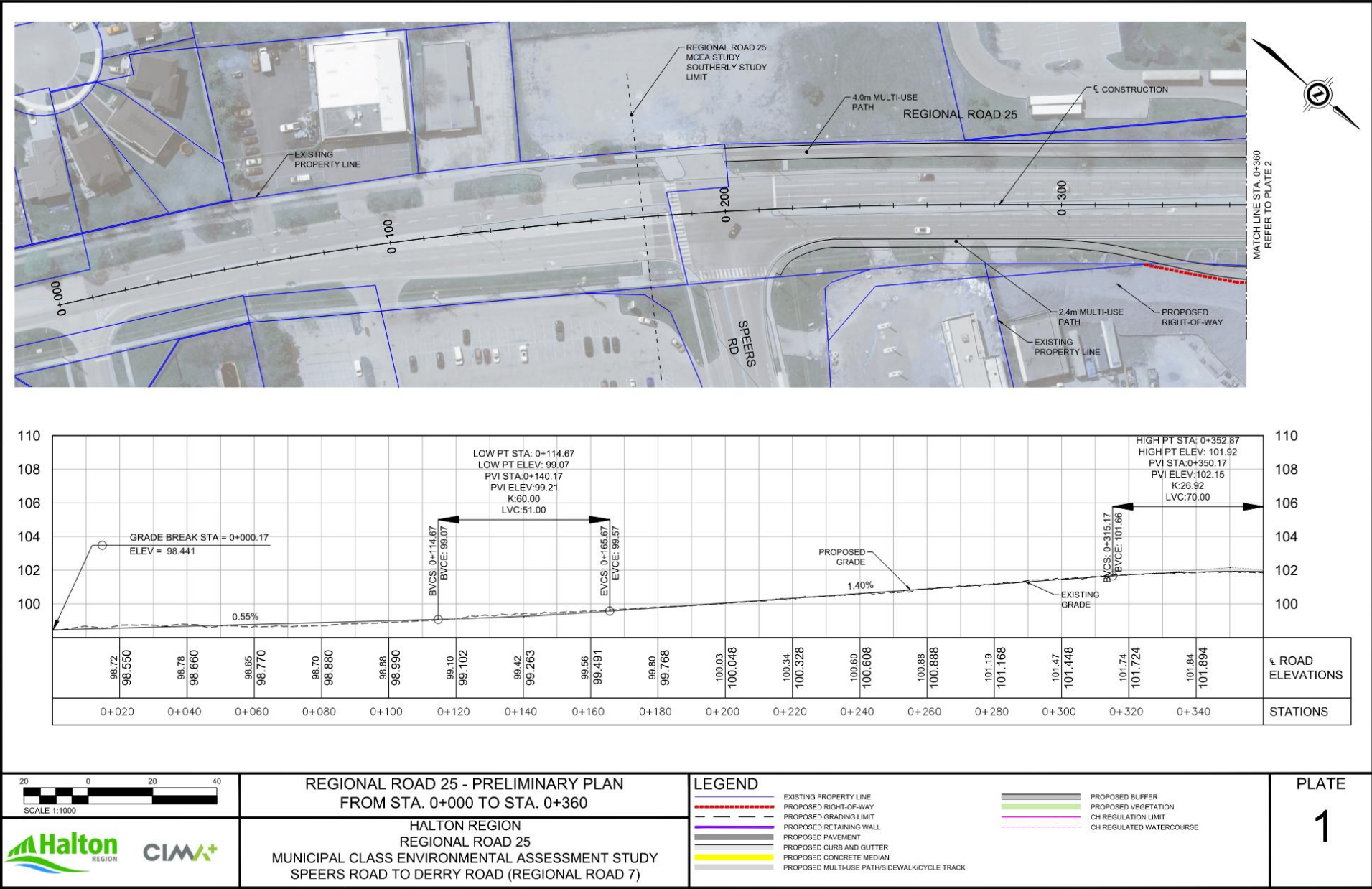


H

Appendix H: Preliminary Design Plates

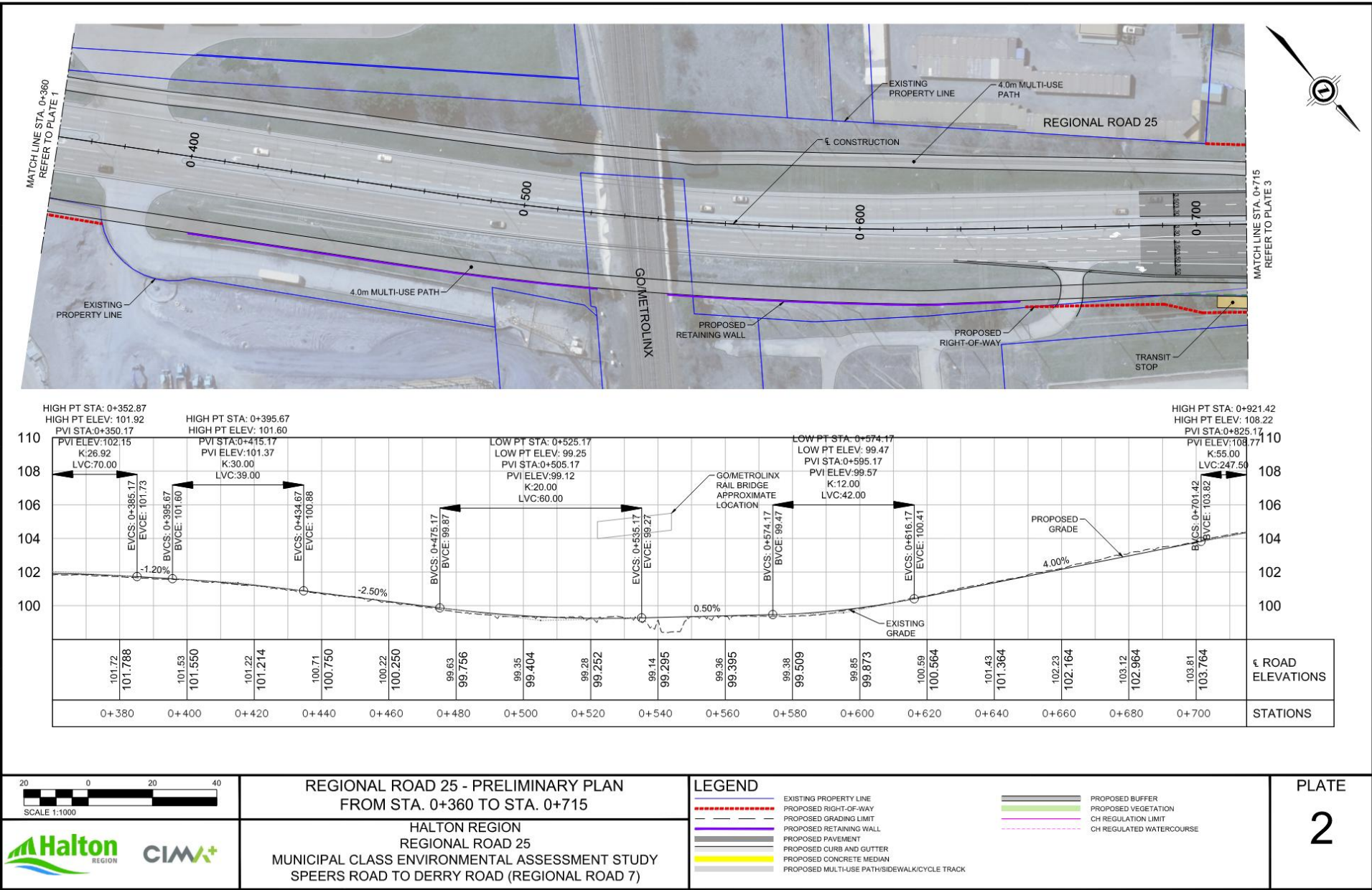
Regional Road 25 at Speers Road Intersection - Southerly Study Limit (Plate 1)



This section of Regional Road 25 is proposed to feature the following configuration:

- 2 northbound and 2 southbound through lanes on Regional Road 25
- Tie into existing Regional Road 25 south of Speers Road
- A northbound right-turn lane and a southbound left-turn lane at the Regional Road 25 and Speers Road intersection
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on both sides of Regional Road 25

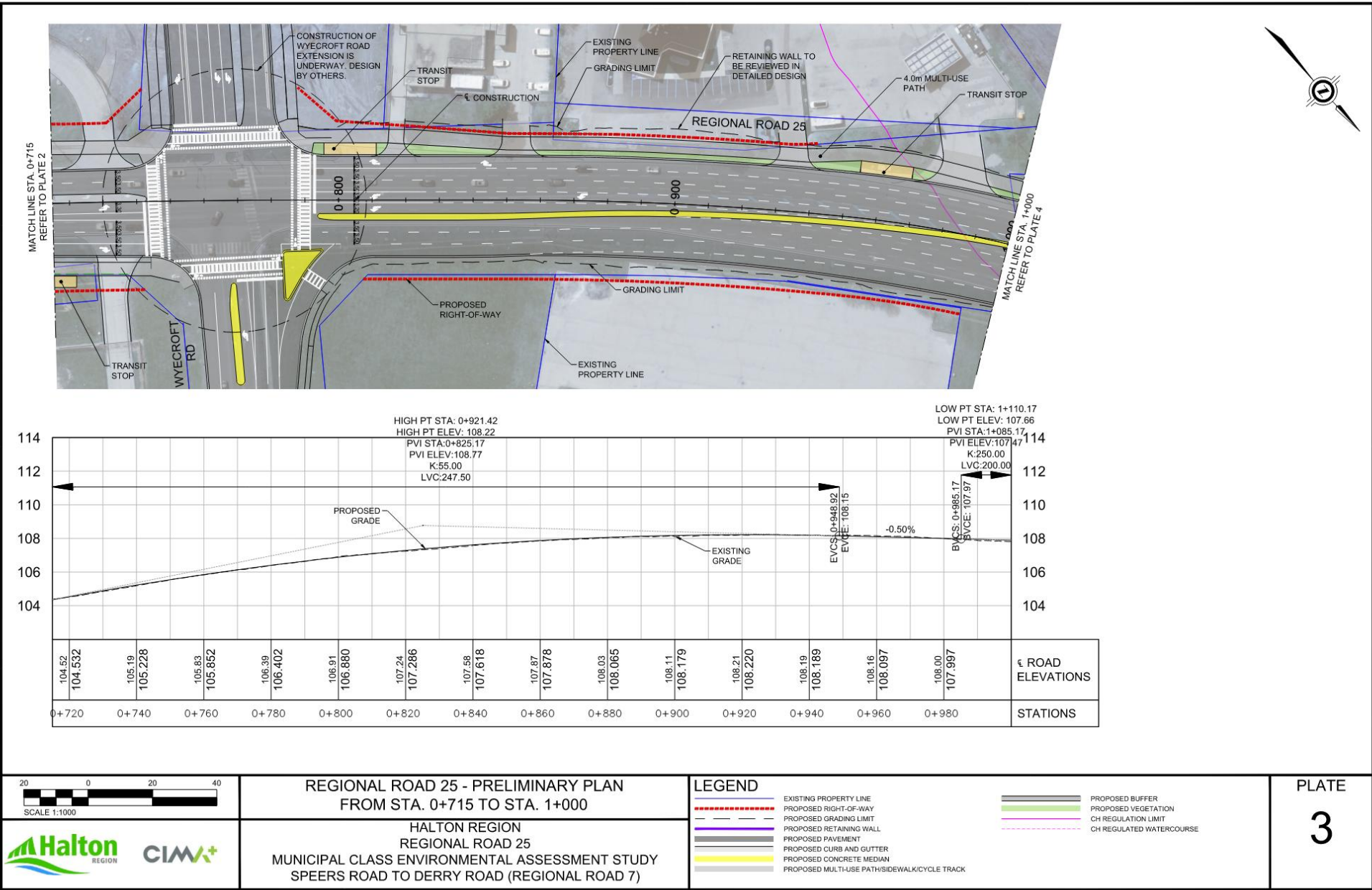
Regional Road 25 at GO/Metrolinx Overpass (Plate 2)



This section of Regional Road 25 is proposed to feature the following configuration:

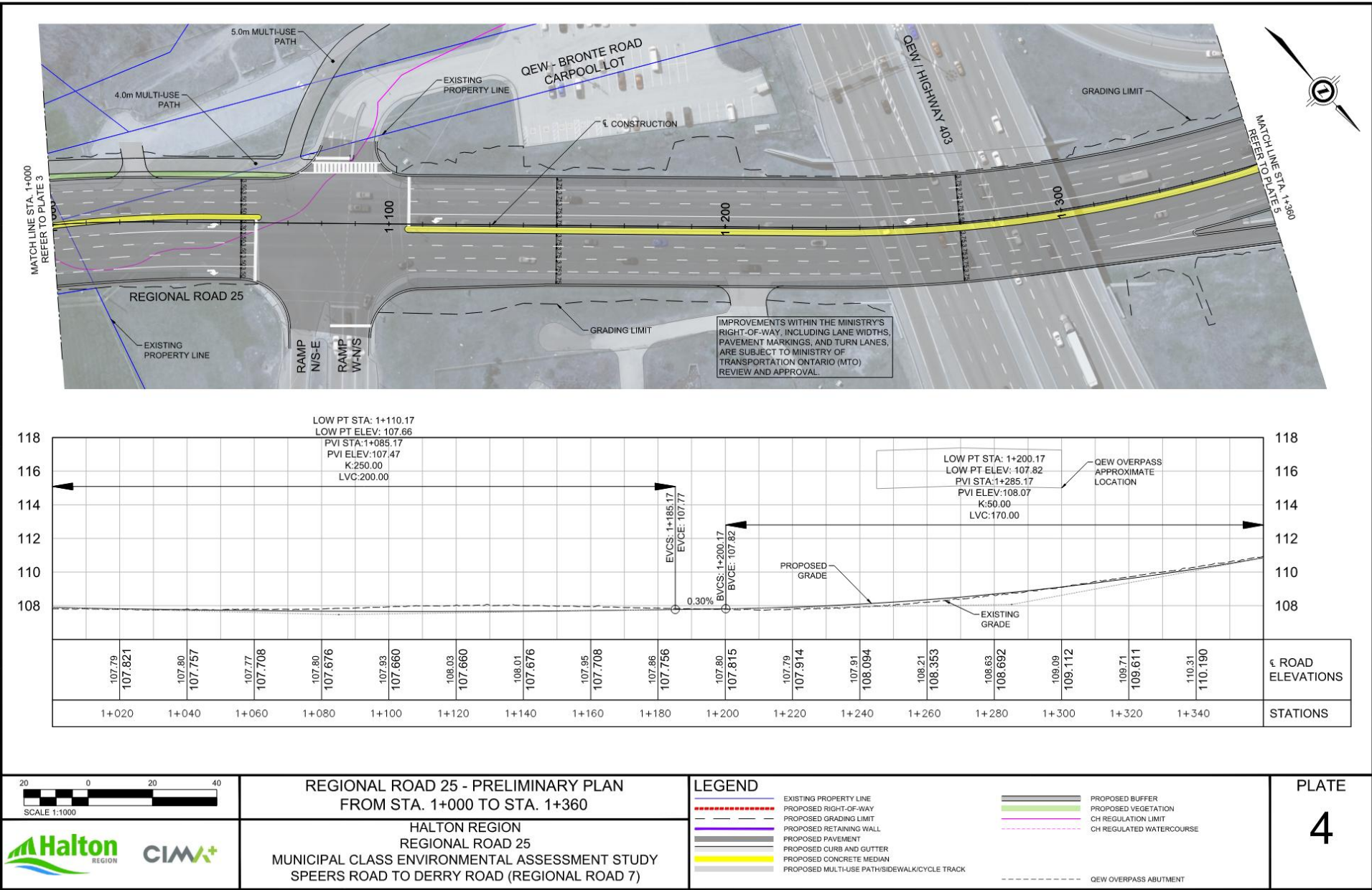
- 2 northbound and 2 southbound through lanes on Regional Road 25
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on both sides of Regional Road 25
- A retaining wall on the east side of Regional Road 25 along the multi-use path

Regional Road 25 at Wynecroft Road Intersection (Plate 3)



- This section of Regional Road 25 is proposed to feature the following configuration:
- 2 northbound and 2 southbound through lanes on Regional Road 25 south of Wynecroft Road
 - 3 northbound and 2 southbound through lanes on Regional Road 25 north of Wynecroft Road
 - A northbound left-turn and right-turn lane, and a southbound dual left-turn and right-turn lane at the Regional Road 25 and Wynecroft Road intersection
 - A concrete median on Regional Road 25 between the northbound and southbound lanes
 - A multi-use path on the west side of Regional Road 25; no active transportation facilities on the east side north of Wynecroft Road (up to North Service Road)
 - A crosswalk and crossride on each leg of the Regional Road 25 and Wynecroft Road intersection
 - On the west side of Regional Road 25 in the proximity of the TownePlace Suites (hotel), retaining wall to be reviewed in detailed design

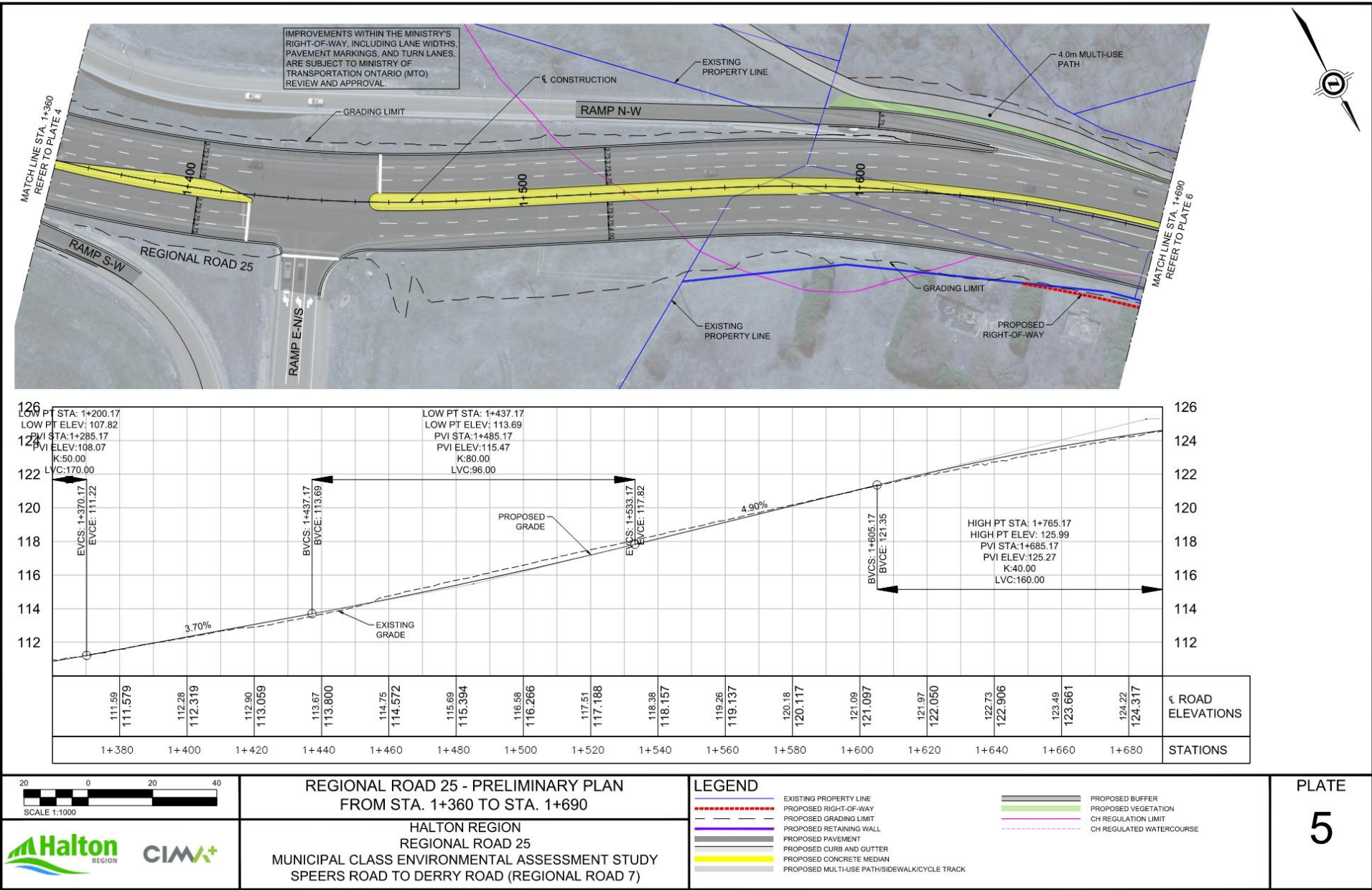
Regional Road 25 at QEW South Ramp Terminal (Plate 4)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound (1 will become a right-turn lane approaching Wyecroft Road intersection) and 3 southbound through lanes on Regional Road 25 south of the QEW – Bronte Road Carpool Lot intersection
- 4 northbound (3 through lanes and 1 lane to become QEW S-E ramp) and 3 southbound through lanes on Regional Road 25 north of the QEW – Bronte Road Carpool Lot intersection;
- A northbound left-turn and right-turn lane and a southbound left-turn lane at the Regional Road 25 and QEW – Bronte Road Carpool Lot intersection
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on the west side of Regional Road 25 south of the carpool lot which continues west of the carpool lot (as an off-road facility) based on its existing alignment crossing under the QEW
- A crosswalk on the west leg of Regional Road 25 and QEW – Bronte Road Carpool Lot
- Improvements within the Ministry's right-of-way, including lane widths, pavement markings, and turn lanes, are subject to ministry of Transportation Ontario (MTO) review and approval

