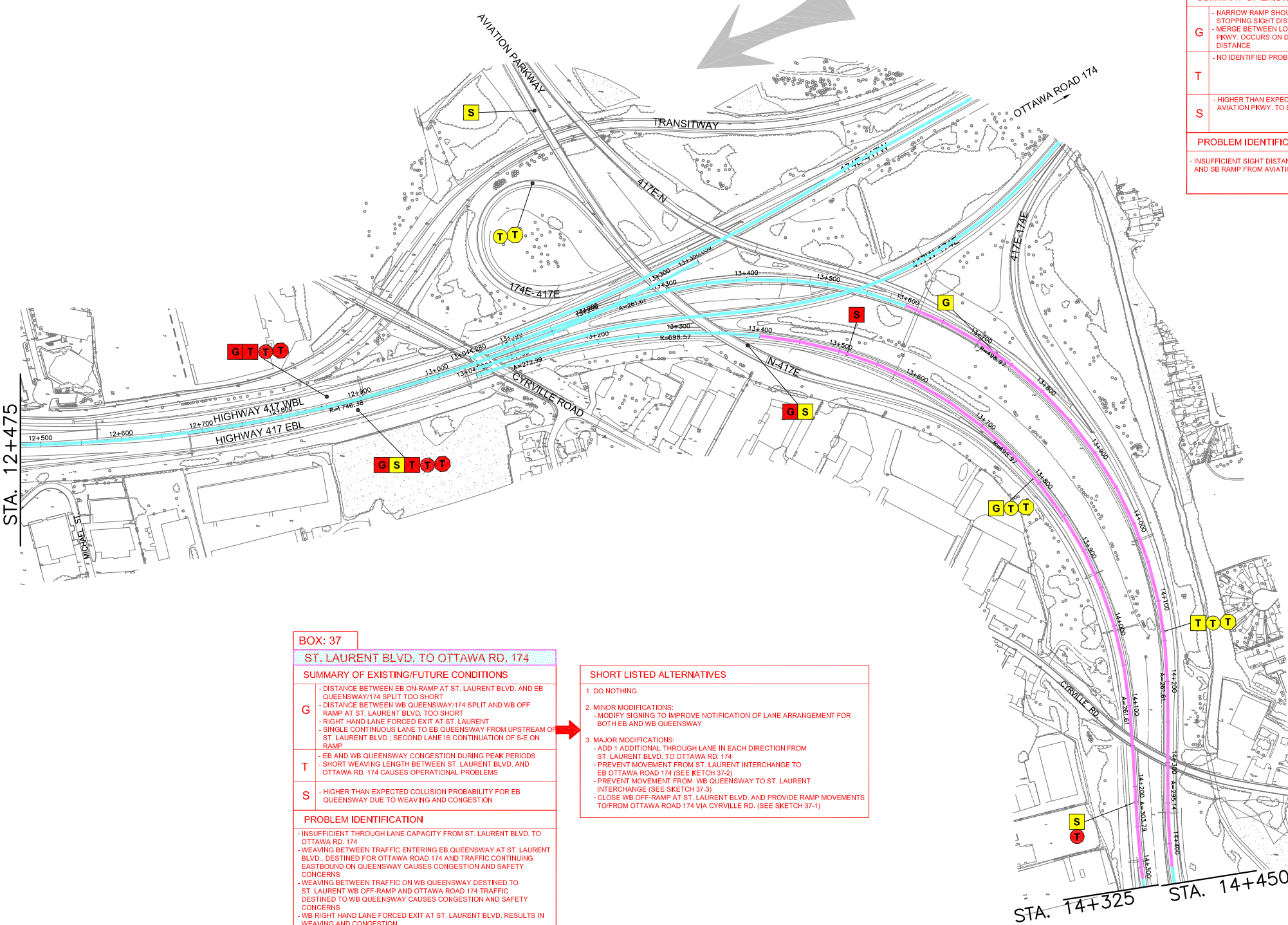


STA. 12+475

STA. 14+325 STA. 14+450



**BOX: 38**  
**AVIATION PKWY./OTTAWA RD. 174 I/C**  
**SUMMARY OF EXISTING/FUTURE CONDITIONS**  
 - NARROW RAMP SHOULDER WIDTH RESULTS IN RESTRICTED STOPPING SIGHT DISTANCE  
 - MERGE BETWEEN LOOP RAMP AND SB RAMP FROM AVIATION PKWY. OCCURS ON DOWNGRADE WITH REDUCED SIGHT DISTANCE  
 - NO IDENTIFIED PROBLEMS  
**G**  
**T**  
**S**  
**PROBLEM IDENTIFICATION**  
 - INSUFFICIENT SIGHT DISTANCE FOR MERGE BETWEEN LOOP RAMP AND SB RAMP FROM AVIATION PKWY.

