

Regional Road 25 Municipal Class Environmental Assessment - Public Information Centre #2

Preliminary Preferred Design (Video 3) – Text Description

Slide 23: Video 3 – Preliminary Preferred Design

Hello and welcome to the Preliminary Preferred Design video – the third of four video presentations for the Regional Road 25 MCEA study. In this video, we will review the details of the preliminary preferred design plan for Regional Road 25 based on the design elements discussed in Video 2.

Slide 24: Preliminary Preferred Design

This slide shows the preliminary preferred design for Regional Road 25 between Speers Road and the QEW South Ramp Terminal.

Key design features and considerations for this section of the corridor include:

- The existing four lanes on Regional Road 25 are maintained from Speers Road to Wyecroft Road.
- Regional Road 25 is widened from four lanes to six lanes from Wyecroft Road north to Derry Road.
- Multi-use paths on both sides of the road from Speers Road to Wyecroft Road. No direct impacts are anticipated to the rail structure over Regional Road 25.
- A multi-use path on the west side only from Wyecroft Road to the south ramp terminal. At the south ramp terminal, the path will connect to the existing multi-use path through the QEW interchange,
- Connecting to the Wyecroft Road extension, which is currently under construction by Halton Region.

Slide 25: Preliminary Preferred Design

This slide shows the preliminary preferred design for Regional Road 25 from north of Wyecroft Road to North Service Road. This section of the corridor is largely within the Ministry of Transportation (MTO) right-of-way. Proposed improvements within the MTO right-of-way are subject to MTO review and approval.

Key design features and considerations for this segment include:

- Regional Road 25 is widened from four lanes to six lanes
- A continuous multi-use path is provided west of Regional Road 25 through the interchange. This path enables pedestrians and cyclists to travel through the area with minimal interaction with vehicles and traffic signals. The existing QEW overpass was

previously designed to accommodate six lanes on Regional Road 25. As a result, the proposed improvements will not directly impact the overpass structure.

Slide 26: Preliminary Preferred Design

The preliminary preferred design for Regional Road 25 from North Service Road to north of Charles Cornwall Road is shown on the slide. This section is complex due to the presence of several natural features, including the White Oak Tree, Bronte Creek, and Bronte Creek Provincial Park.

Key design features and considerations for this segment include:

- Regional Road 25 is widened from four lanes to six lanes
- A continuous multi-use path is proposed along the west side of Regional Road 25, while a sidewalk is proposed on the east side between North Service Road and Charles Cornwall Road. North of Charles Cornwall Road the active transportation facilities transition to cycle tracks on both sides of the road in addition to the multi-use path on the west side and sidewalk on the east side.
- The existing median is maintained protect the White Oak Tree.

Slide 27: Preliminary Preferred Design

The preliminary preferred design for Regional Road 25 from 150 metres north of Charles Cornwall Road to 100 metres south of Owlsnest Way is shown on the slide.

Key design features and considerations for this segment include:

- Regional Road 25 is widened from four lanes to six lanes
- Cycle tracks on both sides of the road in addition to a multi-use path on the west side and a sidewalk on the east side.
- Crossings for active transportation users at the Saw Whet Boulevard intersection.

Slide 28: Preliminary Preferred Design

This slide shows the preliminary preferred design for Regional Road 25 from Owlsnest Way to 330 metres south of Richview Boulevard / Westoak Trails Boulevard.

Key design features and considerations for this segment include:

- Regional Road 25 is widened from four lanes to six lanes
- Cycle tracks on both sides of the road in addition to a multi-use path on the west side and a sidewalk on the east side.
- The Upper Middle Road intersection is modified to reduce vehicle speeds and improve visibility between vehicles and active transportation users. Modifications include reduced corner radii, setback crossings, and providing crosswalks and crossrides on all approaches.

Slide 29: Preliminary Preferred Design

Key design features and considerations for the preliminary preferred design for Regional Road 25 from 330 metres south of Richview Boulevard / Westoak Trails Boulevard to 160 metres south of Highvalley Road / Pine Glen Road include:

- Regional Road 25 is widened from four lanes to six lanes
- Cycle tracks on both sides of the road in addition to a multi-use path on the west side and a sidewalk on the east side. The multi-use path connects to the existing multi-use path north of Richview Boulevard to Highvalley Road.
- Crossings for active transportation users at Richview Boulevards / Westoak Trails Boulevard and Khalsa Gate.

Slide 30: Preliminary Preferred Design

The preliminary preferred design for Regional Road 25 from 160 metres south of Highvalley Road / Pine Glen Road to William Halton Parkway is shown on the slide.

Key design features and considerations for this segment include:

- Regional Road 25 is widened from four lanes to six lanes
- Cycle tracks on both sides of the road in addition to a multi-use path on the west side and a sidewalk on the east side.
- The Dundas Street intersection is modified to reduce vehicle speeds and improve visibility between vehicles and active transportation users. Modifications include reduced corner radii, setback crossings, and providing crosswalks and crossrides on all approaches.
- At William Halton Parkway, the active transportation facilities transition to multi-use paths on both sides of the road.