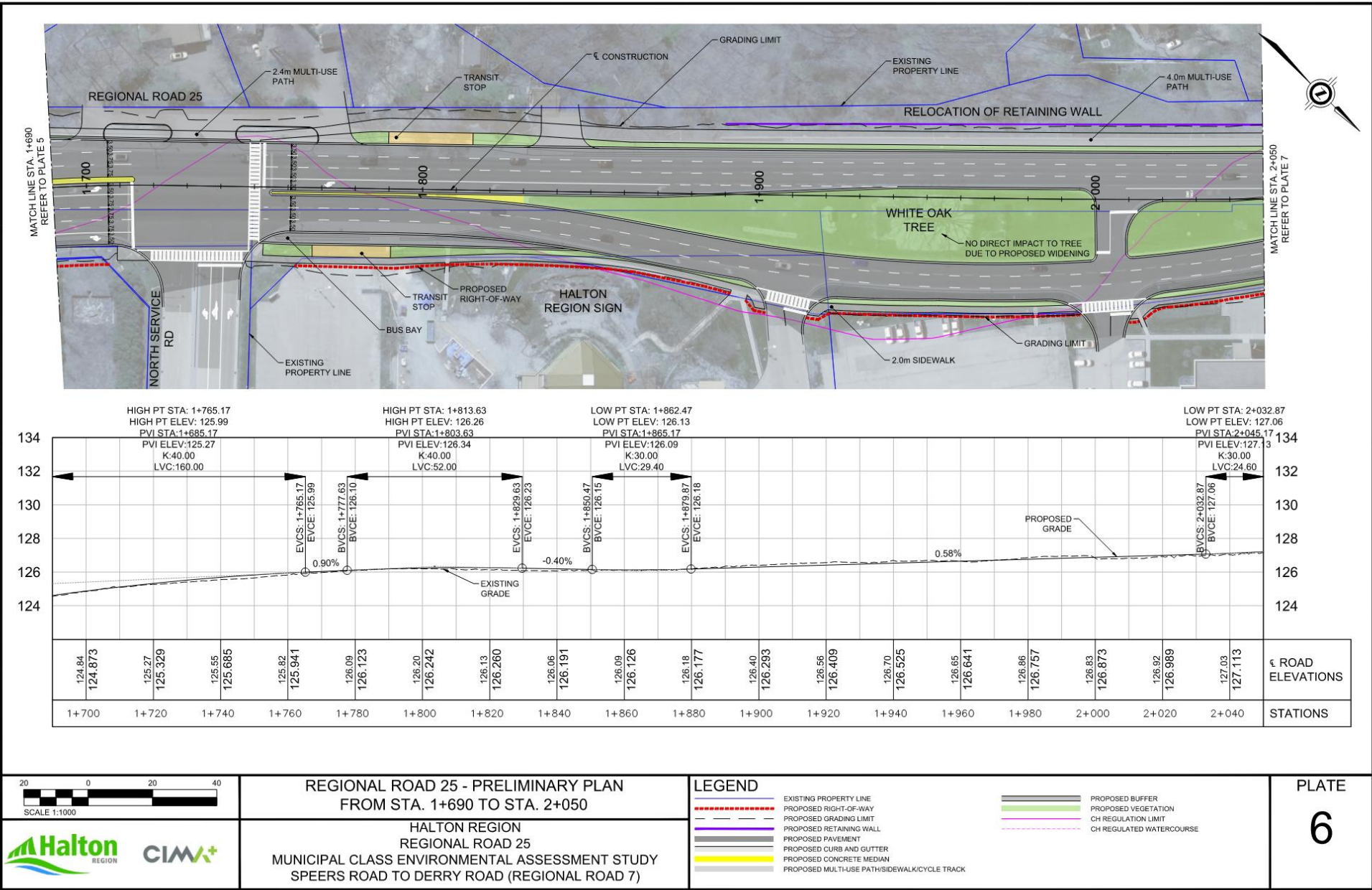
Regional Road 25 at QEW North Ramp Terminal (Plate 5)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- An off-road multi-use path on the west side of Regional Road 25
- The off-road multi-use path facility will connect to Regional Road 25 on the east side north of the QEW N-W on-ramp
- Improvements within the Ministry's right-of-way, including lane widths, pavement markings, and turn lanes, are subject to ministry of Transportation Ontario (MTO) review and approval

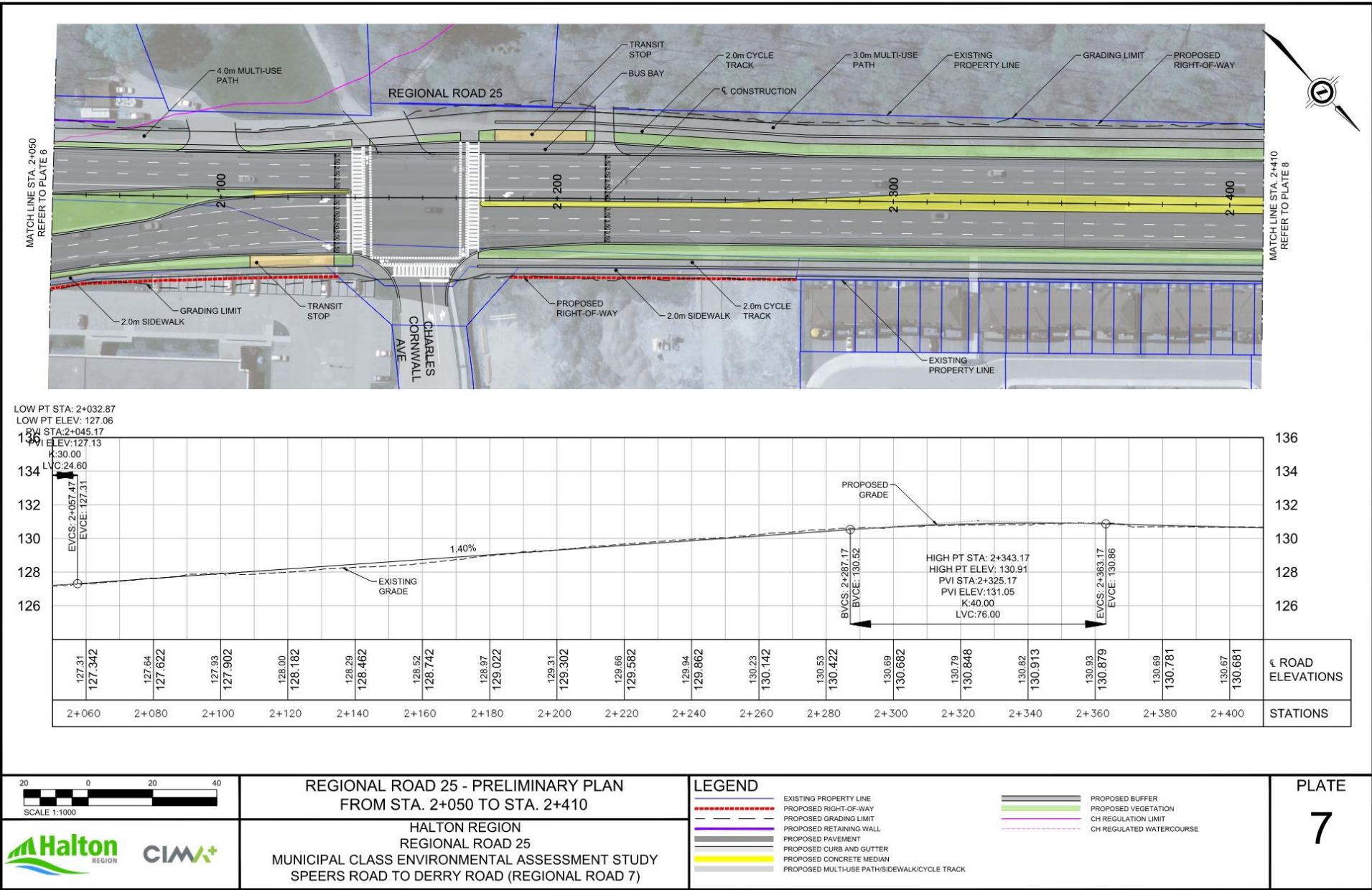
Regional Road 25 at North Service Road Intersection (Plate 6)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A northbound left-turn and right-turn lane, and a southbound left-turn lane at the Regional Road 25 and North Service Road intersection
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on the west side and a sidewalk on the east side of Regional Road 25 north of the North Service Road intersection
- A crosswalk on the north and east leg of the Regional Road 25 and North Service Road intersection
- No direct impact to the White Oak Tree in the median due to the proposed widening of Regional Road 25

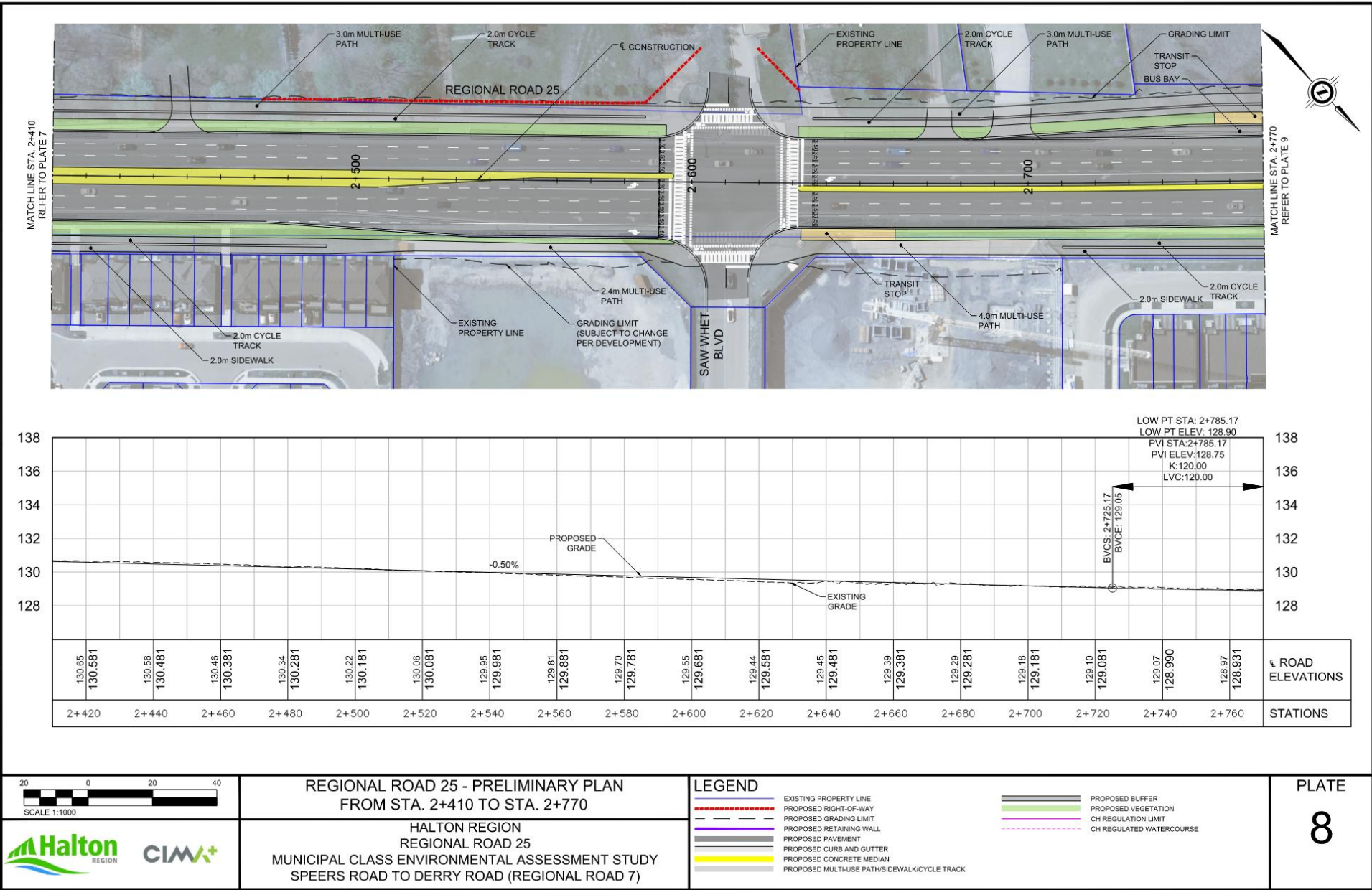
Regional Road 25 at Charles Cornwall Avenue Intersection (Plate 7)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A northbound left-turn and right-turn lane, and a southbound left-turn lane at the Regional Road 25 and Charles Cornwall Avenue intersection
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- North of Charles Cornwall Avenue, a cycle track and multi-use path on the west side, and a cycle track and sidewalk on the east side of Regional Road 25
- A crosswalk and crossride on the south, north, and east leg of the Regional Road 25 and Charles Cornwall Avenue intersection

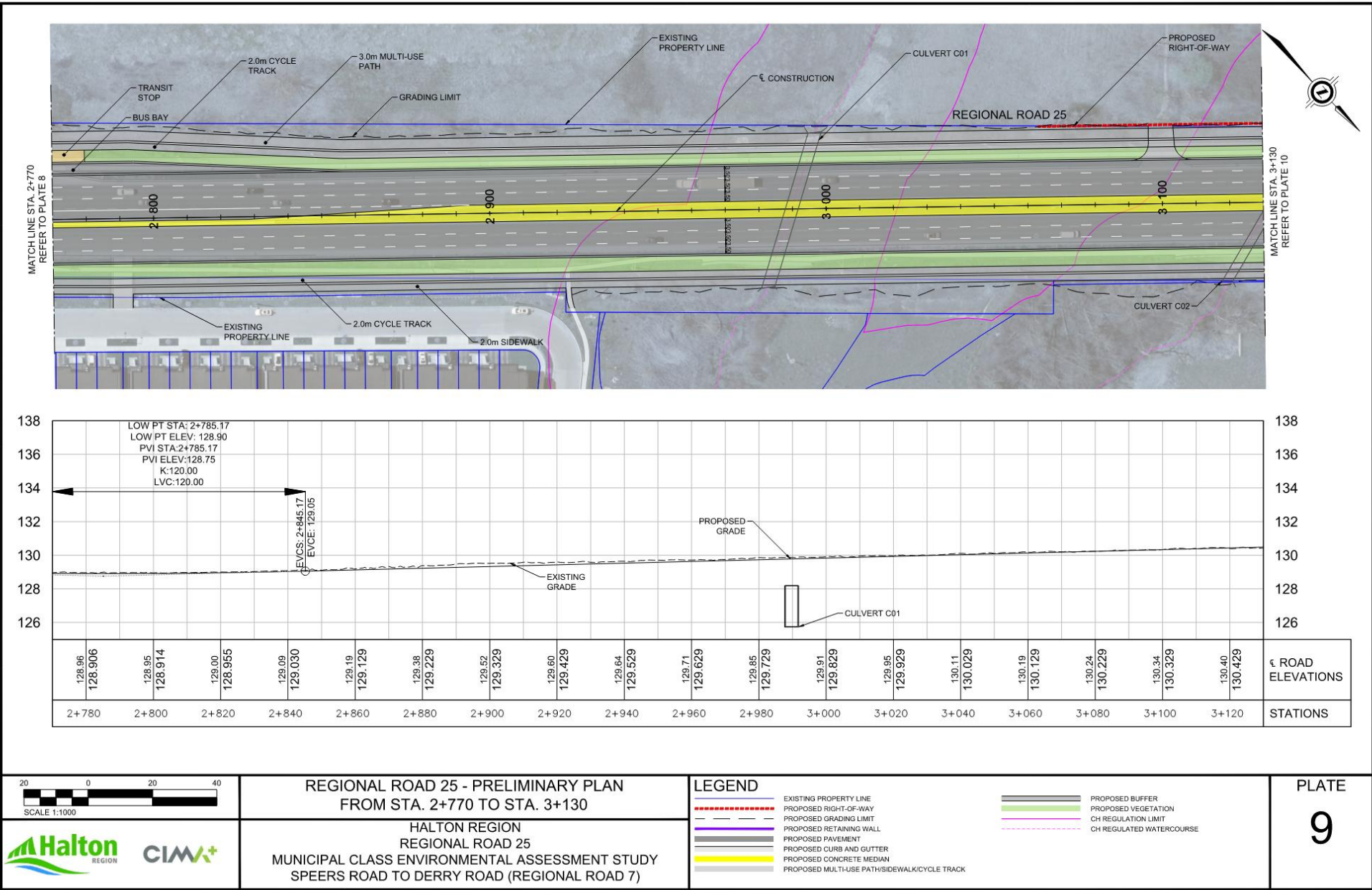
Regional Road 25 at Saw Whet Boulevard Intersection (Plate 8)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A northbound left-turn and right-turn lane and a southbound left-turn lane at the Regional Road 25 and Saw Whet Boulevard intersection
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A cycle track and multi-use path on the west side of Regional Road 25
- A multi-use path on the east side of Regional Road 25 immediate to the south and north of the Saw Whet Boulevard; the multi-use path becomes a cycle track / sidewalk about 100 m north of the Saw Whet Boulevard intersection
- A crosswalk and crossride on each leg of the Regional Road 25 and Saw Whet Boulevard intersection

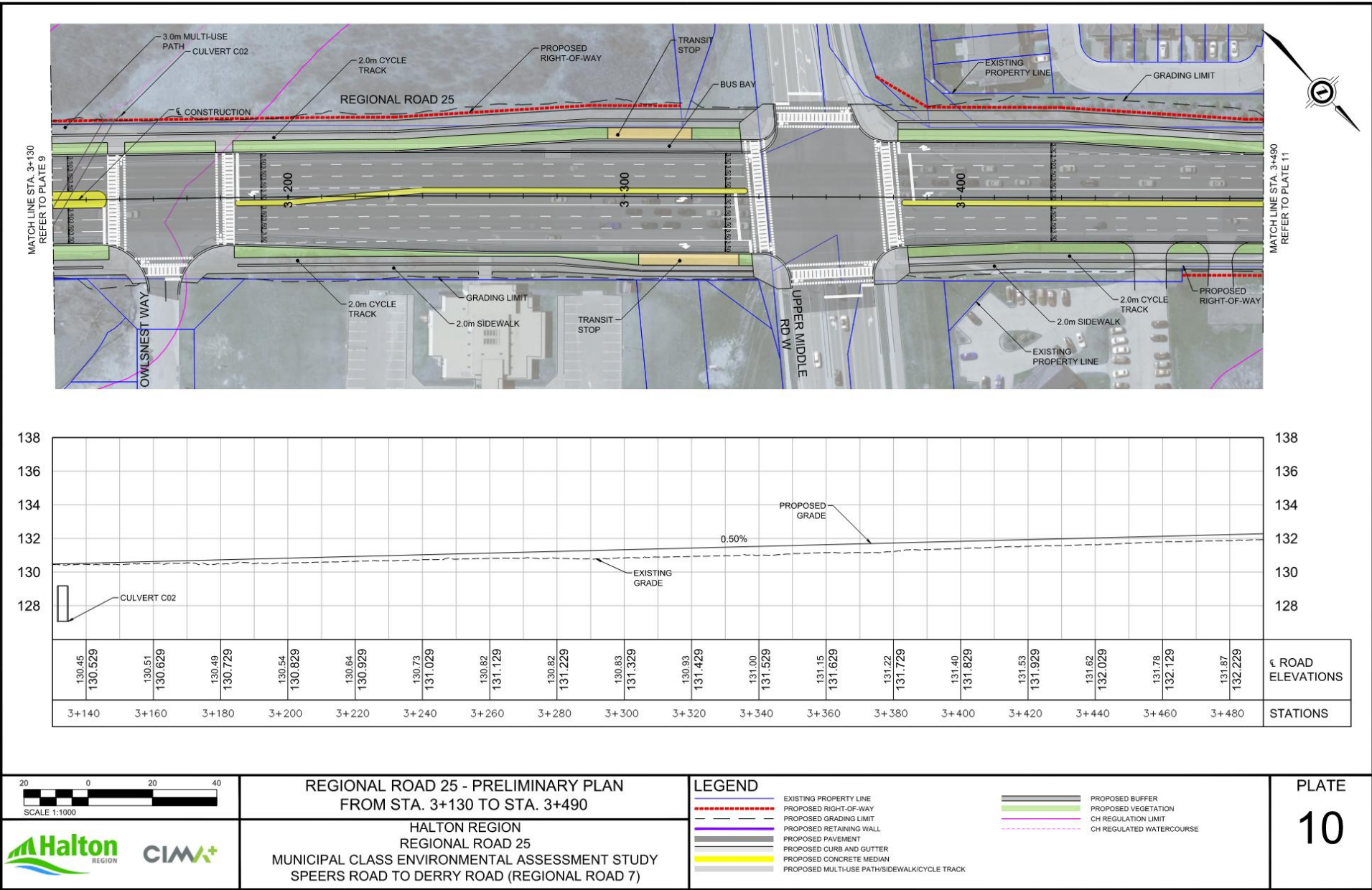
Section of Regional Road 25 between Saw Whet Boulevard and Owlsnest Way (Plate 9)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A cycle track and multi-use path on the west side, and a cycle track and sidewalk on the east side of Regional Road 25

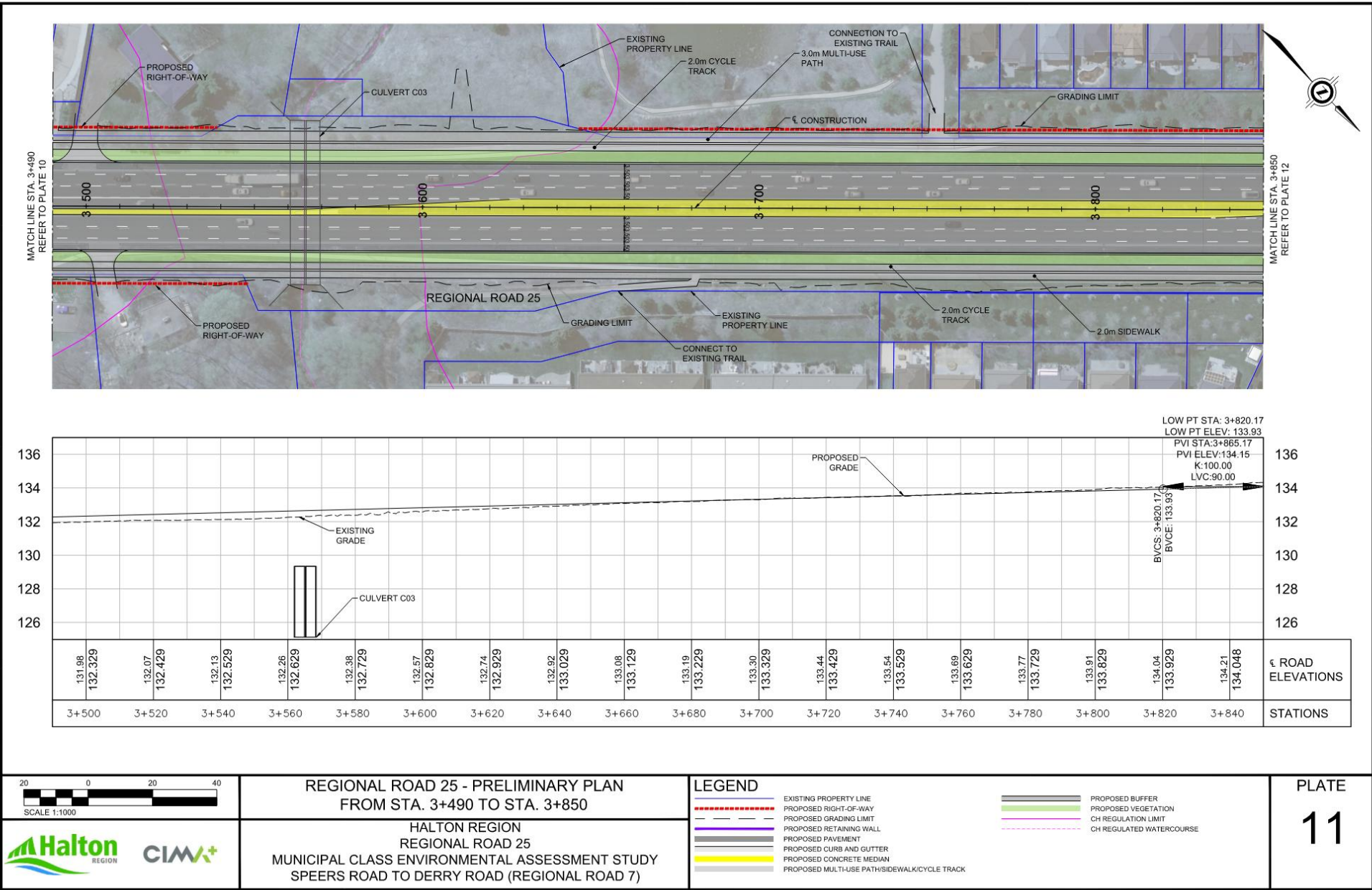
Regional Road 25 between Owlsnest Way Intersection and Upper Middle Road West Intersection (Plate 10)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A southbound left-turn at the Regional Road 25 and Owlsnest Way intersection
- A northbound left-turn and right-turn lane, and a southbound left-turn and right-turn lane at the Regional Road 25 and Upper Middle Road West intersection
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A cycle track and multi-use path on the west side, and a cycle track and sidewalk on the east side of Regional Road 25
- A crosswalk and crossride on each leg of the Regional Road 25 and Owlsnest Way intersection and Upper Middle Road West intersection

