

<b>BOX: 32</b>	
<b>VANIER PKWY./RIVERSIDE DR. I/C NORTH</b>	
SUMMARY OF EXISTING/FUTURE CONDITIONS	
<b>G</b>	- TIGHT CURVATURE FOR WB OFF-RAMP AND N-W ON-RAMP - ACCELERATION LANE FOR LOOP RAMP TOO SHORT
<b>T</b>	- CONGESTION DURING PEAK PERIODS BY 2011 AT ENTRANCE LOCATIONS FOR LOOP RAMP AND N-W RAMP
<b>S</b>	- HIGHER THAN EXPECTED COLLISION PROBABILITY FOR WB OFF RAMP
PROBLEM IDENTIFICATION	
- SHORT ACCELERATION LANE FOR LOOP RAMP DOES NOT ALLOW TRAFFIC TO GET UP TO SPEED BEFORE MERGING WITH WB QUEENSWAY TRAFFIC WHICH RESULTS IN CONGESTION AND SAFETY CONCERNS	

<b>SHORT LISTED ALTERNATIVES</b>	
1. DO NOTHING.	
2. MINOR MODIFICATIONS: - NO VIABLE MODIFICATIONS	
3. MAJOR MODIFICATIONS: - NO VIABLE MODIFICATIONS	

<b>BOX: 34</b>	
<b>VANIER PKWY./RIVERSIDE DR. TO ST. LAURENT BLVD.</b>	
SUMMARY OF EXISTING/FUTURE CONDITIONS	
<b>G</b>	- NARROW MEDIAN SHOULDER WIDTH RESULTS IN RESTRICTED STOPPING SIGHT DISTANCE - HORIZONTAL CURVATURE LESS THAN DESIRABLE
<b>T</b>	- EB AND WB QUEENSWAY CONGESTION DURING PEAK PERIODS, PARTICULARLY AT RAMP EXIT AND ENTRANCE LOCATIONS
<b>S</b>	- HIGHER THAN EXPECTED COLLISION PROBABILITY FOR EB QUEENSWAY AND ENTRANCE LOCATIONS FOR WB LOOP RAMPS
PROBLEM IDENTIFICATION	
- INSUFFICIENT EB AND WB THROUGH LANE CAPACITY FROM VANIER PKWY. TO ST. LAURENT BLVD.	

<b>SHORT LISTED ALTERNATIVES</b>	
1. DO NOTHING.	
2. MINOR MODIFICATIONS: - NO VIABLE MODIFICATIONS	
3. MAJOR MODIFICATIONS: - ADD 1 ADDITIONAL THROUGH LANES IN EACH DIRECTION FROM VANIER PKWY. TO ST. LAURENT BLVD.	

<b>BOX: 35</b>	
<b>ST. LAURENT BLVD. INTERCHANGE NORTH</b>	
SUMMARY OF EXISTING/FUTURE CONDITIONS	
<b>G</b>	- NARROW SHOULDER WIDTH ON RAMPS RESULTS IN RESTRICTED STOPPING SIGHT DISTANCE - TIGHT CURVATURE FOR WB OFF-RAMP AND LOOP RAMP - ACCELERATION LANE FOR LOOP RAMP TOO SHORT
<b>T</b>	- INTERSECTION CONGESTION AT LABELLE ST./LEMIEUX ST. INTERSECTION AND AT ST. LAURENT/LEMIEUX ST. INTERSECTION DURING PEAK PERIODS
<b>S</b>	- HIGHER THAN EXPECTED COLLISION PROBABILITY FOR WB OFF RAMP, LOOP RAMP AND AT THE INTERSECTIONS OF LEMIEUX ST./LABELLE ST. AND LEMIEUX ST./ST. LAURENT BLVD.
PROBLEM IDENTIFICATION	
- TIGHT CURVATURE OF WB OFF-RAMP AND LOOP RAMP RESULTS IN SAFETY CONCERNS - DRIVERS USING WB OFF-RAMP ENCOUNTER UNEXPECTED INTERSECTION ON WB OFF-RAMP (LABELLE ST.) WHICH RESULTS IN TRAFFIC OPERATION AND SAFETY CONCERNS - WB OFF-RAMP TOO CLOSE TO THE QUEENSWAY/174 SPLIT WHICH RESULTS IN WEAVING, CONGESTION AND SAFETY CONCERNS ON WB QUEENSWAY	