Slide 31: Preliminary Preferred Design

This slide shows the preliminary preferred design for Regional Road 25 from William Halton Parkway to the 407 ETR North Ramp Terminal. This section of the corridor is partially within the 407ETR right-of-way. Proposed improvements to the 407 ETR interchange are subject to 407ETR and Ministry of Transportation review and approval.

Key design features and considerations for this segment include:

- Regional Road 25 is widened from four lanes to six lanes
- Multi-use paths on both sides of the road.
- Structural widening of the bridge over the 407ETR is required to accommodate the proposed road widening and active transportation facilities on Regional Road 25. The

design includes six lanes, speed change lanes and proposed multi-use paths on both sides of the structure, separated from vehicle lanes by a physical barrier.

- Crossings for active transportation users at the North Ramp Terminal.

Slide 32: Preliminary Preferred Design

Key design features and considerations for the preliminary preferred design for Regional Road 25 from 150 metres north of the 407 ETR North Ramp Terminal to 320 metres north of Henderson Road include:

- Regional Road 25 is widened from four lanes to six lanes
- Multi-use paths on both sides of the road.

Slide 33: Preliminary Preferred Design

Key design features and considerations for the preliminary preferred design for Regional Road 25 from 320 metres north Henderson Road to 500 metres north of Lower Base Line include:

- Regional Road 25 is widened from four lanes to six lanes
- Multi-use paths on both sides of the road.

Slide 34: Preliminary Preferred Design

Key design features and considerations for the preliminary preferred design for Regional Road 25 from 500 metres north of Lower Base Line to the Halton Waste Management Site access include:

- Regional Road 25 is widened from four lanes to six lanes
- Multi-use paths on both sides of the road.

Slide 35: Preliminary Preferred Design

Key design features and considerations for the preliminary preferred design for Regional Road 25 from 200 metres north of the Halton Waste Management Site access to the Milton Civic Operations Centre include:

- Regional Road 25 is widened from four lanes to six lanes
- Multi-use paths on both sides of the road.

Slide 36: Preliminary Preferred Design

This slide shows the preliminary preferred design for Regional Road 25 from 140 metres north of the Milton Civic Operations Centre to 300 metres north of Ethridge Avenue.

Key design features and considerations for this segment include:

- Regional Road 25 is widened from four lanes to six lanes

- Multi-use paths on both sides of the road.
- The Britannia Road intersection is modified to reduce vehicle speeds and improve visibility between vehicles and active transportation users. Modifications include reduced corner radii, setback crossings, and providing crosswalks and crossrides on all approaches.

Slide 37: Preliminary Preferred Design

The preliminary preferred design for Regional Road 25 from 300 metres north of Ethridge Avenue to 320 metres north of Whitlock Avenue is shown on the slide.

Key design features and considerations for this segment include:

- Regional Road 25 is widened from four lanes to six lanes
- Multi-use paths on both sides of the road from Ethridge Avenue to Whitlock Avenue.
- North of Whitlock Avenue, Regional Road 25 is realigned to the west to avoid direct impacts to Bowes Cemetery. At Whitlock Avenue the multi-use path on the east side of the road transitions to a sidewalk to reduce impacts. The multi-use path is continuous on the west side of the road.

Slide 38: Preliminary Preferred Design

The preliminary preferred design for Regional Road 25 from 320 metres north of Whitlock Avenue to 970 metres north of Louis St. Laurent Avenue is shown on the slide.

Key design features and considerations for this segment include:

- Regional Road 25 is widened from four lanes to six lanes
- From Louis St. Laurent Avenue north to Derry Road, Regional Road 25 is widened to the east to minimize direct impacts to Sixteen Mile Creek.
- Multi-use path on the west side of the road from Whitlock Avenue to North of Louis St. Laurent Avenue. The multi-use path on the west side of the road connects to the existing path. The sidewalk on the east side of the road transitions to a multi-use path north of Louis St. Laurent. The multi-use path continues on the east side to Derry Road.
- The structure over Sixteen Mile Creek requires widening to accommodate the road widening and multi-use path. The multi-use path is barrier separated on the structure.

Slide 39: Preliminary Preferred Design

The preliminary preferred design for Regional Road 25 from 970 metres north of Louis St. Laurent to Derry Road is shown on the slide.

Key design features and considerations for this segment include:

- Regional Road 25 is widened from four lanes to six lanes. The widening is on the east side only to minimize direct impacts to Sixteen Mile Creek.

- Multi-use path on the east side only.
- The Derry Road intersection is modified to reduce vehicle speeds and improve visibility between vehicles and active transportation users. Modifications include reduced corner radii, setback crossings, and providing crosswalks and crossrides on all approaches.

Slide 40: Conceptual Renderings

The conceptual renderings shown on the slide are located:

- Approximately 500 m north of the North Service Road looking north
- Approximately 100 m south of Pine Glen Road looking south
- Approximately 200 m south of the Halton Waste Management Access looking south

The renderings provide a visual representation of the preliminary preferred design. Utilities, light poles, trees, and boulevard elements shown in the renderings are preliminary and subject to future review and changes in detailed design.