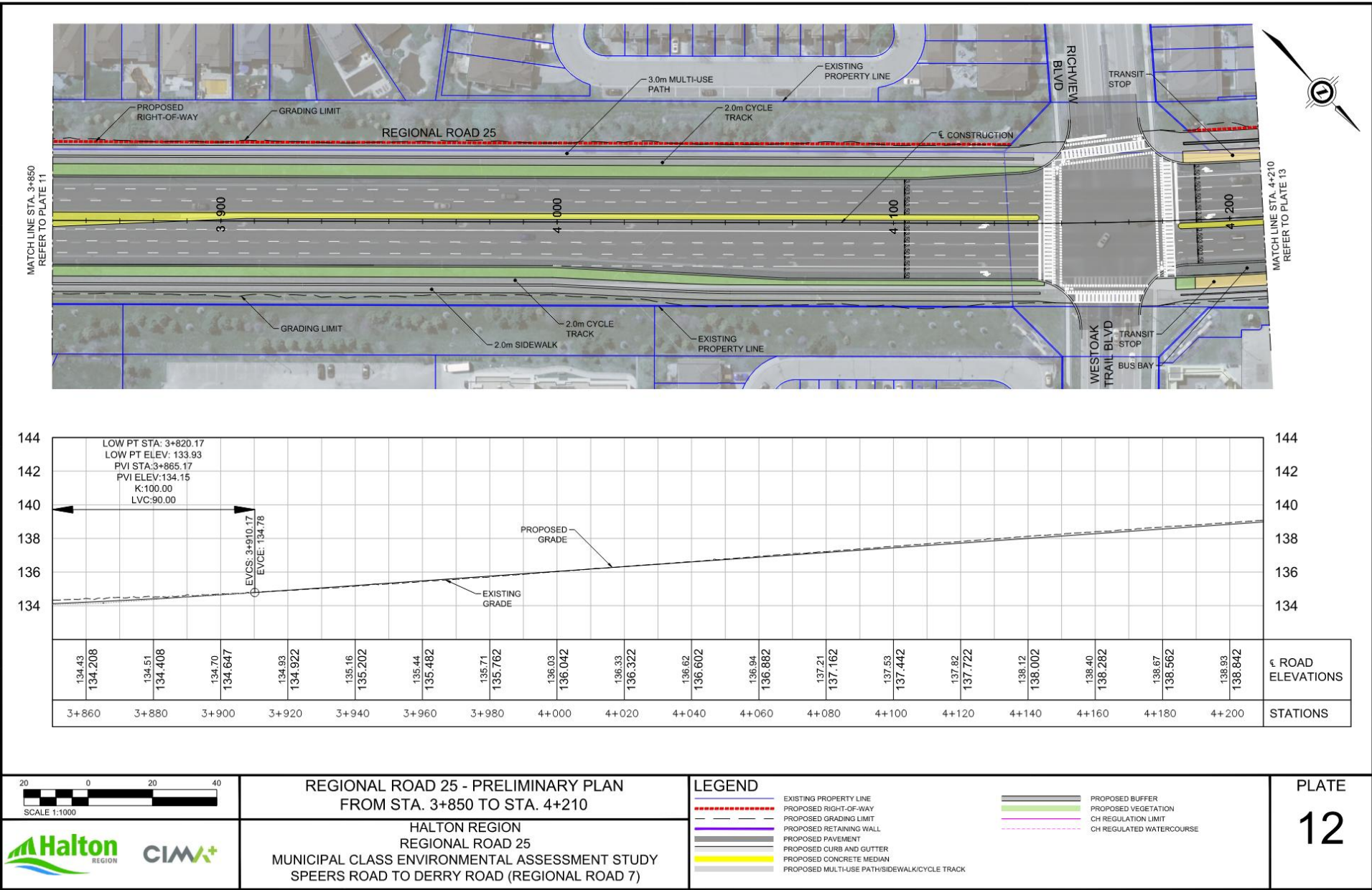
Section of Regional Road 25 between Upper Middle Road West and Westoak Trails Boulevard (Plate 11)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A cycle track and multi-use path on the west leg, and a cycle track and sidewalk on the east side of Regional Road 25
- Connect to the existing trails on the east side and west side of Regional Road 25

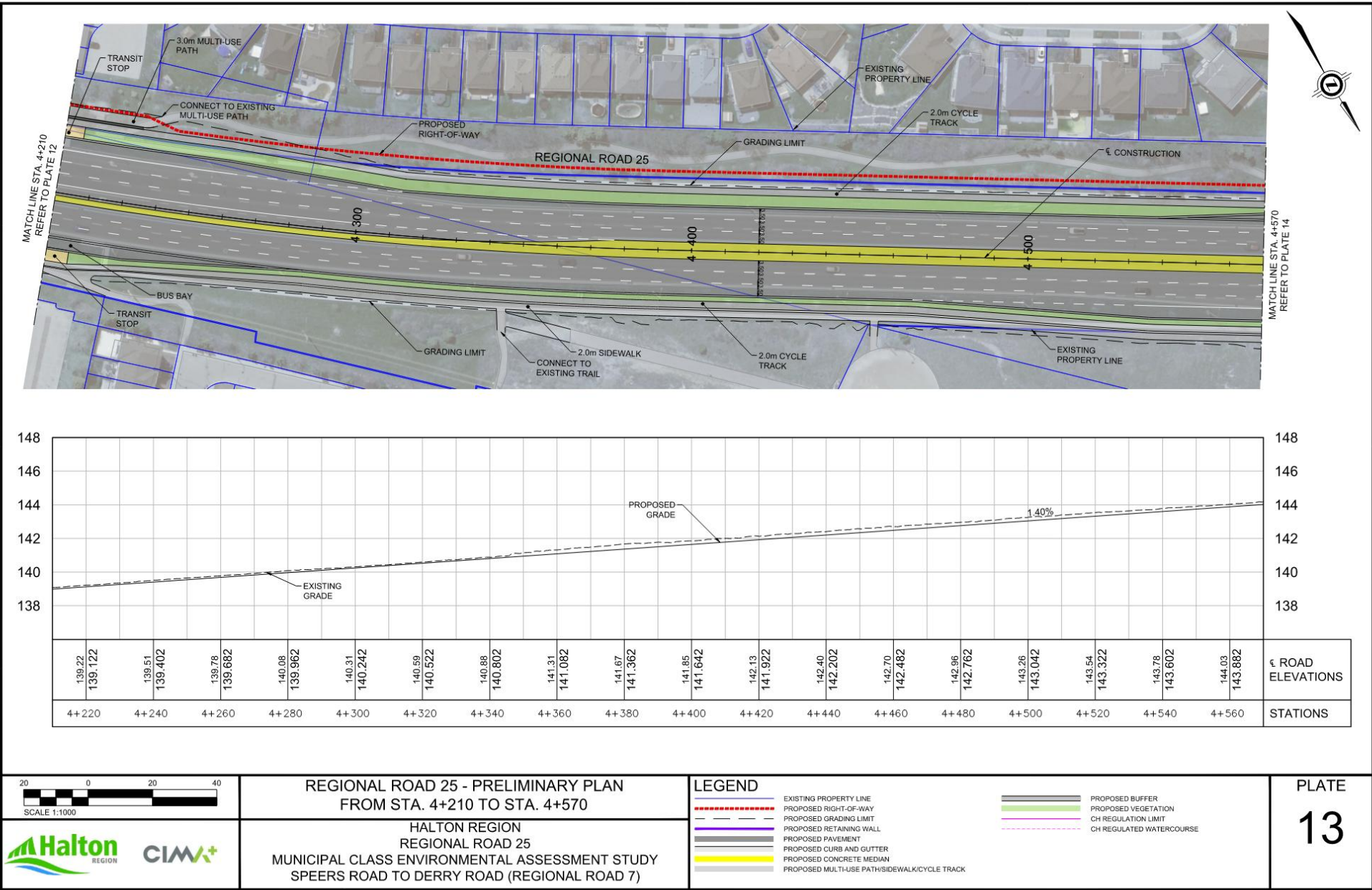
Regional Road 25 at Westoak Trails Boulevard / Richview Boulevard Intersection (Plate 12)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A northbound left-turn and right-turn lane, and a southbound left-turn and right-turn lane at the Regional Road 25 and Westoak Trails Boulevard / Richview Boulevard intersection
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A cycle track and multi-use path on the west side, and a cycle track and sidewalk on the east side of Regional Road 25
- A crosswalk and crossride on each leg of the Regional Road 25 and Westoak Trails Boulevard intersection

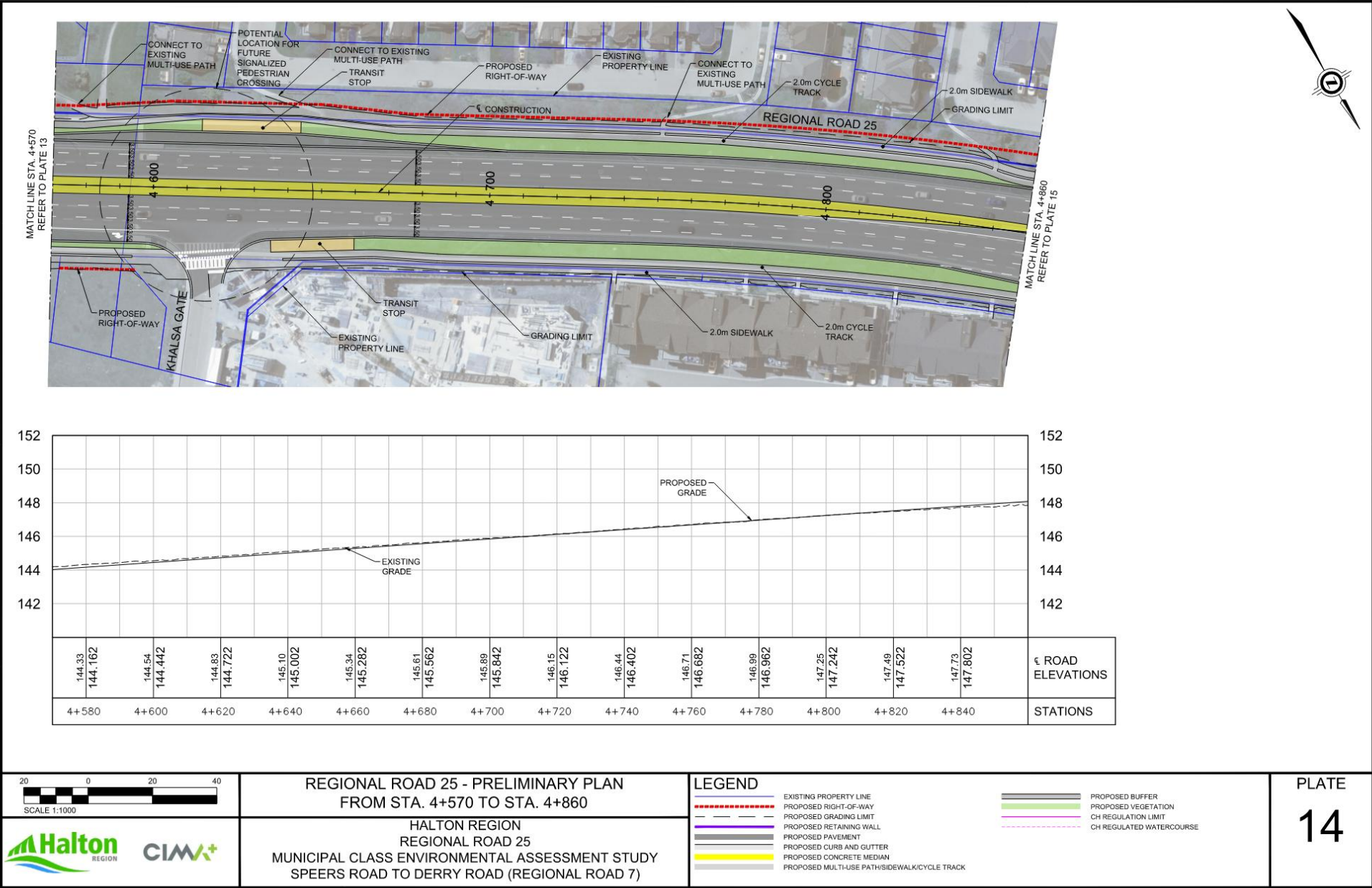
Section of Regional Road 25 between Westoak Trails Boulevard / Richview Boulevard and Khalsa Gate (Plate 13)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A cycle track and multi-use path on the west side (connect to existing multi-use path), and a cycle track and sidewalk on the east side of Regional Road 25
- Connect to the existing trail system on the east side of Regional Road 25

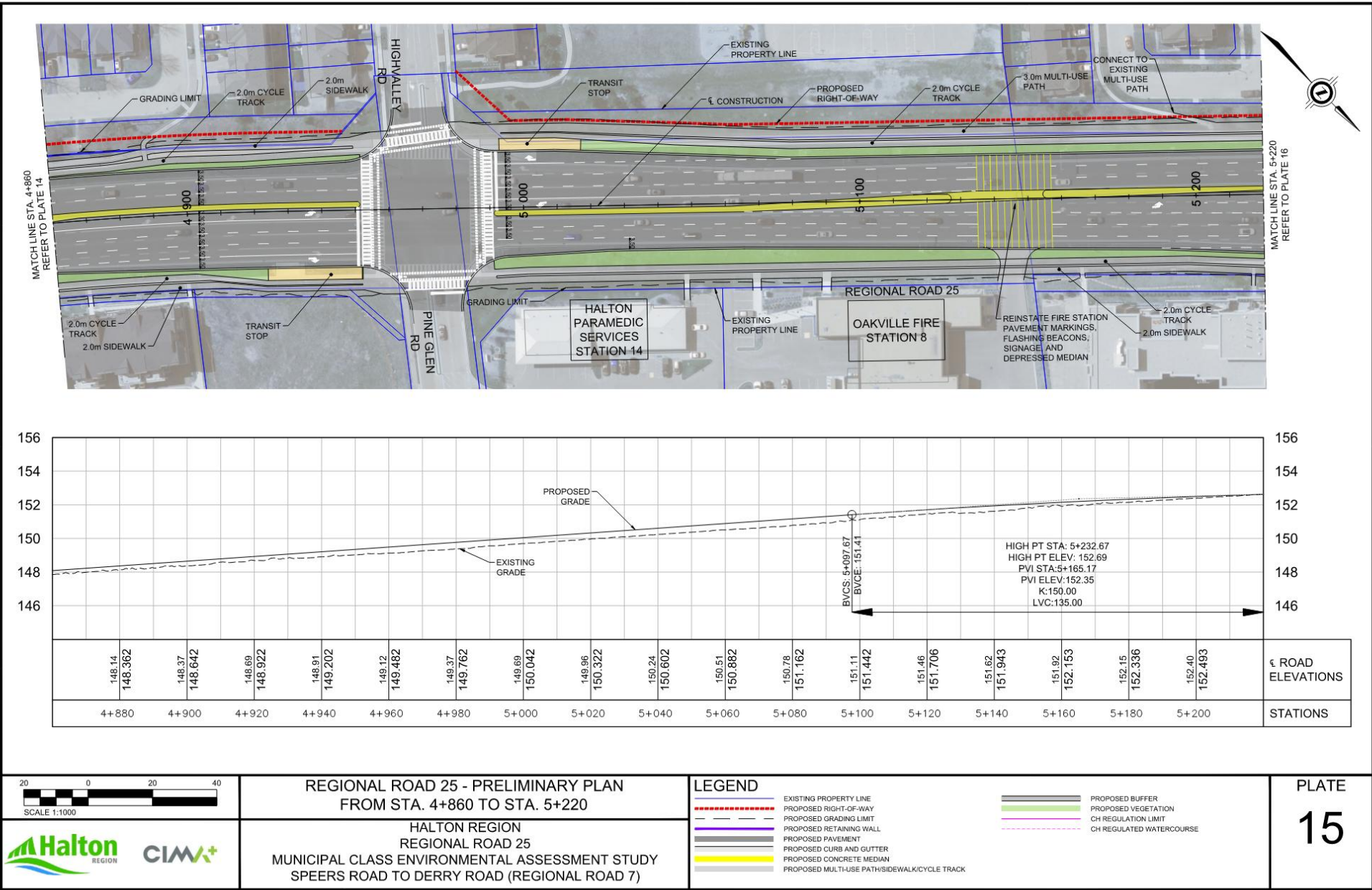
Regional Road 25 at Khalsa Gate (Plate 14)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A northbound right-turn lane at the Regional Road 25 and Khalsa Gate
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A cycle track and sidewalk on both sides of Regional Road 25
- A crosswalk and crossride on the east leg of the Regional Road 25 and Khalsa Gate
- Potential location for future signalized pedestrian crossing on Regional Road 25 in the proximity of the Khalsa Gate

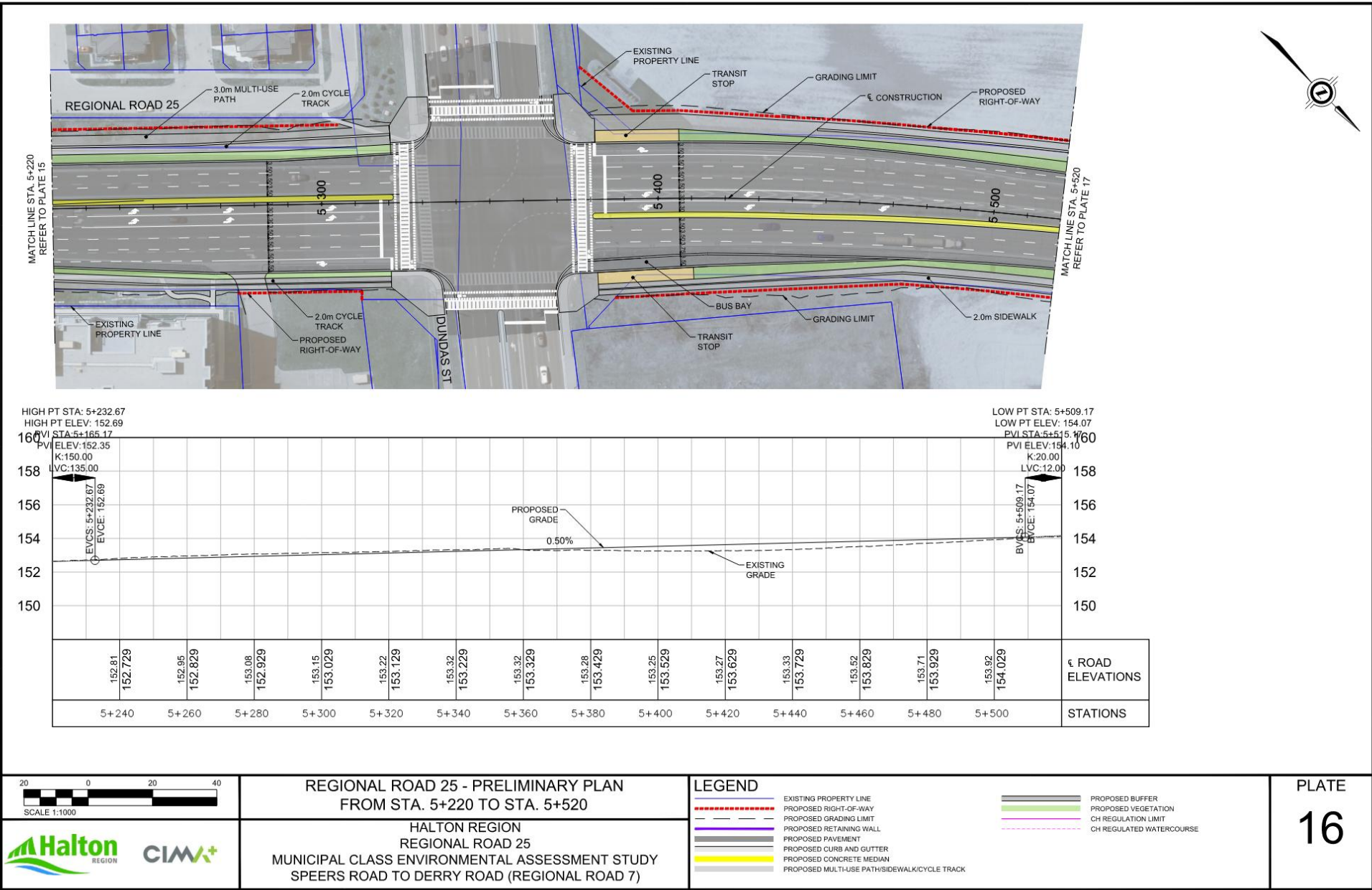
Regional Road 25 at Pine Glen Road / Highvalley Road Intersection (Plate 15)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A northbound left-turn and right-turn lane, and southbound left-turn and right-turn lane at the Regional Road 25 and Pine Glen Road / Highvalley Road intersection
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A cycle track and sidewalk on both sides of Regional Road 25 south of Pine Glen Road
- A cycle track and multi-use path on the west side, and a cycle track and sidewalk on the east side of Regional Road 25 north of Pine Glen Road / Highvalley Road
- A crosswalk and crossride on each leg of the Regional Road 25 and Pine Glen Road / Highvalley Road intersection