<b>SHORT LISTED ALTERNATIVES</b>	
1. DO NOTHING.	
2. MINOR MODIFICATIONS: - IMPLEMENT POSITIVE GUIDANCE MEASURES ON WB OFF-RAMP AND LOOP RAMP - RECONFIGURE INTERSECTION OF LABELLE ST./WB OFF-RAMP TO MINIMIZE CONFLICTS	
3. MAJOR MODIFICATIONS: - CLOSE WB OFF-RAMP AND ACCOMMODATE RAMP MOVEMENT TO-FROM OTTAWA RD. 174 VIA CYRVILLE RD. (SEE SKETCH 37-2)	



<b>BOX: 33</b>	
<b>VANIER PKWY./RIVERSIDE DR. I/C SOUTH</b>	
SUMMARY OF EXISTING/FUTURE CONDITIONS	
<b>G</b>	- TIGHT CURVATURE FOR ALL RAMPS - STEEP VERTICAL GRADE THROUGH SIGNALIZED INTERSECTION AT RIVERSIDE DR. AND TREMBLAY RD.
<b>T</b>	- RIVERSIDE DR./TREMBLAY RD. INTERSECTION CONGESTION DURING PEAK PERIODS
<b>S</b>	- NO IDENTIFIED PROBLEMS
PROBLEM IDENTIFICATION	
- INSUFFICIENT CAPACITY AT RIVERSIDE DR./TREMBLAY RD. INTERSECTION TO ACCOMMODATE TRAFFIC DEMANDS	

<b>SHORT LISTED ALTERNATIVES</b>	
1. DO NOTHING.	
2. MINOR MODIFICATIONS: - NO VIABLE MODIFICATIONS	
3. MAJOR MODIFICATIONS: - WIDEN RIVERSIDE DR./VANIER PKWY. OVER QUEENSWAY TO 6 LANES (TO CITY OF OTTAWA FOR CONSULTATION/RESOLUTION)	

<b>BOX: 36</b>	
<b>ST. LAURENT BLVD. INTERCHANGE SOUTH</b>	
SUMMARY OF EXISTING/FUTURE CONDITIONS	
<b>G</b>	- TIGHT CURVATURE FOR ALL RAMPS - ACCELERATION LANE FOR LOOP RAMP TOO SHORT
<b>T</b>	- NO IDENTIFIED PROBLEMS
<b>S</b>	- HIGHER THAN EXPECTED COLLISION PROBABILITY FOR ALL RAMPS AND AT THE ST. LAURENT BLVD./WB OFF-RAMP
PROBLEM IDENTIFICATION	
- EB S-E ON-RAMP TOO CLOSE TO THE QUEENSWAY/174 SPLIT WHICH RESULTS IN WEAVING, CONGESTION AND SAFETY CONCERNS ON EB QUEENSWAY	

<b>SHORT LISTED ALTERNATIVES</b>	
1. DO NOTHING.	
2. MINOR MODIFICATIONS: - MODIFY SIGNALIZATION AND INTERSECTION GEOMETRICS AT ST. LAURENT/EB OFF-RAMP INTERSECTION - INCREASE RAMP CURVATURE FOR ALL RAMPS	
3. MAJOR MODIFICATIONS: - CLOSE RAMP ST. LAURENT NORTHBOUND TO QUEENSWAY EAST AND ACCOMMODATE MOVES ELSEWHERE (eg. INNIS RD.)	



**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. 10+150 TO STA. 12+475**

<b>LEGEND:</b>	<b>G</b> GEOMETRICS—MINOR DEVIATION FROM STANDARDS	<b>T</b> YEAR 2001 TRAFFIC OPERATIONS—CONGESTION	<b>I</b> YEAR 2001 TRAFFIC OPERATIONS—MAJOR CONGESTION	<b>S</b> SAFETY—HIGHER THAN EXPECTED COLLISION PROBABILITY
	<b>G</b> GEOMETRICS—MAJOR DEVIATION FROM STANDARDS	<b>T</b> YEAR 2011 TRAFFIC OPERATIONS—CONGESTION	<b>I</b> YEAR 2011 TRAFFIC OPERATIONS—MAJOR CONGESTION	<b>S</b> SAFETY—SIGNIFICANTLY HIGHER THAN EXPECTED COLLISION PROBABILITY
		<b>T</b> YEAR 2021 TRAFFIC OPERATIONS—CONGESTION	<b>I</b> YEAR 2021 TRAFFIC OPERATIONS—MAJOR CONGESTION	