**SHORT LISTED ALTERNATIVES**  
 1. DO NOTHING.  
 2. MINOR MODIFICATIONS:  
 - IMPLEMENT POSITIVE GUIDANCE MEASURES ON LOOP RAMP AND SB RAMP FROM AVIATION PKWY.  
 3. MAJOR MODIFICATIONS:  
 - NO VIABLE MODIFICATIONS

**BOX: 39**  
**OTTAWA RD. 174 TO INNES RD.**  
**SUMMARY OF EXISTING/FUTURE CONDITIONS**  
 - NARROW MEDIAN SHOULDER WIDTH RESULTS IN RESTRICTED STOPPING SIGHT DISTANCE  
 - HORIZONTAL CURVATURE LESS THAN DESIRABLE  
 - EB AND WB QUEENSWAY CONGESTION DURING PEAK PERIODS, PARTICULARLY AT RAMP ENTRANCE AND EXIT LOCATIONS  
 - HIGHER THAN EXPECTED COLLISION PROBABILITY ON EB QUEENSWAY  
**G**  
**T**  
**S**  
**PROBLEM IDENTIFICATION**  
 - INSUFFICIENT THROUGH LANE CAPACITY FROM OTTAWA RD. 174 TO INNES RD.

**SHORT LISTED ALTERNATIVES**  
 1. DO NOTHING.  
 2. MINOR MODIFICATIONS:  
 - IMPLEMENT POSITIVE GUIDANCE MEASURES FOR EB AND WB QUEENSWAY AND IMPROVE SKID RESISTANCE AND SUPERELEVATION  
 3. MAJOR MODIFICATIONS:  
 - ADD 1 ADDITIONAL THROUGH LANE IN EACH DIRECTION FROM OTTAWA RD. 174 TO INNES RD.

**BOX: 37**  
**ST. LAURENT BLVD. TO OTTAWA RD. 174**  
**SUMMARY OF EXISTING/FUTURE CONDITIONS**  
**G**  
 - DISTANCE BETWEEN EB ON-RAMP AT ST. LAURENT BLVD. AND EB QUEENSWAY/174 SPLIT TOO SHORT  
 - DISTANCE BETWEEN WB QUEENSWAY/174 SPLIT AND WB OFF RAMP AT ST. LAURENT BLVD. TOO SHORT  
 - RIGHT HAND LANE FORCED EXIT AT ST. LAURENT  
 - SINGLE CONTINUOUS LANE TO EB QUEENSWAY FROM UPSTREAM OF ST. LAURENT BLVD.; SECOND LANE IS CONTINUATION OF S-E ON RAMP  
**T**  
 - EB AND WB QUEENSWAY CONGESTION DURING PEAK PERIODS  
 - SHORT WEAVING LENGTH BETWEEN ST. LAURENT BLVD. AND OTTAWA RD. 174 CAUSES OPERATIONAL PROBLEMS  
**S**  
 - HIGHER THAN EXPECTED COLLISION PROBABILITY FOR EB QUEENSWAY DUE TO WEAVING AND CONGESTION  
**PROBLEM IDENTIFICATION**  
 - INSUFFICIENT THROUGH LANE CAPACITY FROM ST. LAURENT BLVD. TO OTTAWA RD. 174  
 - WEAVING BETWEEN TRAFFIC ENTERING EB QUEENSWAY AT ST. LAURENT BLVD., DESTINED FOR OTTAWA ROAD 174 AND TRAFFIC CONTINUING EASTBOUND ON QUEENSWAY CAUSES CONGESTION AND SAFETY CONCERNS  
 - WEAVING BETWEEN TRAFFIC ON WB QUEENSWAY DESTINED TO ST. LAURENT WB OFF-RAMP AND OTTAWA ROAD 174 TRAFFIC DESTINED TO WB QUEENSWAY CAUSES CONGESTION AND SAFETY CONCERNS  
 - WB RIGHT HAND LANE FORCED EXIT AT ST. LAURENT BLVD. RESULTS IN WEAVING AND CONGESTION  
 - SINGLE CONTINUOUS LANE TO EB QUEENSWAY RESULTS IN WEAVING, CONGESTION AND SAFETY CONCERNS

**SHORT LISTED ALTERNATIVES**  
 1. DO NOTHING.  
 2. MINOR MODIFICATIONS:  
 - MODIFY SIGNING TO IMPROVE NOTIFICATION OF LANE ARRANGEMENT FOR BOTH EB AND WB QUEENSWAY  
 3. MAJOR MODIFICATIONS:  
 - ADD 1 ADDITIONAL THROUGH LANE IN EACH DIRECTION FROM ST. LAURENT BLVD. TO OTTAWA RD. 174  
 - PREVENT MOVEMENT FROM ST. LAURENT INTERCHANGE TO EB OTTAWA ROAD 174 (SEE KETCH 37-2)  
 - PREVENT MOVEMENT FROM WB QUEENSWAY TO ST. LAURENT INTERCHANGE (SEE SKETCH 37-3)  
 - CLOSE WB OFF-RAMP AT ST. LAURENT BLVD. AND PROVIDE RAMP MOVEMENTS TO/FROM OTTAWA ROAD 174 VIA CYRVILLE RD. (SEE SKETCH 37-1)



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. 12+475 TO STA. 14+450

**LEGEND:**

<b>G</b> GEOMETRICS—MINOR DEVIATION FROM STANDARDS	<b>T</b> YEAR 2001 TRAFFIC OPERATIONS—CONGESTION	<b>T</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>T</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>T</b> YEAR 2021 TRAFFIC OPERATIONS—MAJOR CONGESTION	