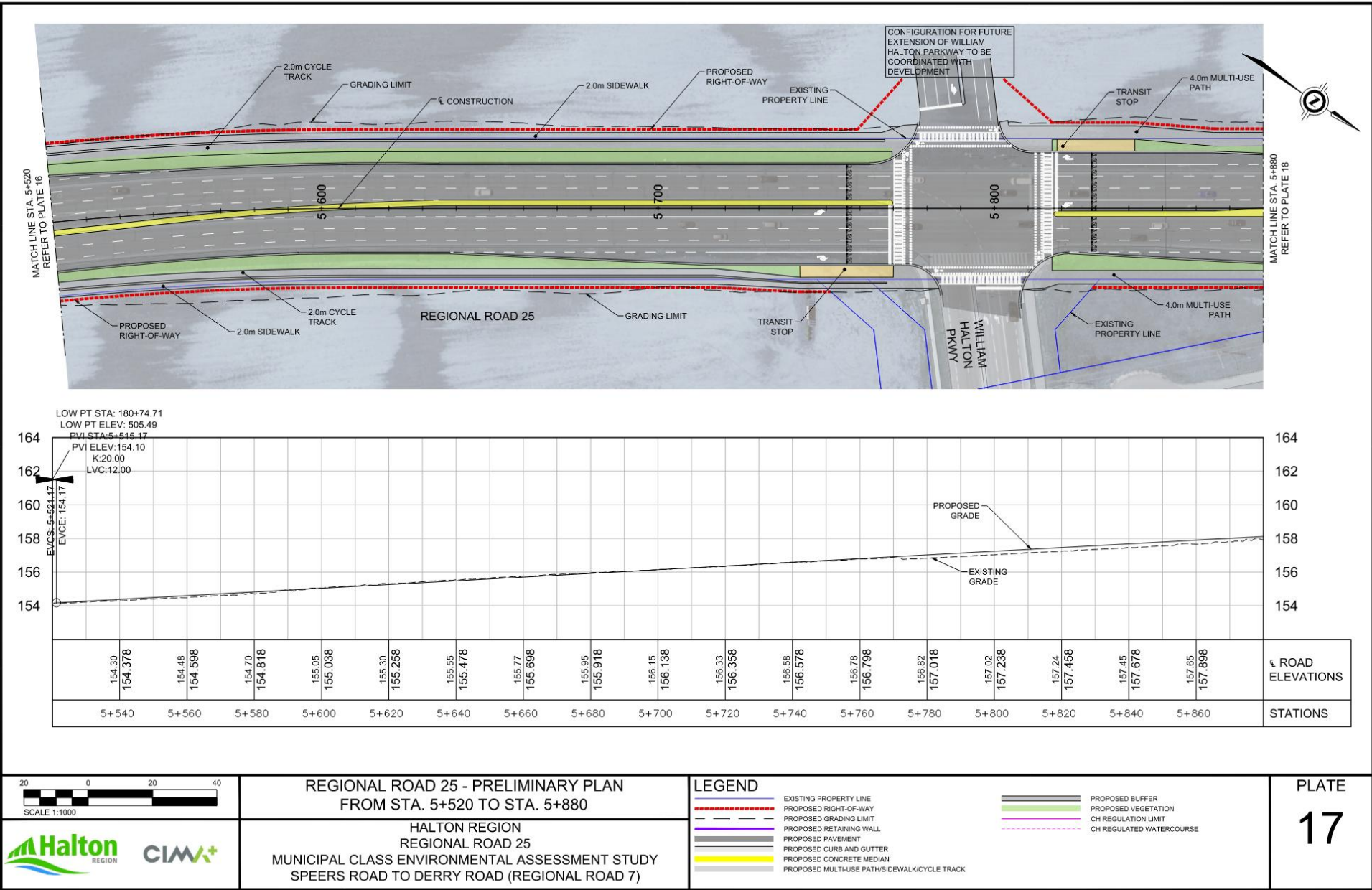
Regional Road 25 at Dundas Street Intersection (Plate 16)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A northbound dual left-turn and right-turn lane, and a southbound dual left-turn and right-turn lane at the Regional Road 25 and Dundas Street intersection
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A cycle track and multi-use path on the west side, and a cycle track and sidewalk on the east side of Regional Road 25
- A crosswalk and crossride on each leg of the Regional Road 25 and Dundas Street intersection

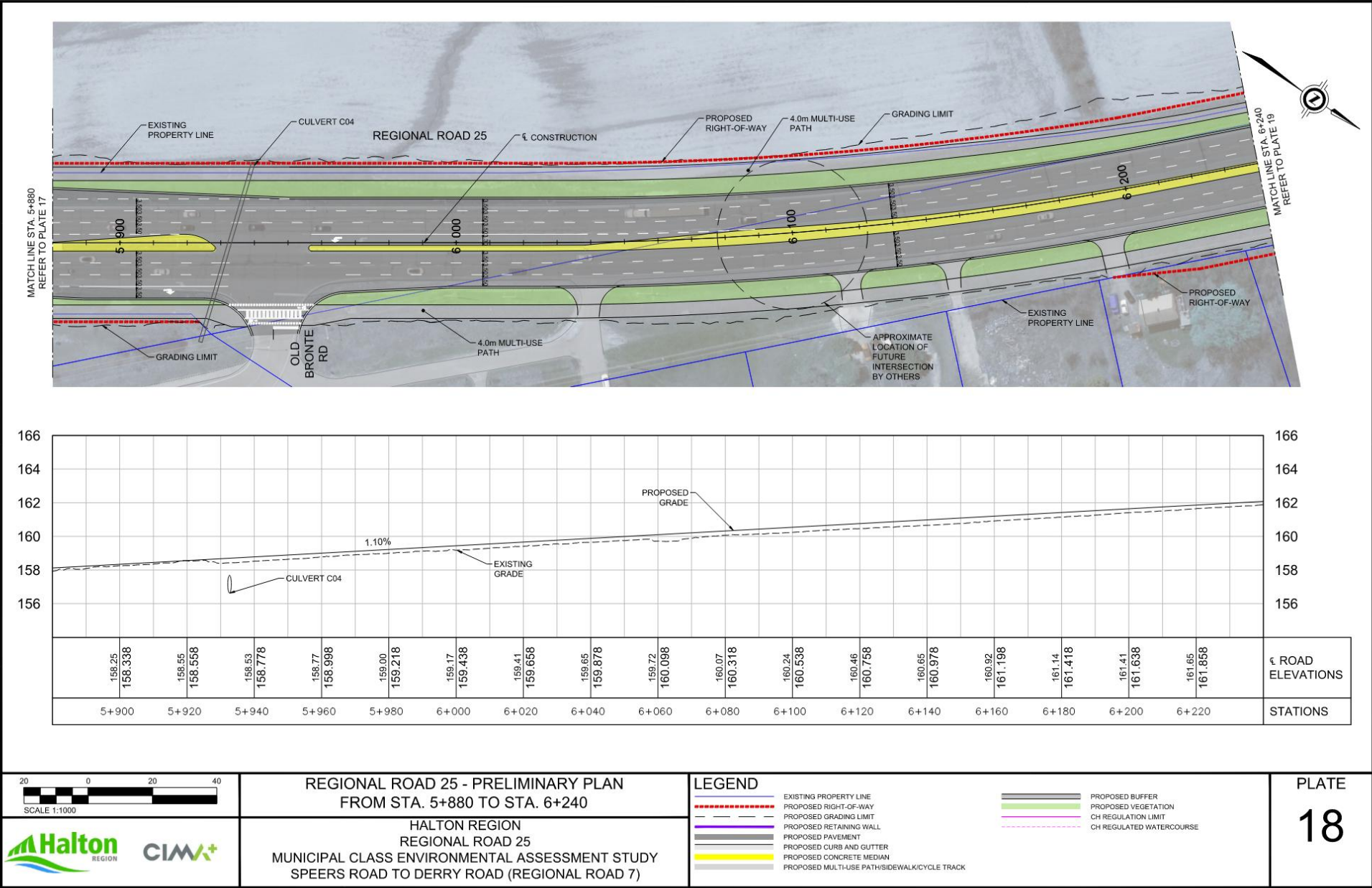
Regional Road 25 at William Halton Parkway Intersection (Plate 17)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A northbound right-turn lane and a southbound left-turn lane at the Regional Road 25 and William Halton Parkway intersection
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A cycle track and sidewalk on both sides of Regional Road 25 south of William Halton Parkway
- A multi-use path on both sides of Regional Road 25 north of William Halton Parkway
- A crosswalk and crossride each leg of the Regional Road 25 and William Halton Parkway intersection
- Configuration for future extension of William Halton Parkway (west leg) to be coordinated with development

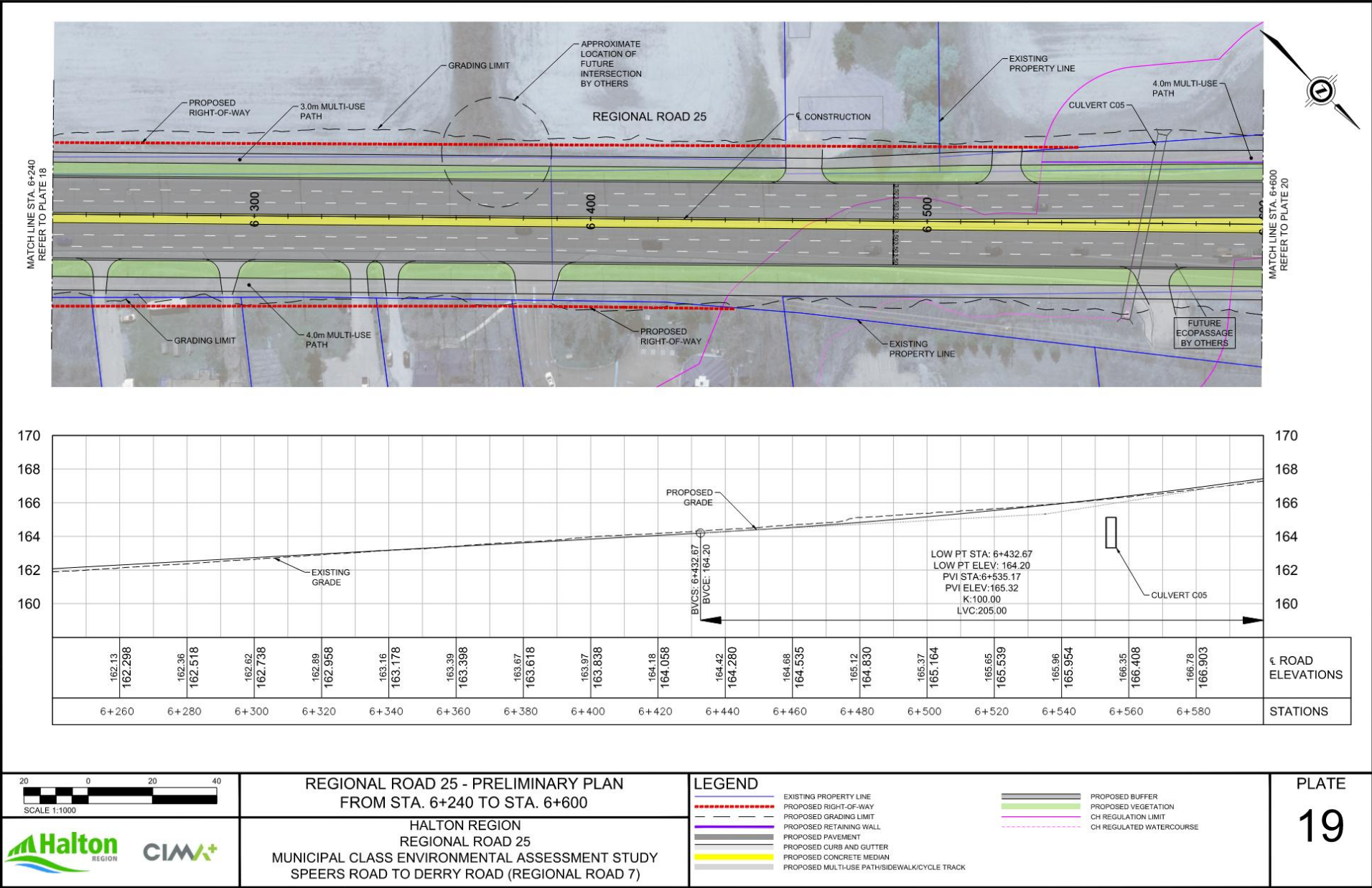
Regional Road 25 at Old Bronte Road Intersection (Plate 18)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A northbound right-turn lane, and a southbound left-turn at the Regional Road 25 and Old Bronte Road intersection
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on both sides of Regional Road 25
- A crosswalk and crossride on the east leg of the Regional Road 25 and Old Bronte Road intersection
- Approximate location of future intersection by others noted north of Old Bronte Road

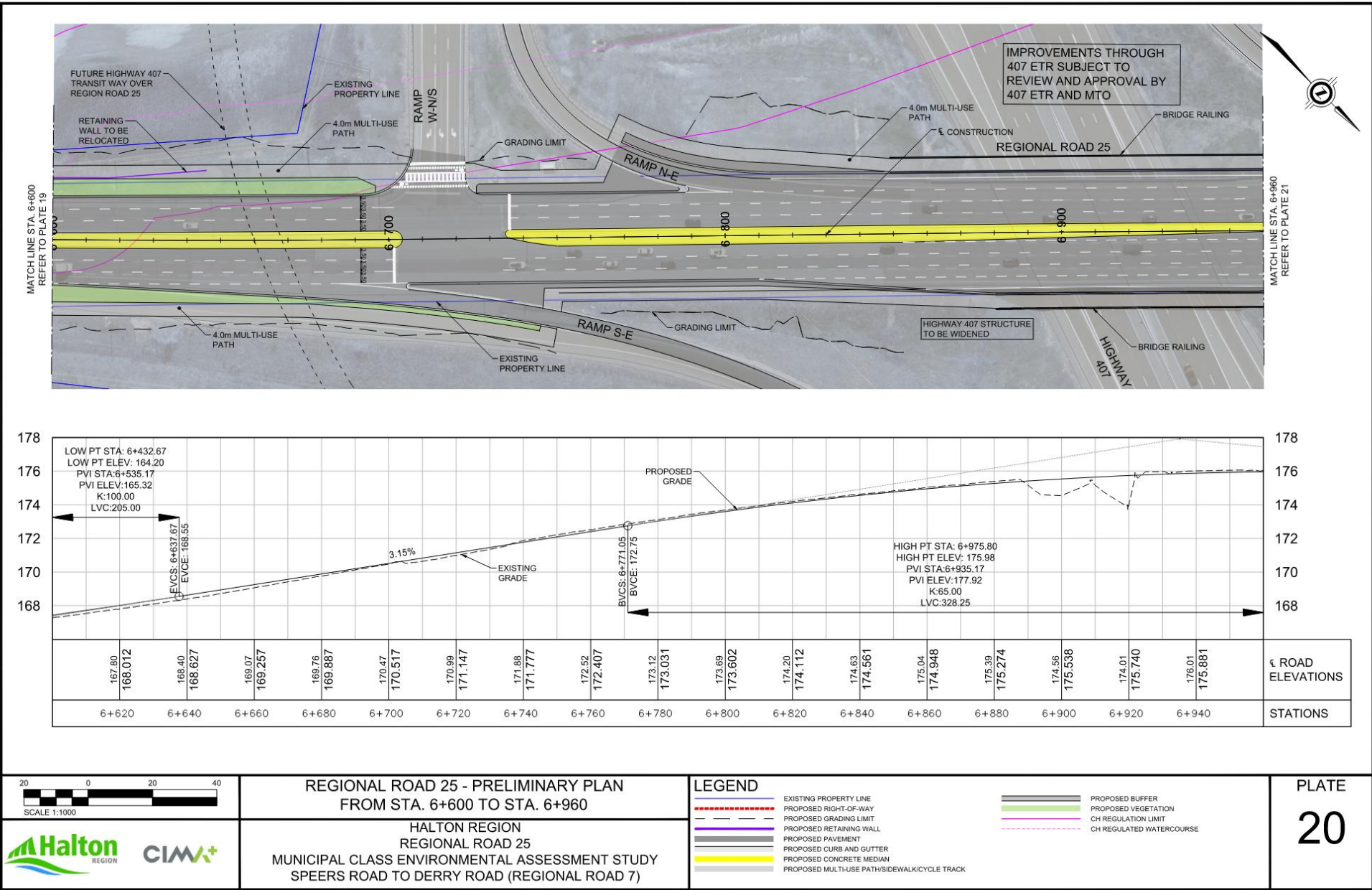
Section of Regional Road 25 between Old Bronte Road and Highway 407 (Plate 19)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on both sides of Regional Road 25
- Approximate location of future intersection by others noted on the west side of Regional Road 25
- Future ecopassage by others noted just south of Highway 407

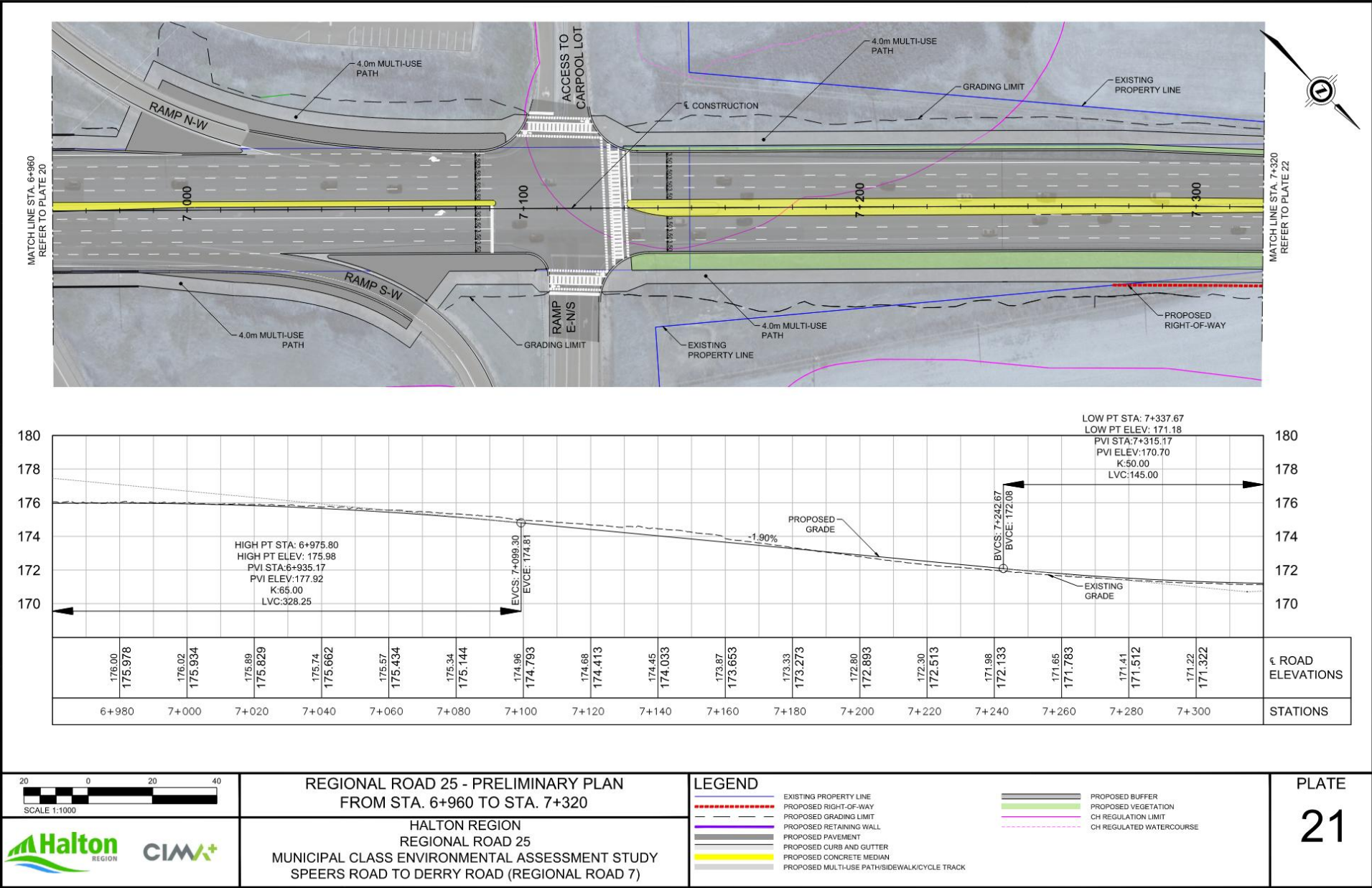
Regional Road 25 at Highway 407 South Ramp Terminal (Plate 20)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A northbound and southbound auxiliary lane at the Regional Road 25 and Highway 407 W-N/S Ramp intersection
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on both sides of Regional Road 25; including crossings of Highway 407 S-E Ramp and N-E Ramp
- A crosswalk and crossride on the west leg of the Regional Road 25 and Highway 407 Off-Ramp intersection
- Highway 407 structure to be widened
- Improvements through 407 ETR subject to review and approval by 407 ETR and MTO

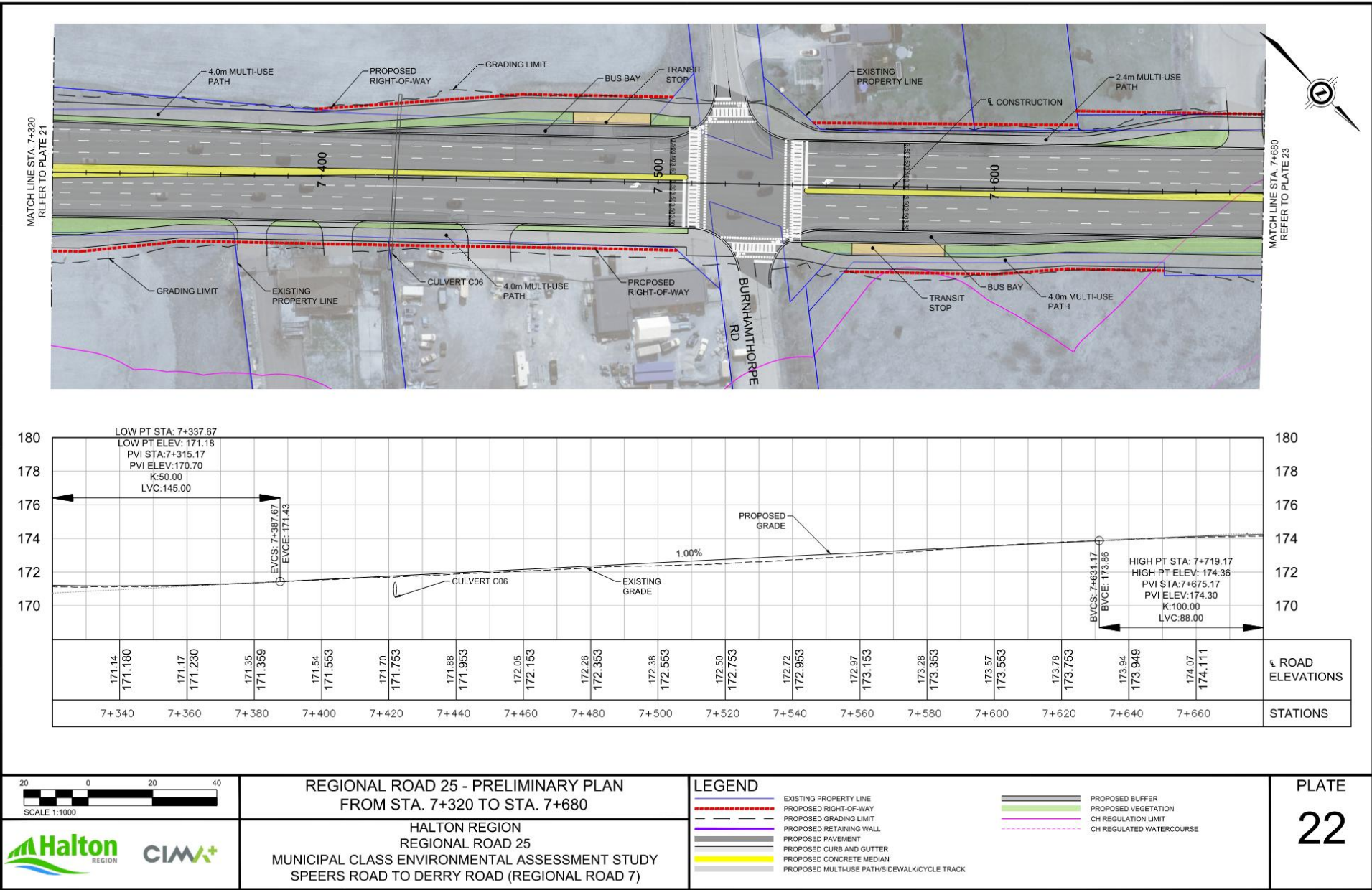
Regional Road 25 at Highway 407 North Ramp Terminal (Plate 21)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A northbound and southbound auxiliary lane at the Regional Road 25 and Highway 407 Carpool Lot intersection
- A northbound left-turn lane at the Regional Road 25 and Highway 407 Carpool Lot intersection
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on both sides of Regional Road 25
- A crosswalk and crossride on the west, north, and east leg of the Regional Road 25 and Highway 407 E-N/S Ramp and Carpool Lot intersection

