will be required in some areas)
-  POSSIBLE INTERCHANGE LOCATION

**HIGHWAY 17 PLANNING ALTERNATIVES**

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