

BOX: 10
WOODROFFE AVE. INTERCHANGE NORTH
 SUMMARY OF EXISTING/FUTURE CONDITIONS

G - TIGHT CURVATURE FOR BOTH OFF-RAMPS
 - NO DECELERATION LANE FOR E-N OFF-RAMP

T - NO IDENTIFIED PROBLEMS

S - HIGHER THAN EXPECTED COLLISION PROBABILITY FOR BOTH OFF-RAMPS AND AT THE WOODROFFE AVE./RAMP E-N/RAMP S-W INTERSECTION

SHORT LISTED ALTERNATIVES

1. DO NOTHING.
2. MINOR MODIFICATIONS:
 - IMPLEMENT POSITIVE GUIDANCE MEASURES ON BOTH OFF-RAMPS
3. MAJOR MODIFICATIONS:
 - ADD DECELERATION LANE FOR E-N OFF-RAMP

PROBLEM IDENTIFICATION

- TIGHT RAMP CURVATURE FOR OFF-RAMPS RESULTS IN SAFETY CONCERNS
 - LACK OF DECELERATION LANE FOR E-N OFF-RAMP RESULTS IN TRAFFIC OPERATION CONCERNS AND CONGESTION

BOX: 13
MAITLAND AVE. INTERCHANGE NORTH
 SUMMARY OF EXISTING/FUTURE CONDITIONS

G - TIGHT CURVATURE FOR LOOP RAMP

T - MAITLAND AVE./RAMP TERMINAL INTERSECTION CONGESTION DURING PEAK PERIODS
 - LACK OF NB LEFT TURN LANE CONTRIBUTES TO CONGESTION AT MAITLAND AVE./RAMP TERMINAL INTERSECTION

S - HIGHER THAN EXPECTED COLLISION PROBABILITY FOR LOOP RAMP
 MAITLAND AVE./RAMP TERMINAL

SHORT LISTED ALTERNATIVES

1. DO NOTHING.
2. MINOR MODIFICATIONS:
 - IMPLEMENT POSITIVE GUIDANCE MEASURES ON LOOP RAMP
3. MAJOR MODIFICATIONS:
 - WIDEN MAITLAND AVE. OVER QUEENSWAY TO ACCOMMODATE NB LEFT TURN LANE FOR TRAFFIC DESTINED TO WB QUEENSWAY-REQUIRES WIDENING OF MAITLAND AVE. BRIDGE

PROBLEM IDENTIFICATION

- TIGHT CURVATURE FOR LOOP RAMP RESULTS IN SAFETY CONCERNS
 - LACK OF NB LEFT TURN LANE AT MAITLAND AVE./RAMP TERMINAL INTERSECTION RESULTS IN CONGESTION AND SAFETY CONCERNS

BOX: 14
MAITLAND AVE. INTERCHANGE SOUTH
 SUMMARY OF EXISTING/FUTURE CONDITIONS

G - TIGHT CURVATURE FOR LOOP RAMP

T - MAITLAND AVE./RAMP TERMINAL INTERSECTION CONGESTION DURING PEAK PERIODS; HIGH SB LEFT TURN VOLUME

S - HIGHER THAN EXPECTED COLLISION PROBABILITY FOR LOOP RAMP AND MAITLAND AVE./RAMP TERMINAL INTERSECTION

SHORT LISTED ALTERNATIVES

1. DO NOTHING.
2. MINOR MODIFICATIONS:
 - IMPLEMENT POSITIVE GUIDANCE MEASURES ON LOOP RAMP
 - MODIFY SIGNAL TIMING TO PROVIDE LONGER SB ADVANCE PHASE (TO CITY OF OTTAWA FOR RESOLUTION)
3. MAJOR MODIFICATIONS:
 - NO VIABLE MODIFICATIONS

PROBLEM IDENTIFICATION

- TIGHT CURVATURE FOR LOOP RAMP RESULTS IN SAFETY CONCERNS
 - HIGH SB LEFT TURN VOLUME ON MAITLAND AVE. TO EB QUEENSWAY CONTRIBUTES TO CONGESTION AND SAFETY CONCERNS AT MAITLAND AVE./RAMP TERMINAL INTERSECTION

BOX: 12
WOODROFFE AVE. TO MAITLAND AVE.
 SUMMARY OF EXISTING/FUTURE CONDITIONS

G - NARROW MEDIAN SHOULDER WIDTH RESULTS IN RESTRICTED STOPPING SIGHT DISTANCE

T - EB AND WB QUEENSWAY CONGESTION DURING PEAK PERIODS, PARTICULARLY AT RAMP ENTRANCE AND EXIT LOCATIONS

S - HIGHER THAN EXPECTED COLLISION PROBABILITY FOR EB QUEENSWAY

SHORT LISTED ALTERNATIVES

1. DO NOTHING.
2. MINOR MODIFICATIONS:
 - NO VIABLE MODIFICATIONS
3. MAJOR MODIFICATIONS:
 - ADD 1 ADDITIONAL THROUGH LANE IN EACH DIRECTION FROM WOODROFFE AVE. TO MAITLAND AVE.

PROBLEM IDENTIFICATION

- INSUFFICIENT THROUGH LANE CAPACITY FROM WOODROFFE AVE. TO MAITLAND AVE.

BOX: 11
WOODROFFE AVE. INTERCHANGE SOUTH
 SUMMARY OF EXISTING/FUTURE CONDITIONS

G - TIGHT CURVATURE FOR EB OFF-RAMP
 - DISTANCE BETWEEN SUCCESSIVE RAMPS DOES NOT ACHIEVE CURRENT STANDARD

T - NO IDENTIFIED PROBLEMS

S - HIGHER THAN EXPECTED COLLISION PROBABILITY FOR EB OFF-RAMP AND THE WOODROFFE AVE./EB OFF-RAMP INTERSECTION

SHORT LISTED ALTERNATIVES

1. DO NOTHING.
2. MINOR MODIFICATIONS:
 - INCREASE EASTBOUND OFF-RAMP TO WOODROFFE RADI AND/OR ACCELERATION/DECELERATION LANE LENGTHS
3. MAJOR MODIFICATIONS:
 - NO VIABLE MODIFICATIONS

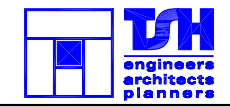
PROBLEM IDENTIFICATION

- TIGHT RAMP CURVATURE FOR EB OFF-RAMP RESULTS IN SAFETY CONCERNS



HIGHWAY 417, FROM HIGHWAY 416 TO ANDERSON ROAD
PRELIMINARY DESIGN STUDY AND ENVIRONMENTAL ASSESSMENT
G.W.P. 663-93-00

CORRIDOR ANALYSIS COMPOSITE PLAN
FROM STA. 20+100 TO STA. 22+425



LEGEND:

G GEOMETRICS—MINOR DEVIATION FROM STANDARDS	T YEAR 2001 TRAFFIC OPERATIONS—CONGESTION	T YEAR 2001 TRAFFIC OPERATIONS—MAJOR CONGESTION	S SAFETY—HIGHER THAN EXPECTED COLLISION PROBABILITY
G GEOMETRICS—MAJOR DEVIATION FROM STANDARDS	T YEAR 2011 TRAFFIC OPERATIONS—CONGESTION	T YEAR 2011 TRAFFIC OPERATIONS—MAJOR CONGESTION	S SAFETY—SIGNIFICANTLY HIGHER THAN EXPECTED COLLISION PROBABILITY
	T YEAR 2021 TRAFFIC OPERATIONS—CONGESTION	T YEAR 2021 TRAFFIC OPERATIONS—MAJOR CONGESTION	