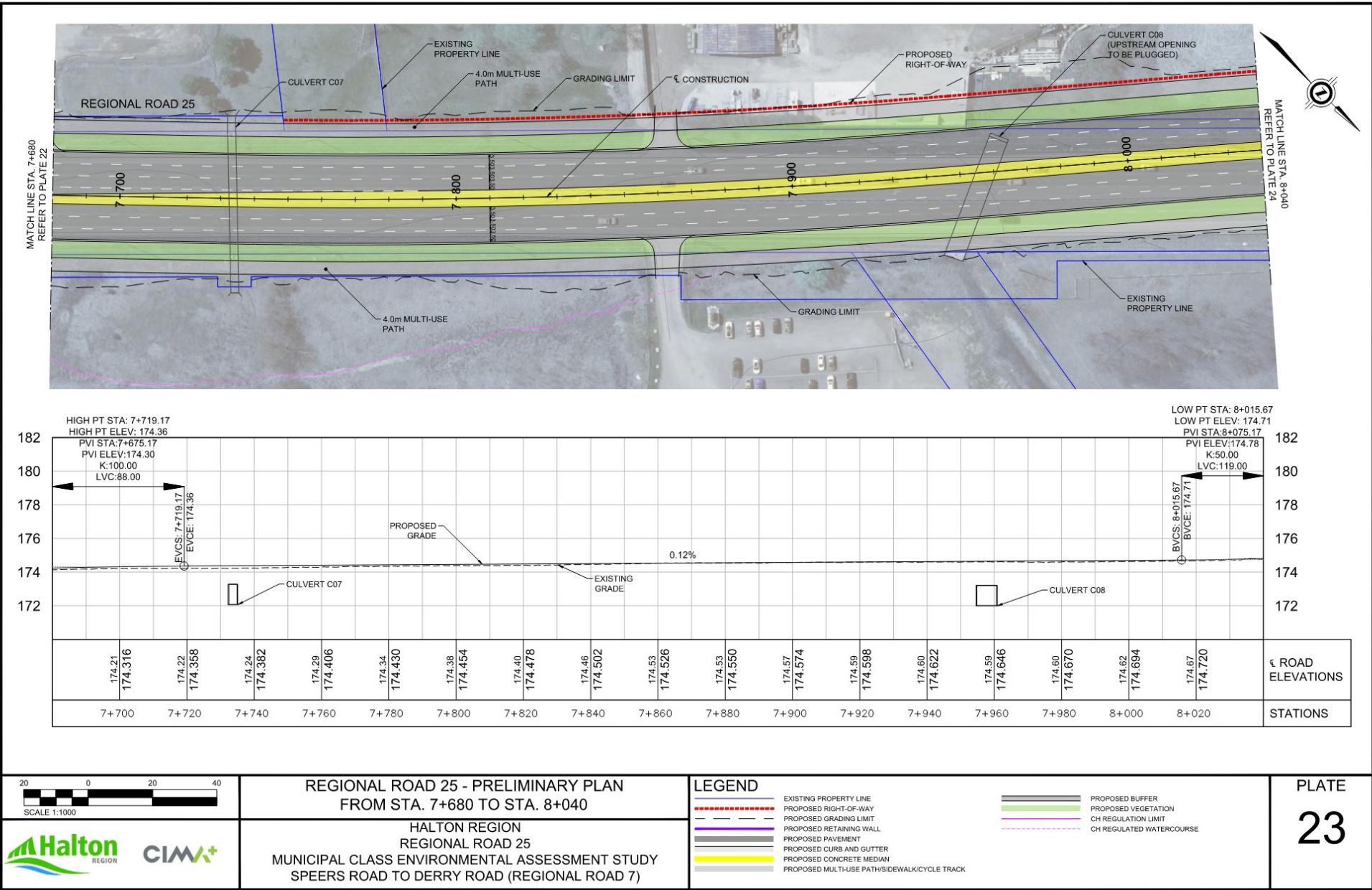
Regional Road 25 at Burnhamthorpe Road Intersection (Plate 22)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A northbound left-turn lane, and a southbound left-turn lane at the Regional Road 25 and Burnhamthorpe Road intersection
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on both sides of Regional Road 25
- A crosswalk and crossride on each leg of the Regional Road 25 and Burnhamthorpe Road intersection

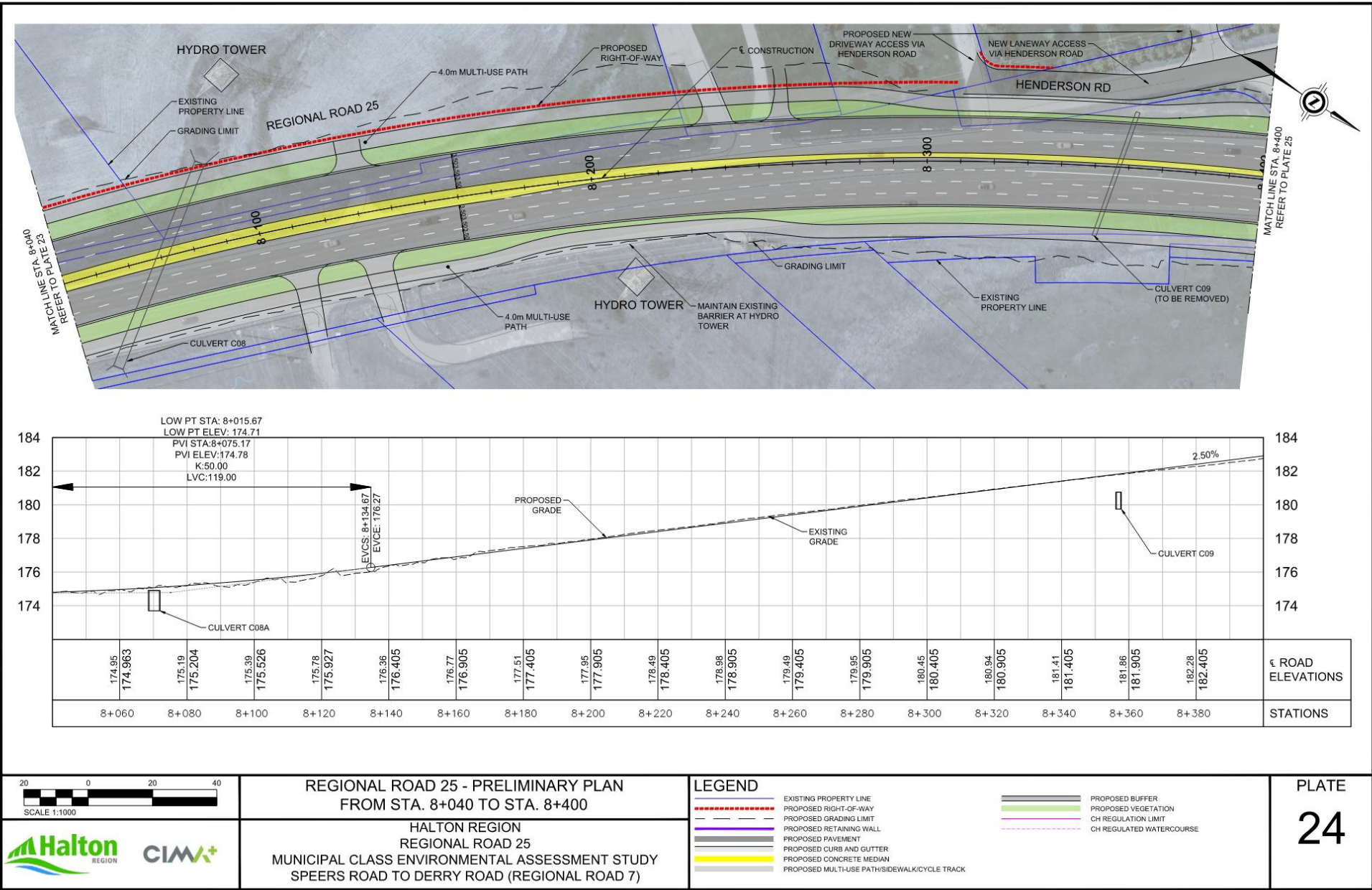
Regional Road 25 between Burnhamthorpe Road and Henderson Road (Plate 23)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on both sides of Regional Road 25

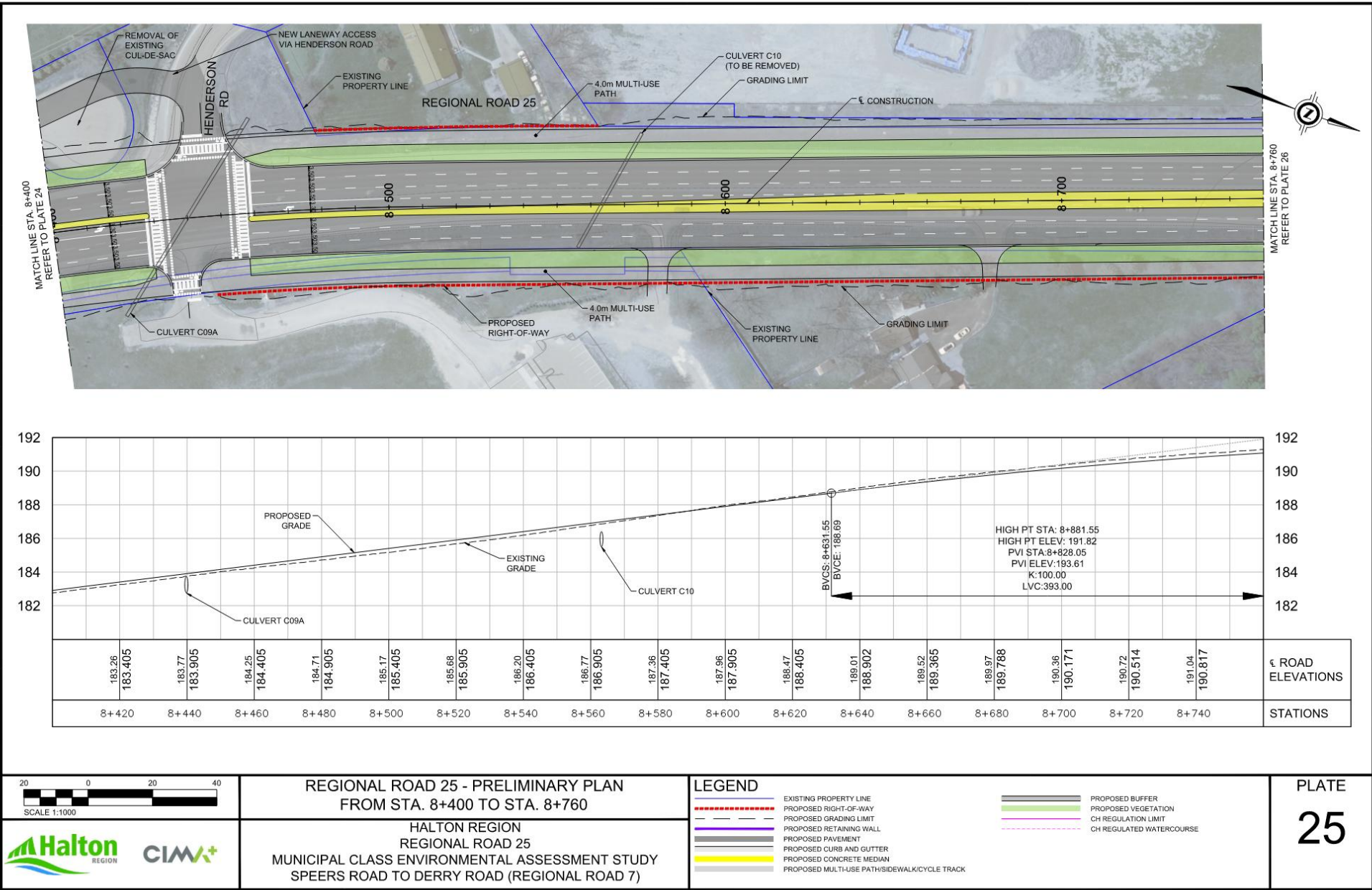
Regional Road 25 between Burnhamthorpe Road and Henderson Road (Plate 24)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on both sides of Regional Road 25
- New laneway access to private properties on the west side of Regional Road 25 via Henderson Road
- Maintain existing barrier at hydro tower on the east side of Regional Road 25

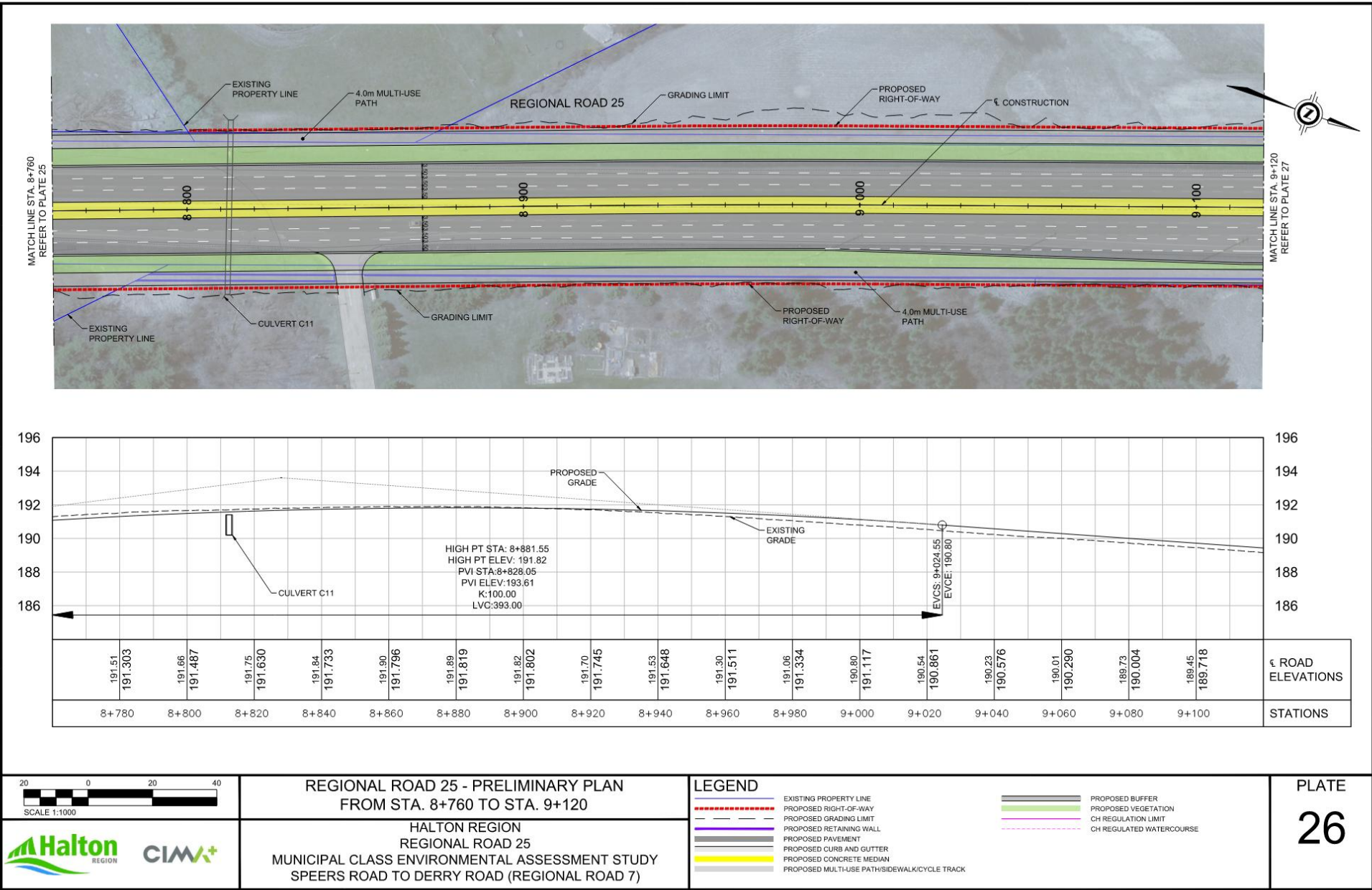
Regional Road 25 at Henderson Road Intersection (Plate 25)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A northbound left-turn lane, and a southbound left-turn lane at the Regional Road 25 and Henderson Road intersection
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on both sides of Regional Road 25
- A crosswalk and crossride on each leg of the Regional Road 25 and Henderson Road intersection

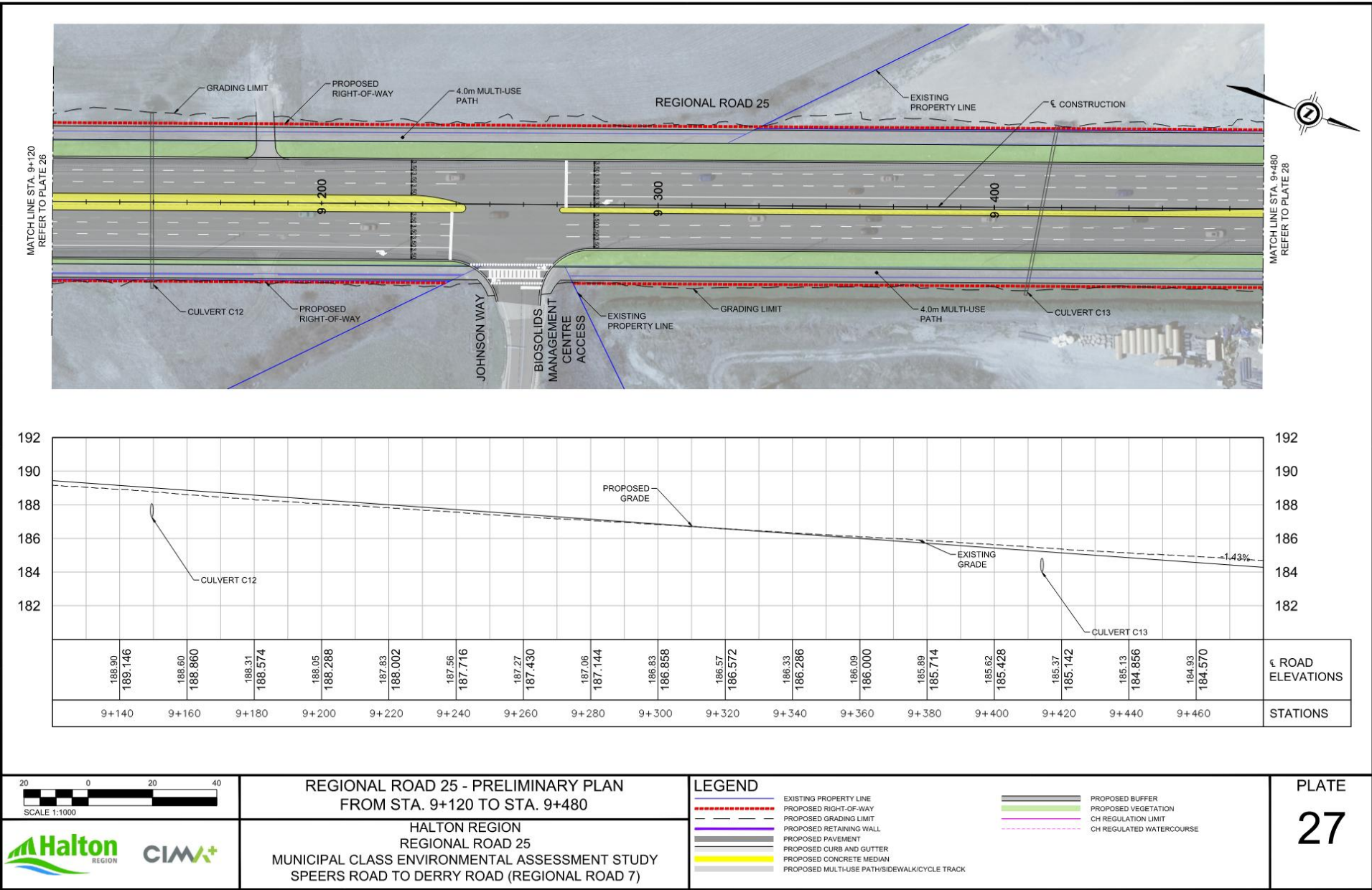
Regional Road 25 between Henderson Road and Johnson Way (Plate 26)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on both sides of Regional Road 25

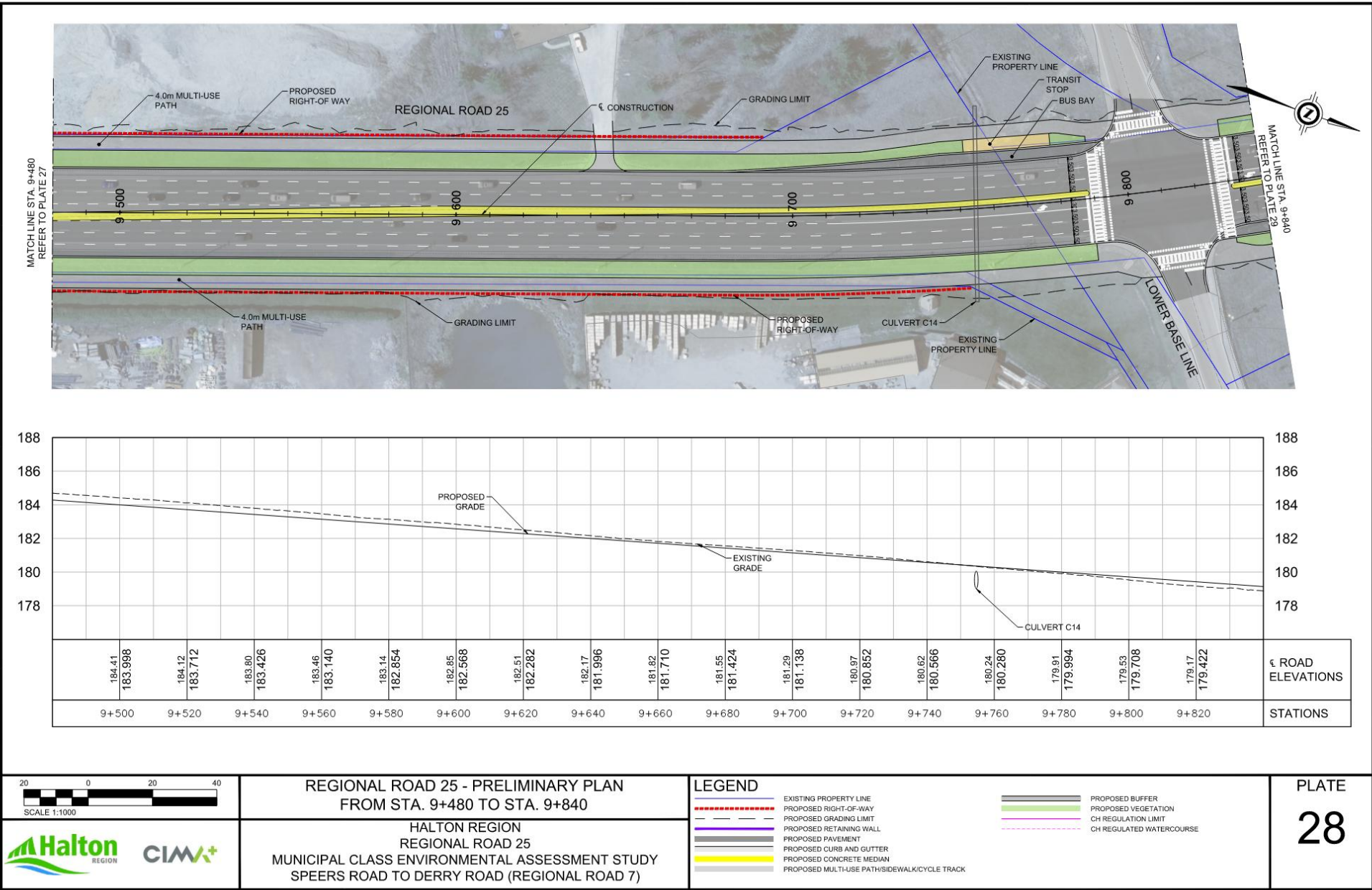
Regional Road 25 at Johnson Way Intersection (Plate 27)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A northbound right-turn lane, and a southbound left-turn lane at the Regional Road 25 and Johnson Way
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on both sides of Regional Road 25
- A crosswalk and crossride on the east leg of the Regional Road 25 and Johnson Way

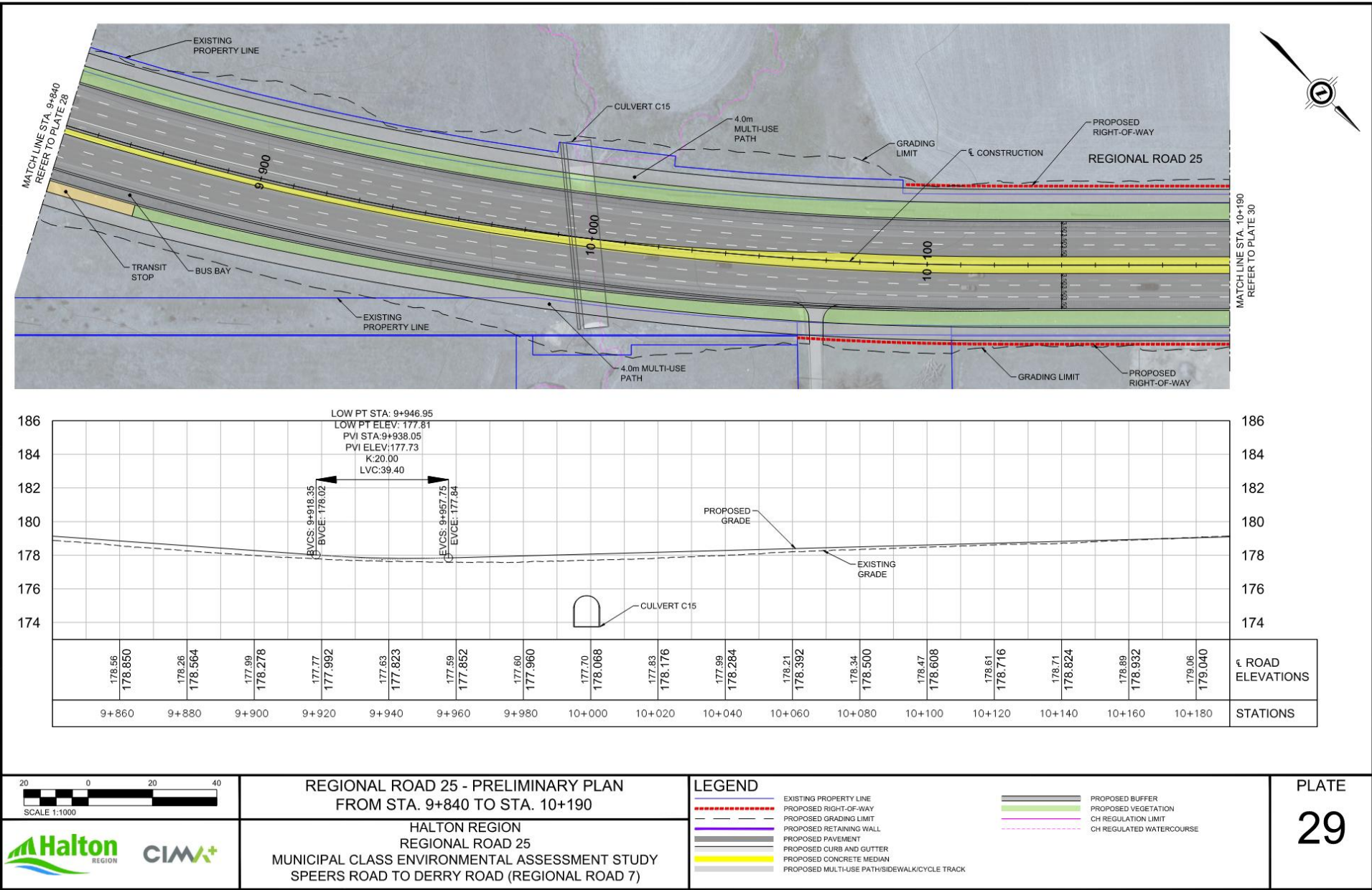
Regional Road 25 at Lower Base Line Intersection (Plate 28)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A northbound left-turn lane, and a southbound left-turn lane at the Regional Road 25 and Lower Base Line intersection
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on both sides of Regional Road 25
- A crosswalk and crossride on each leg of the Regional Road 25 and Lower Base Line intersection

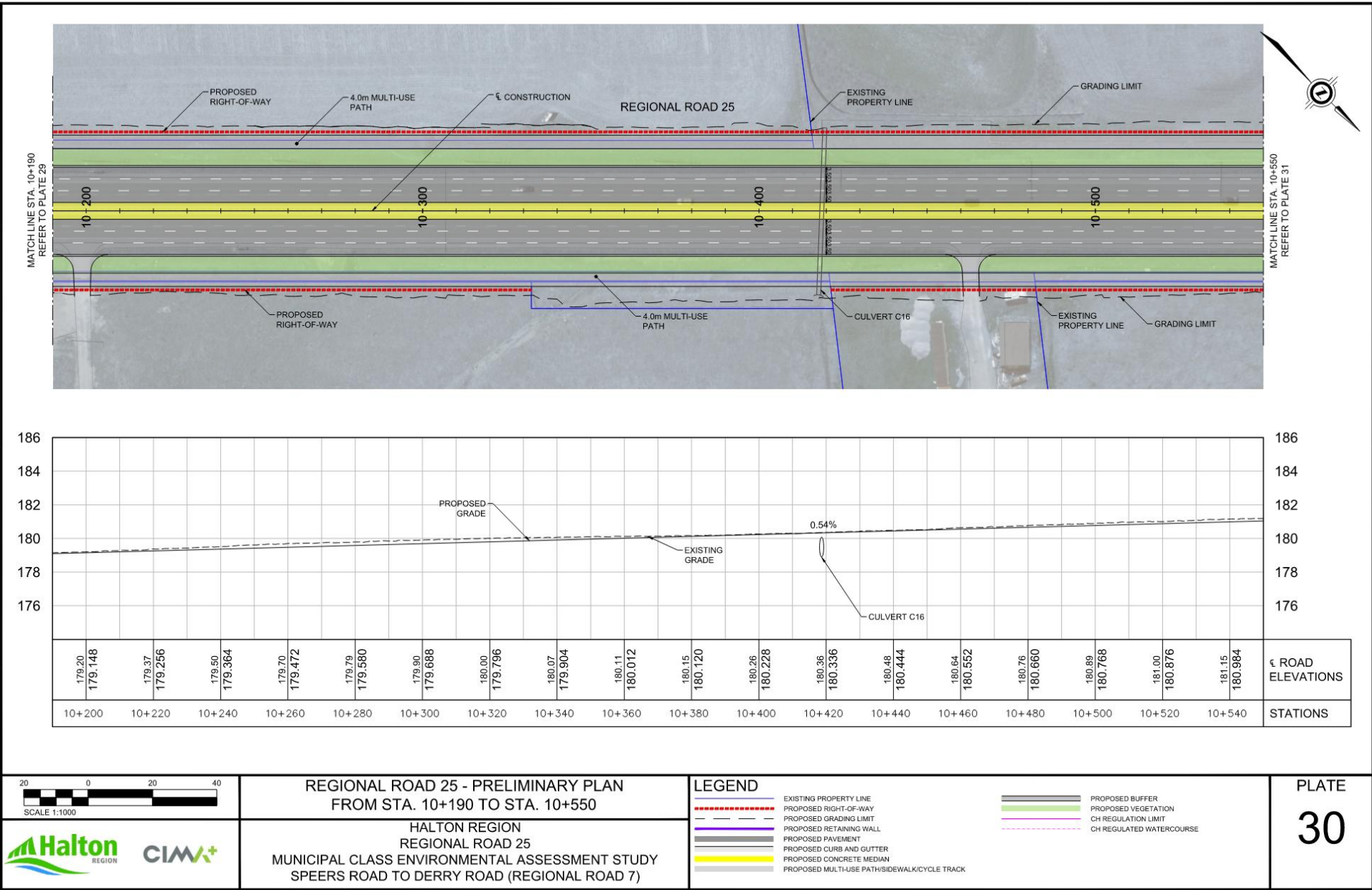
Regional Road 25 between Lower Base Line and Waste Management Access (Plate 29)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on both sides of Regional Road 25

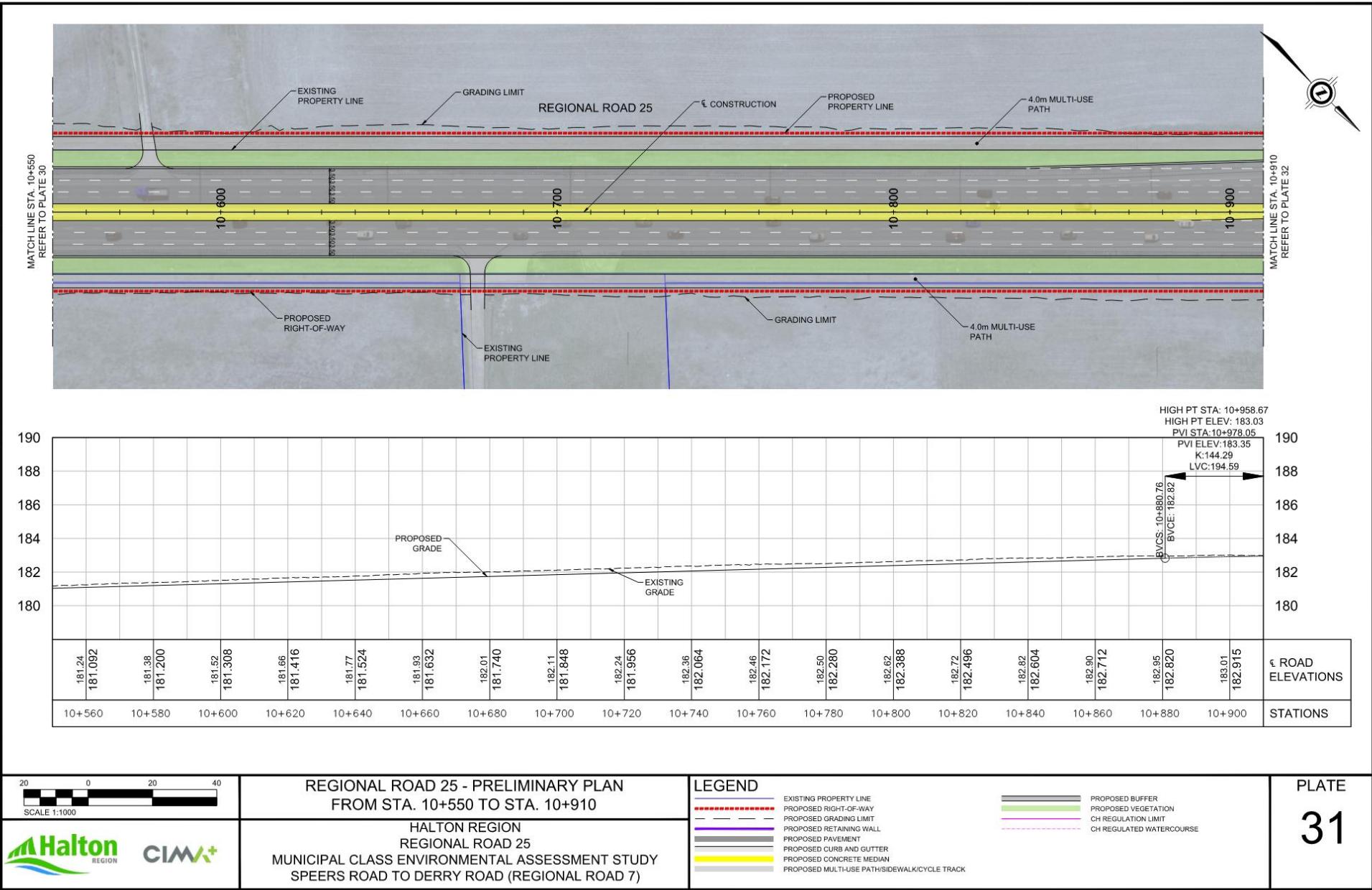
Regional Road 25 between Lower Base Line and Waste Management Access (Plate 30)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on both sides of Regional Road 25

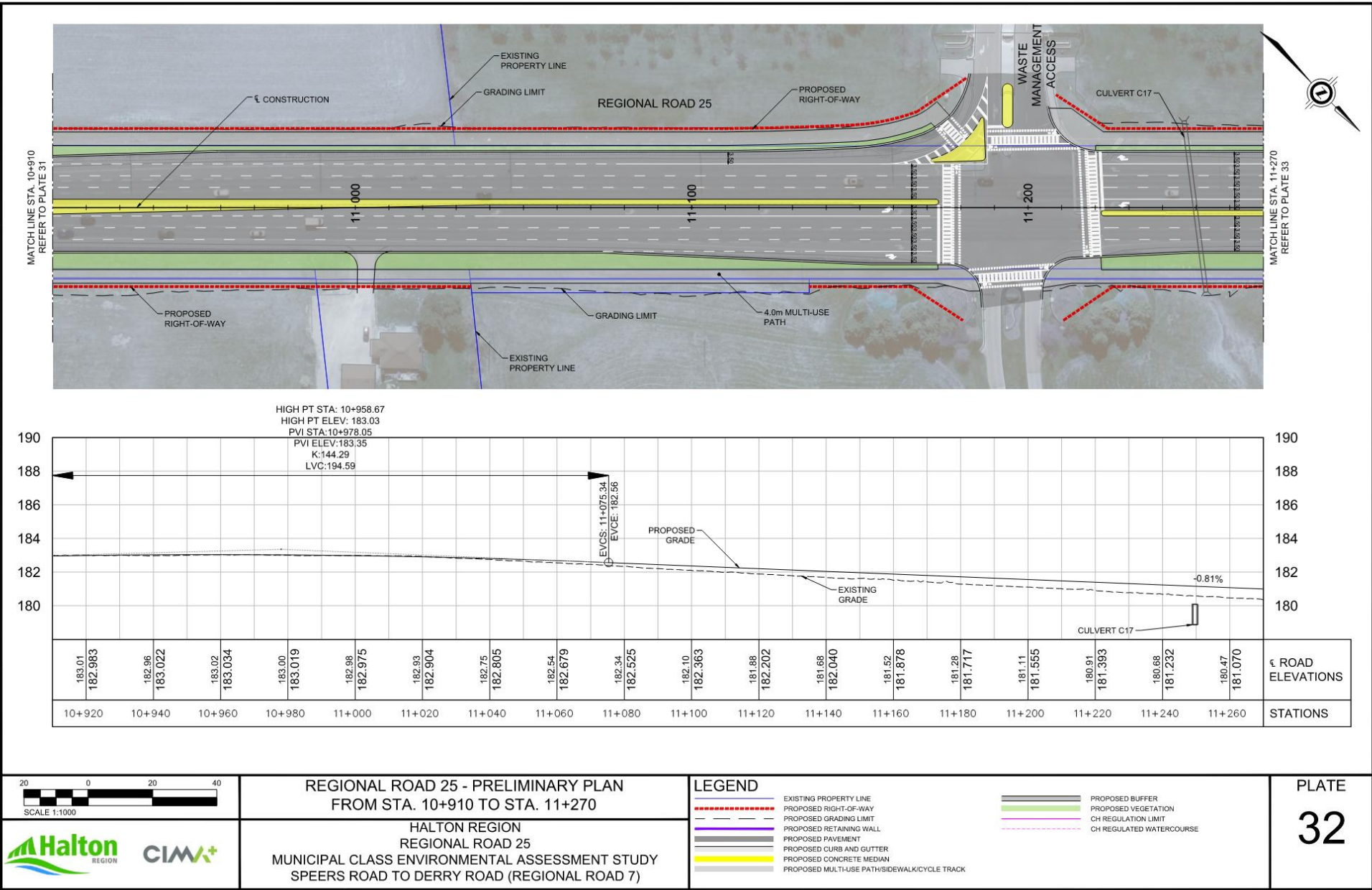
Regional Road 25 between Lower Base Line and Waste Management Access (Plate 31)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on both sides of Regional Road 25

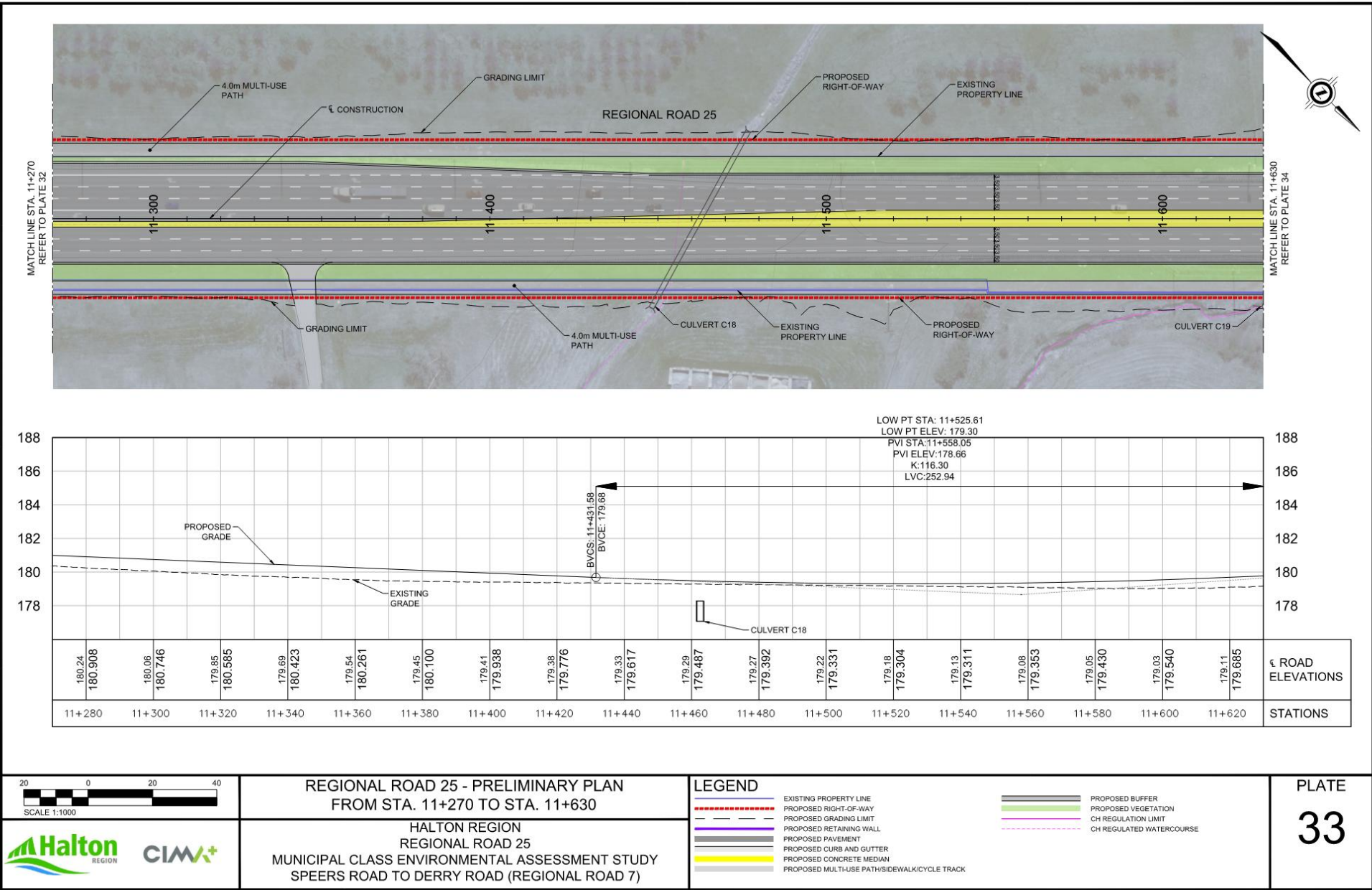
Regional Road 25 at Waste Management Access Intersection (Plate 32)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A northbound left-turn and right-turn lane, and a southbound left-turn and right-turn lane at the Regional Road 25 and Waste Management Access intersection
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on both sides of Regional Road 25
- A crosswalk and crossride on each leg of the Regional Road 25 and Waste Management Access intersection

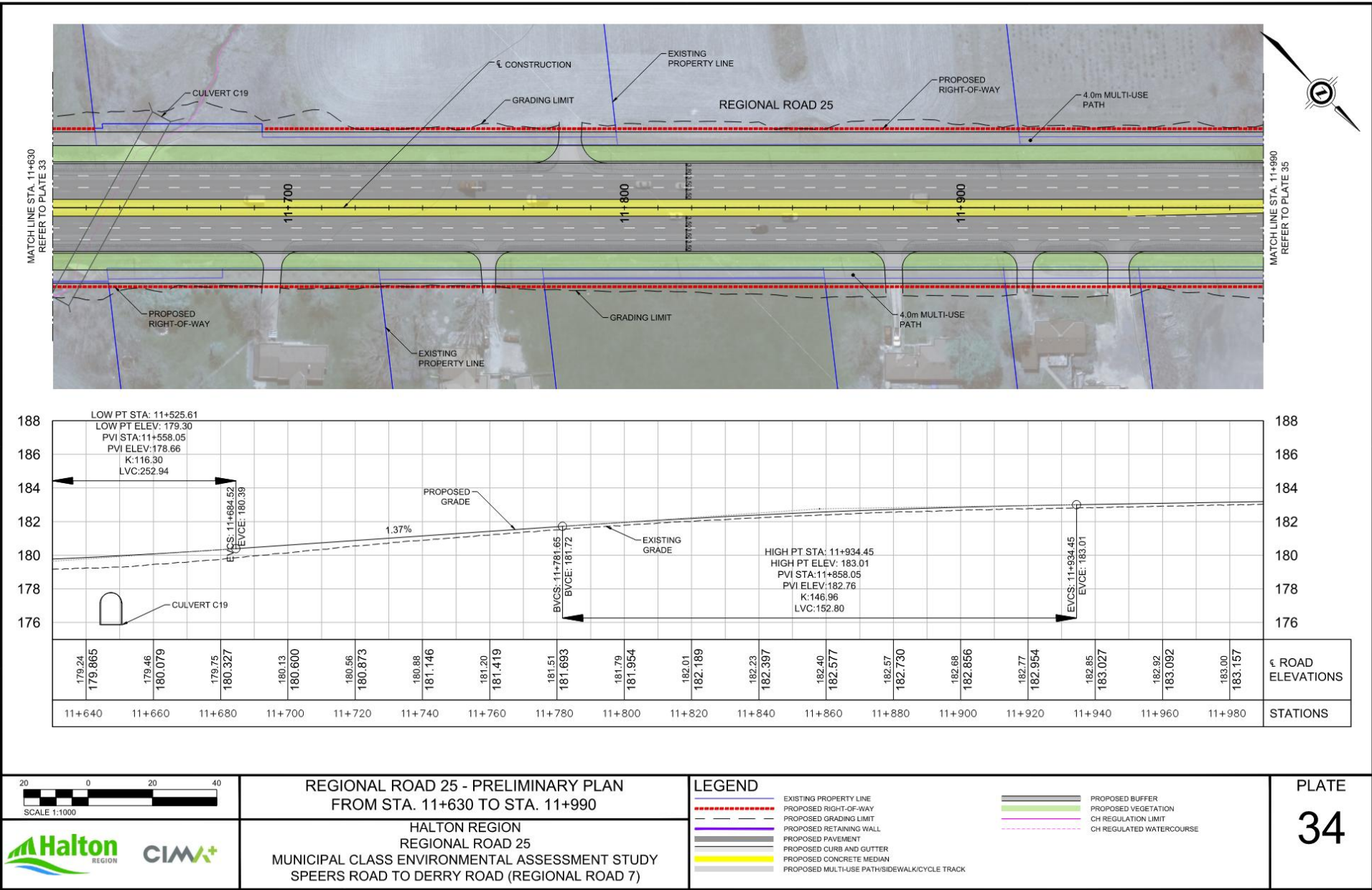
Regional Road 25 between Waste Management Access and Milton Operation Centre Access (Plate 33)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on both sides of Regional Road 25

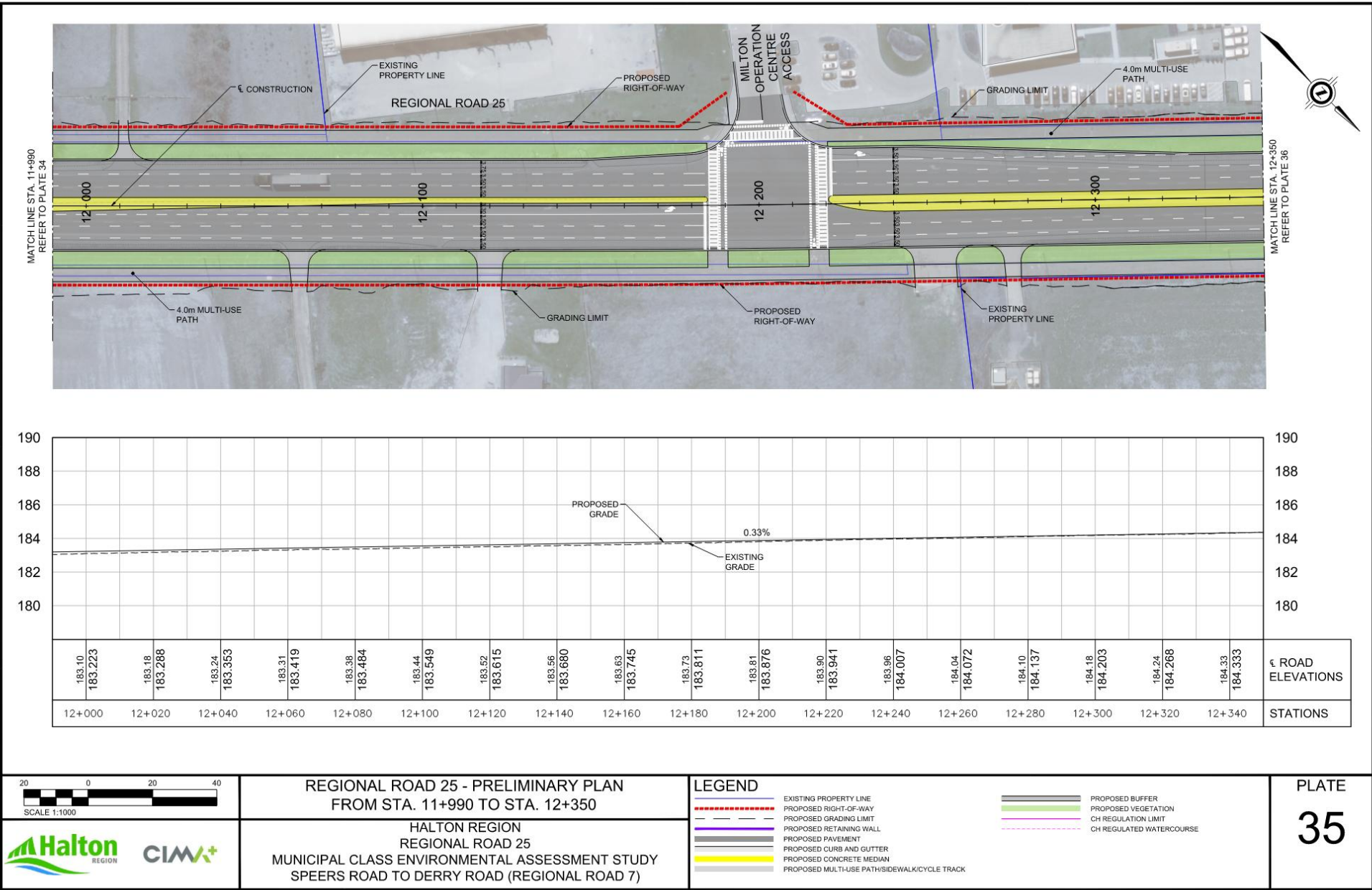
Regional Road 25 between Waste Management Access and Milton Operation Centre Access (Plate 34)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on both sides of Regional Road 25

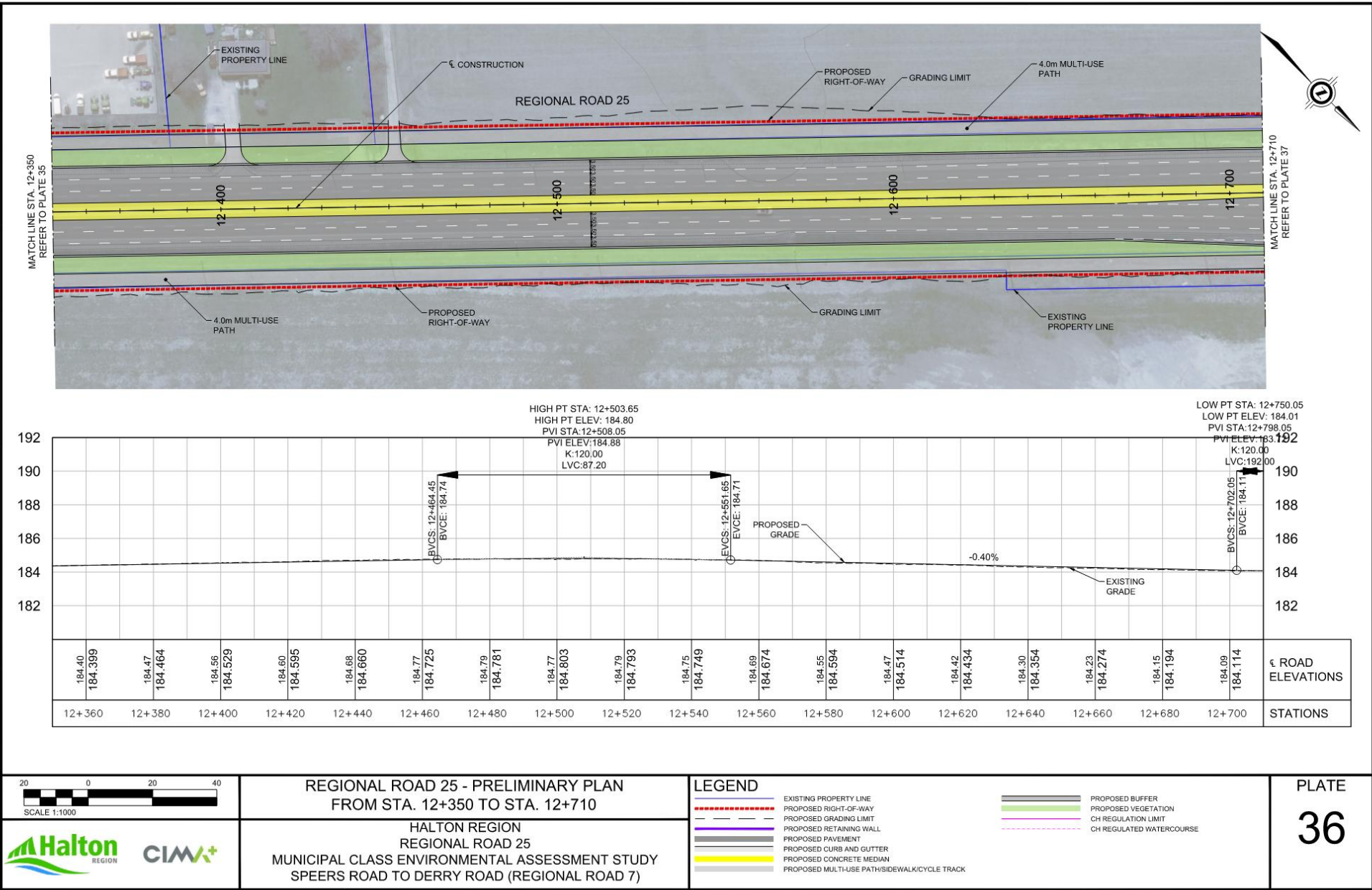
Regional Road 25 at Milton Operation Centre Access Intersection (Plate 35)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A northbound left-turn lane and a southbound right-turn lane at the Regional Road 25 and Milton Operation Centre Access intersection
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on both sides of Regional Road 25
- A crosswalk and crossride on the south, west, and north leg of the Regional Road 25 and Milton Operation Centre Access intersection

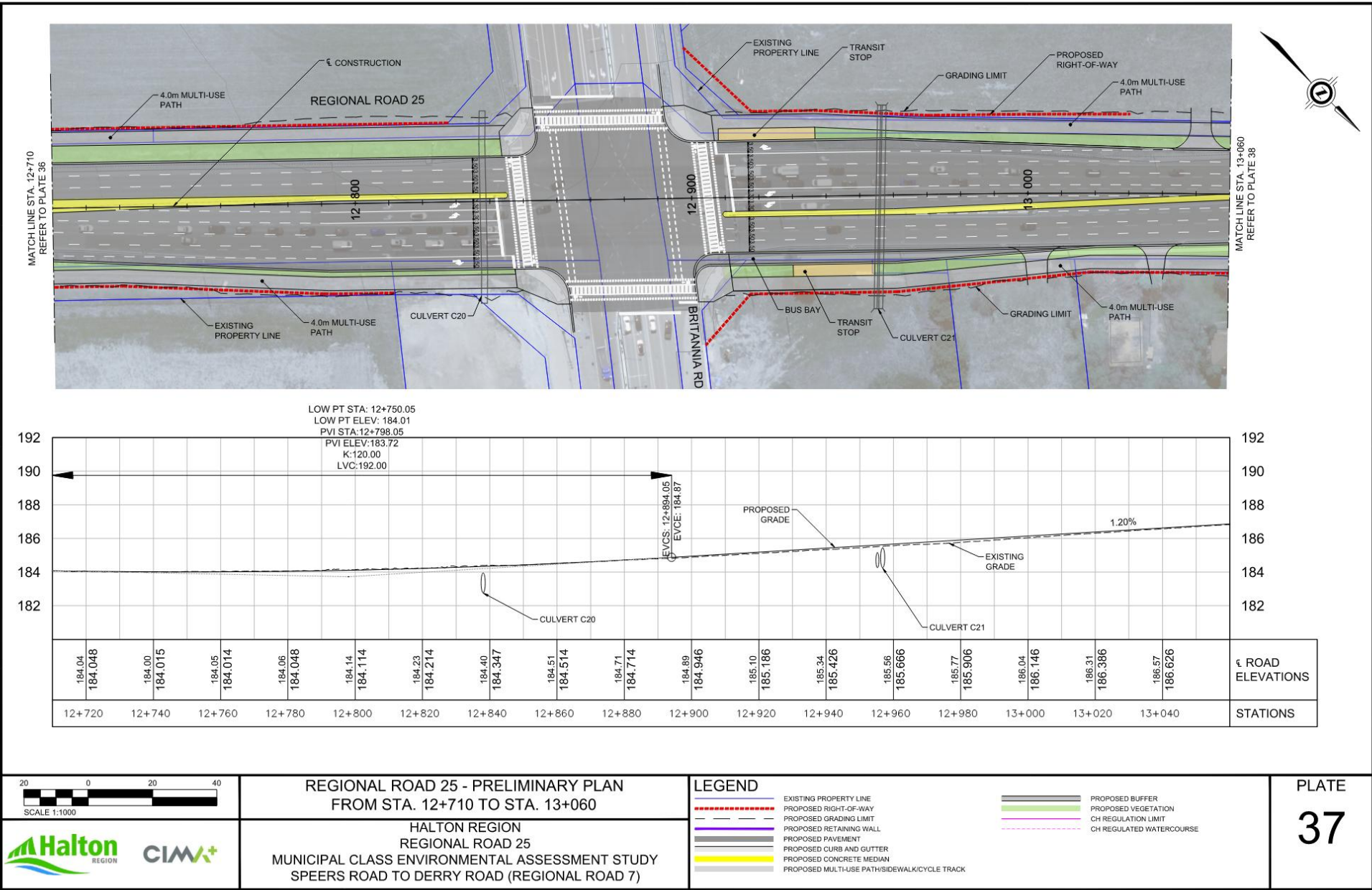
Regional Road 25 between Milton Operation Centre Access and Britannia Road (Plate 36)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on both sides of Regional Road 25

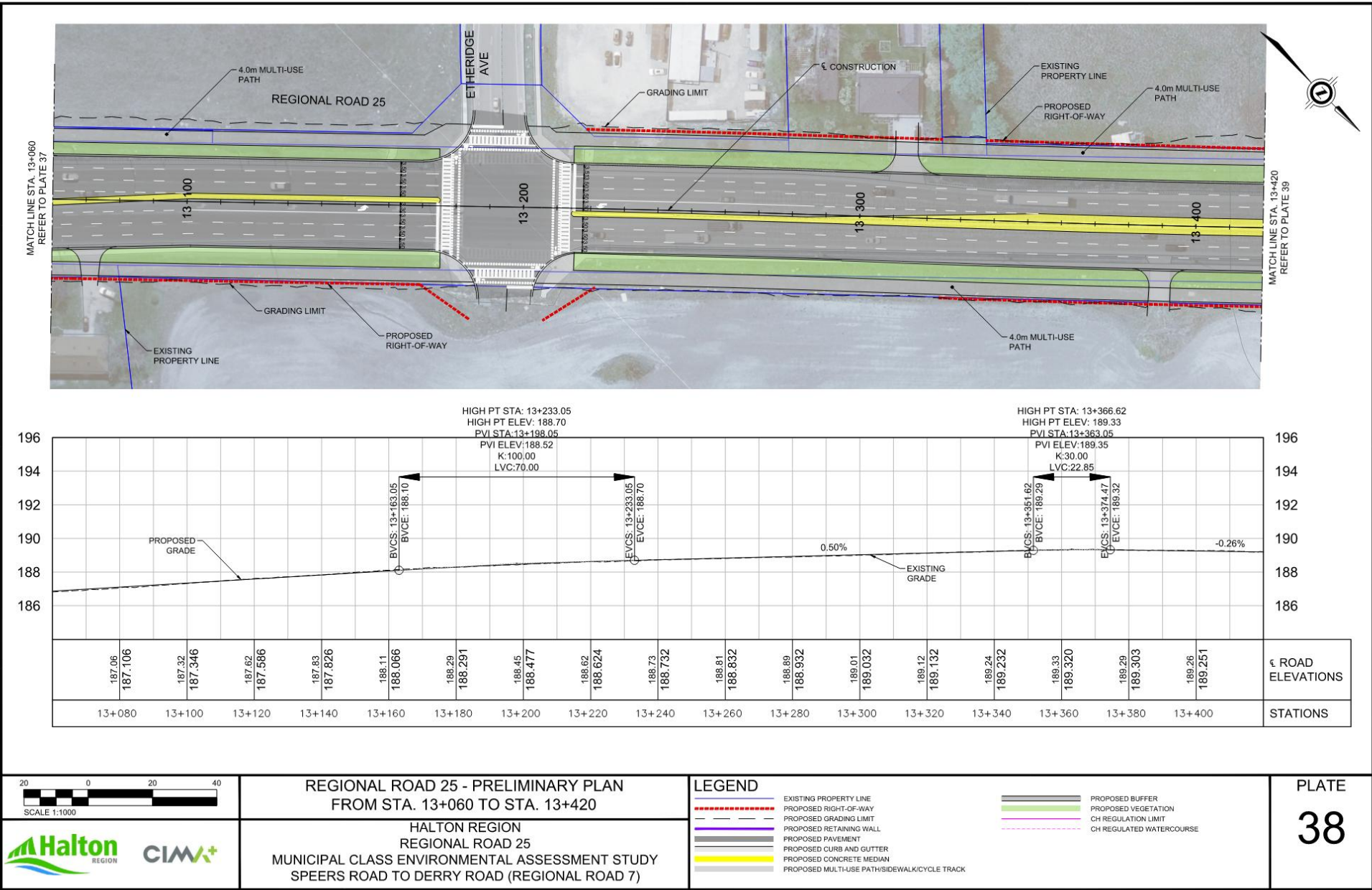
Regional Road 25 at Britannia Road Intersection (Plate 37)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A northbound dual left-turn and right-turn lane and a southbound dual left-turn and right-turn lane at the Regional Road 25 and Britannia Road intersection
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on both sides of Regional Road 25
- A crosswalk and crossride on each leg of the Regional Road 25 and Britannia Road intersection

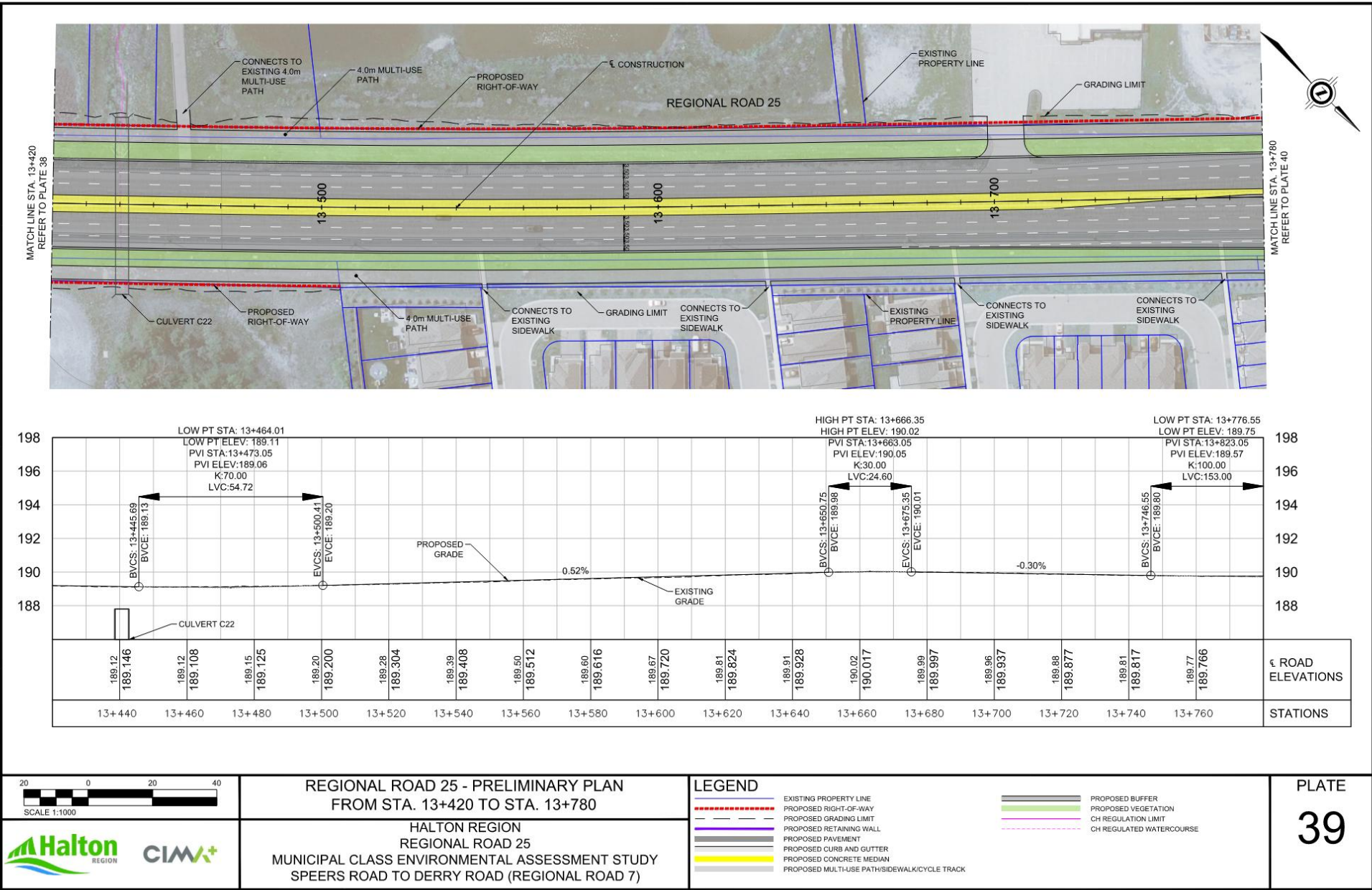
Regional Road 25 at Etheridge Avenue Intersection (Plate 38)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A northbound left-turn lane, and a southbound left-turn lane at the Regional Road 25 and Etheridge Avenue intersection
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on both sides of Regional Road 25
- A crosswalk and crossride on each leg of the Regional Road 25 and Britannia Road intersection

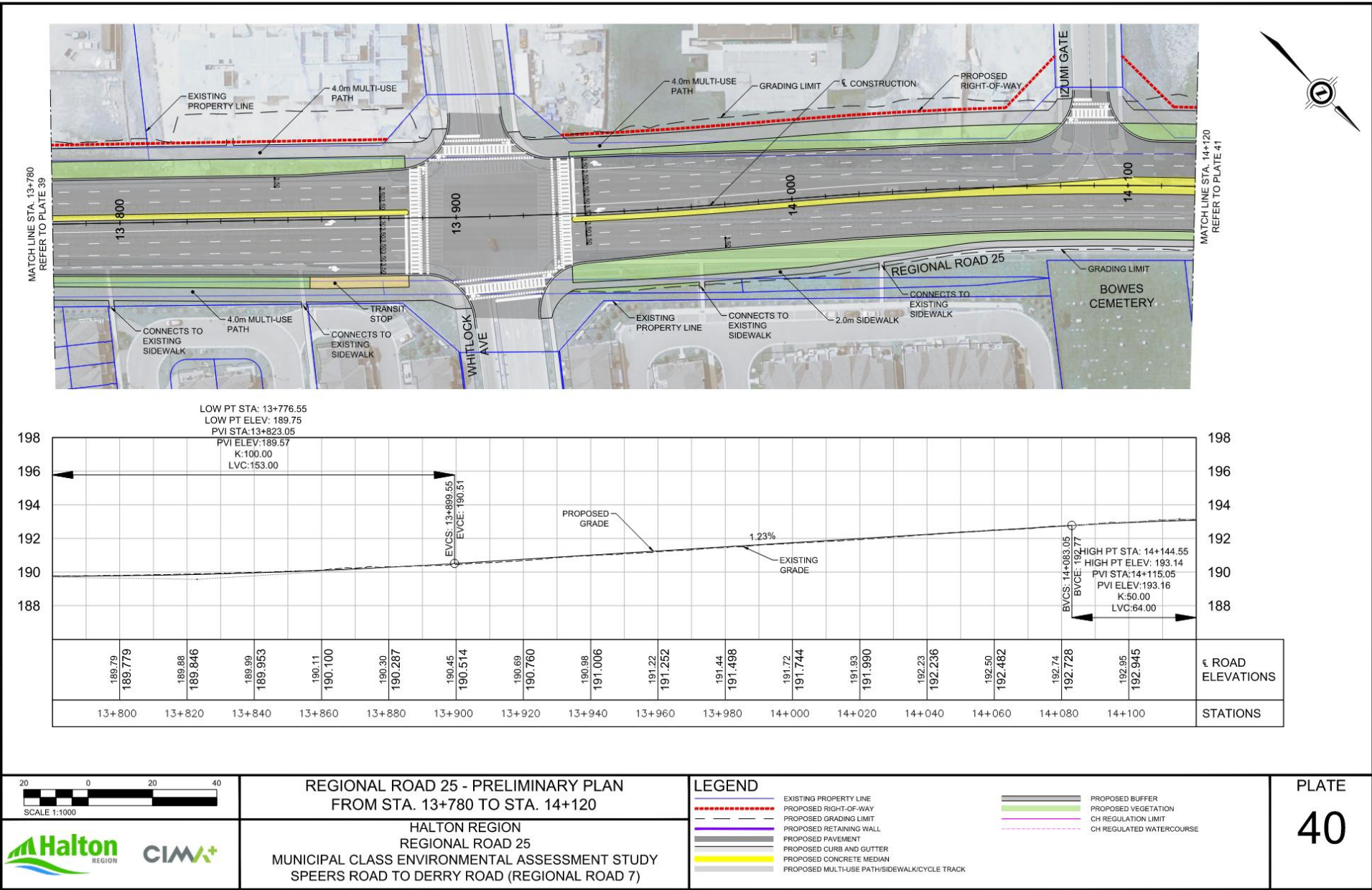
Section of Regional Road 25 between Etheridge Avenue and Whitlock Avenue (Plate 39)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on both sides of Regional Road 25
- Connect to existing sidewalks on local roads

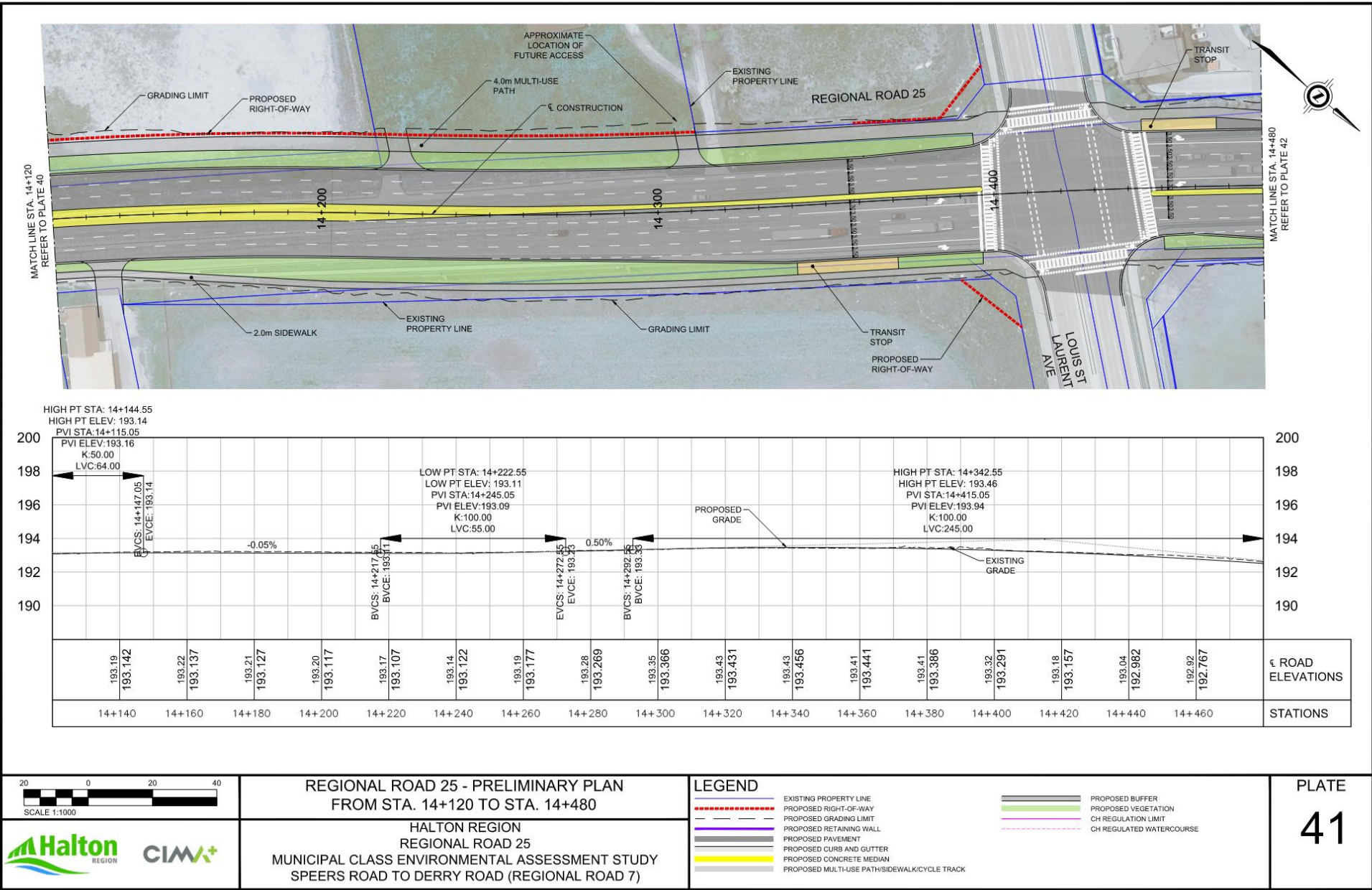
Regional Road 25 at Whitlock Avenue Intersection (Plate 40)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A northbound left-turn and right-turn lane and a southbound left-turn and right-turn lane at the Regional Road 25 and Whitlock Avenue intersection
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on both sides of Regional Road 25 south of Whitlock Avenue
- A multi-use path on the west side and a sidewalk on the east side of Regional Road 25 north of Whitlock Avenue
- A crosswalk and crossride on each leg of the Regional Road 25 and Whitlock Avenue intersection, and Regional Road 25 at Izumi Gate
- Connect to existing sidewalks on local roads

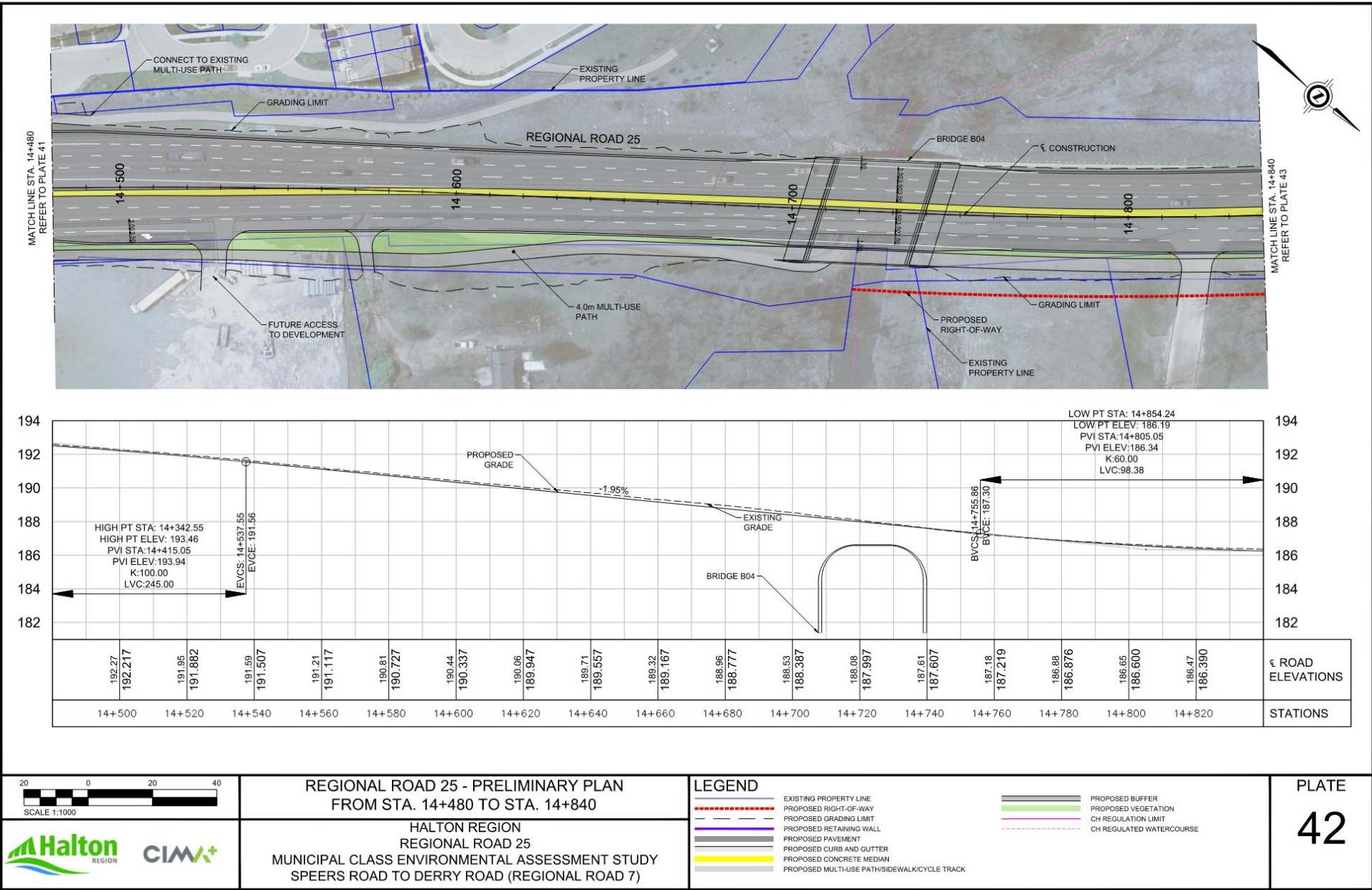
Regional Road 25 at Louis St. Laurent Avenue Intersection (Plate 41)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A northbound left-turn and right-turn lane, and a southbound left-turn and right-turn lane at the Regional Road 25 and Louis St. Laurent Avenue intersection
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on the west side and a sidewalk on the east side of Regional Road 25
- A crosswalk and crossride on each leg of the Regional Road 25 and Louis St. Laurent Avenue intersection

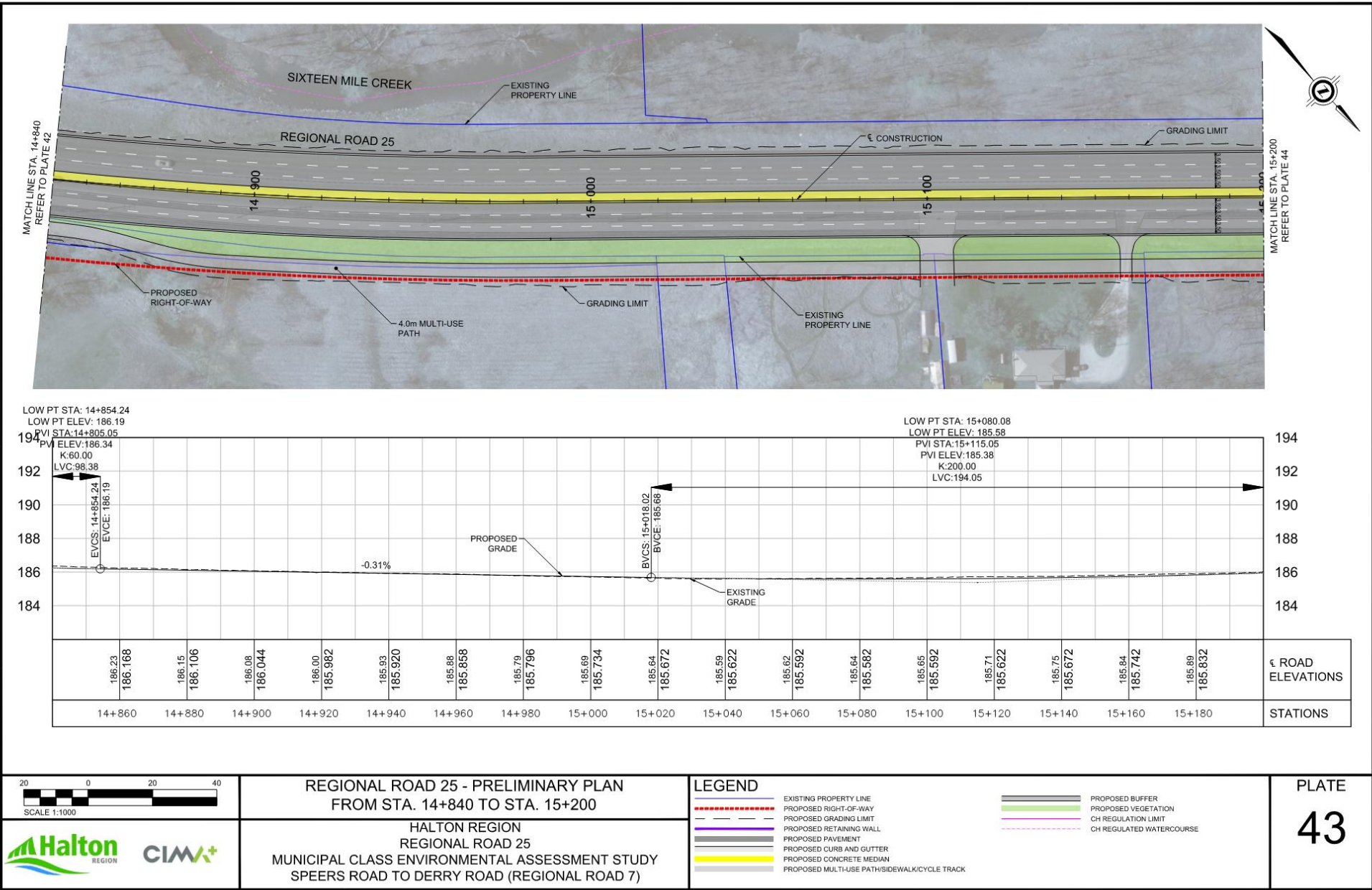
Regional Road 25 between Louis St. Laurent Avenue and Derry Road (Plate 42)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A northbound right-turn lane to serve access for the future development north of Regional Road 25 and Louis St. Laurent Avenue intersection on the east side
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- An off-road multi-use path on the west side (continue to Derry Road, west of Regional Road 25) and a multi-use path on the east side of Regional Road 25

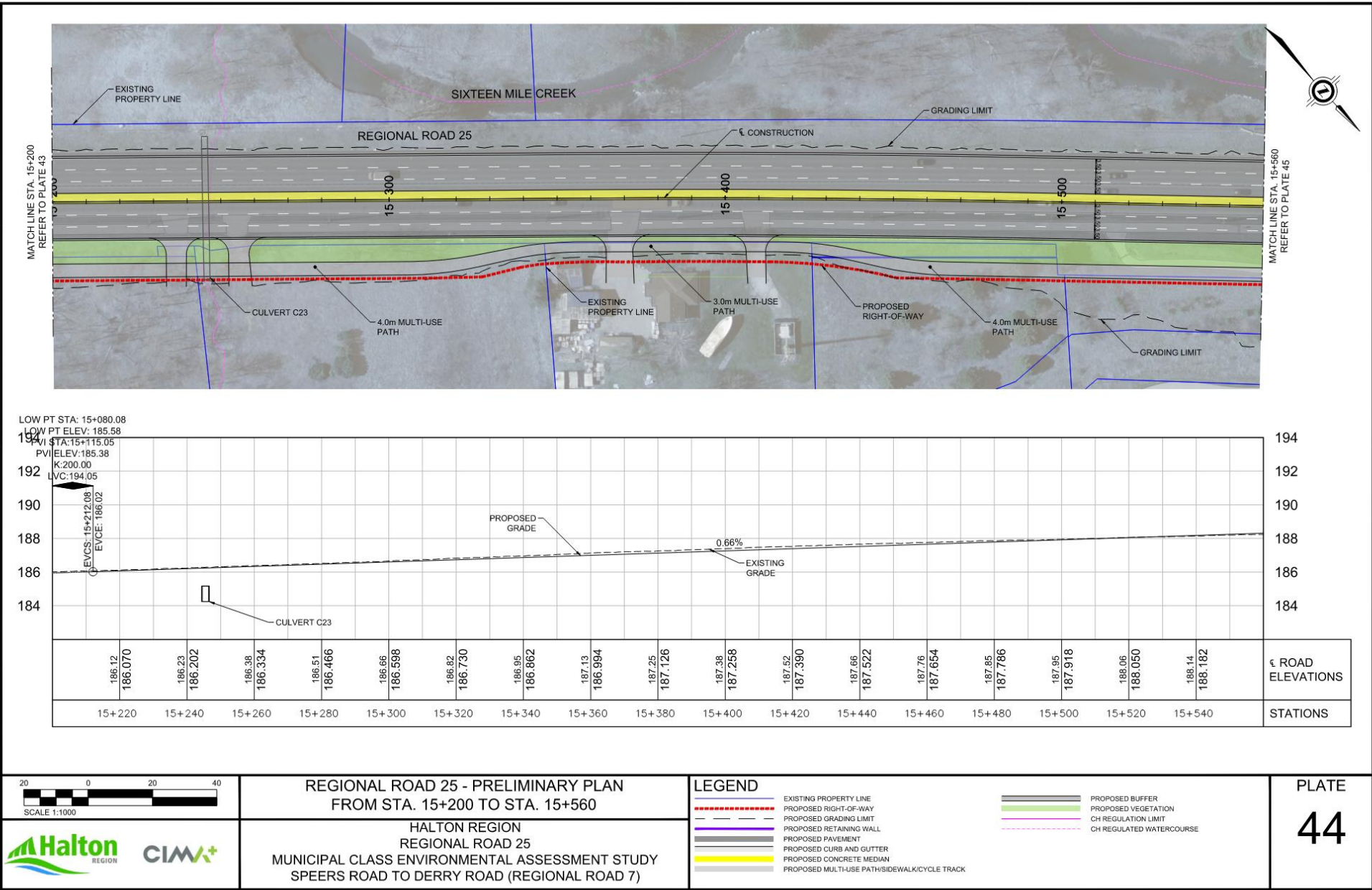
Regional Road 25 between Louis St. Laurent Avenue and Derry Road (Plate 43)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on the east side of Regional Road 25

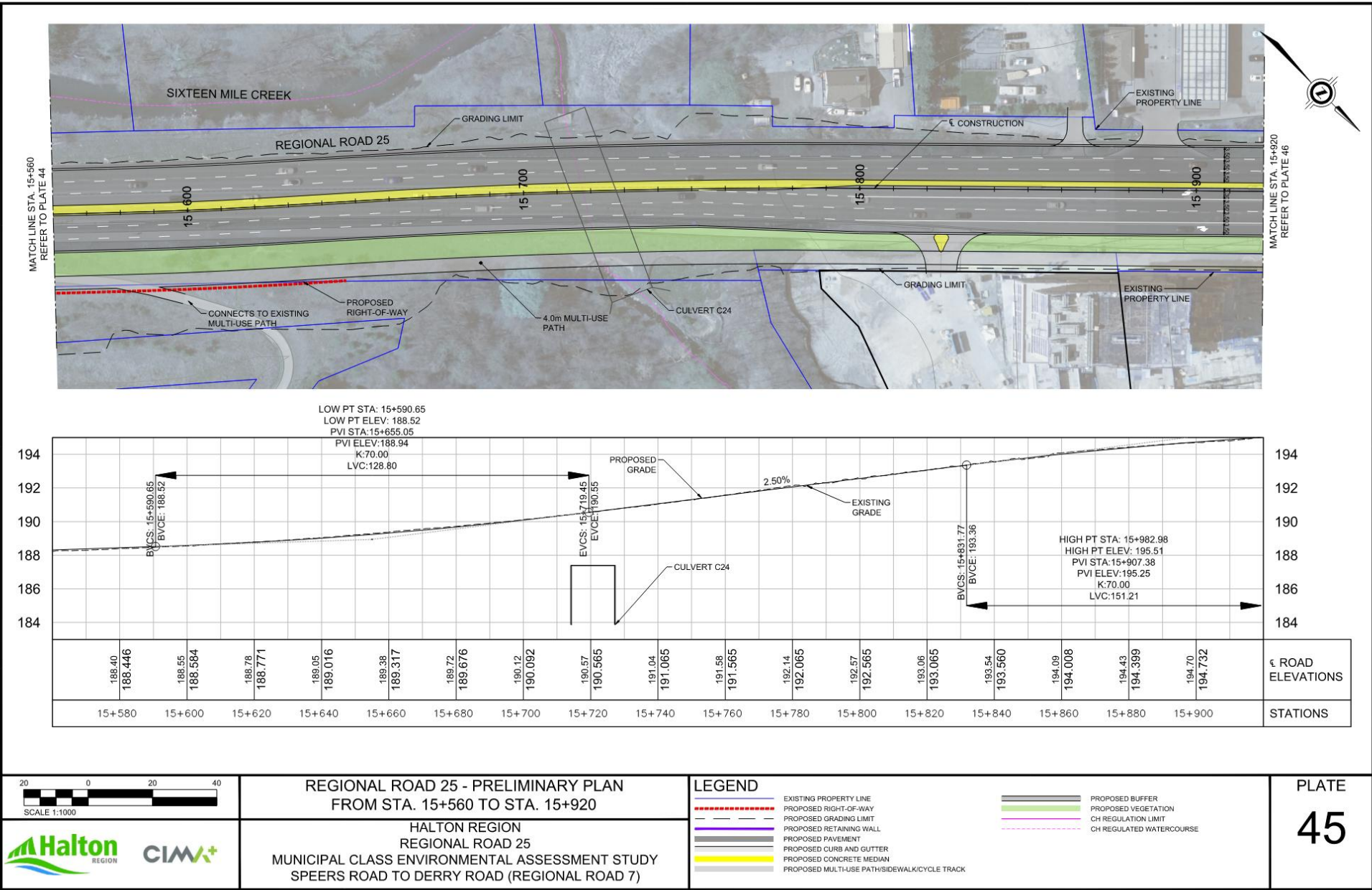
Regional Road 25 between Louis St. Laurent Avenue and Derry Road (Plate 44)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on the east side of Regional Road 25

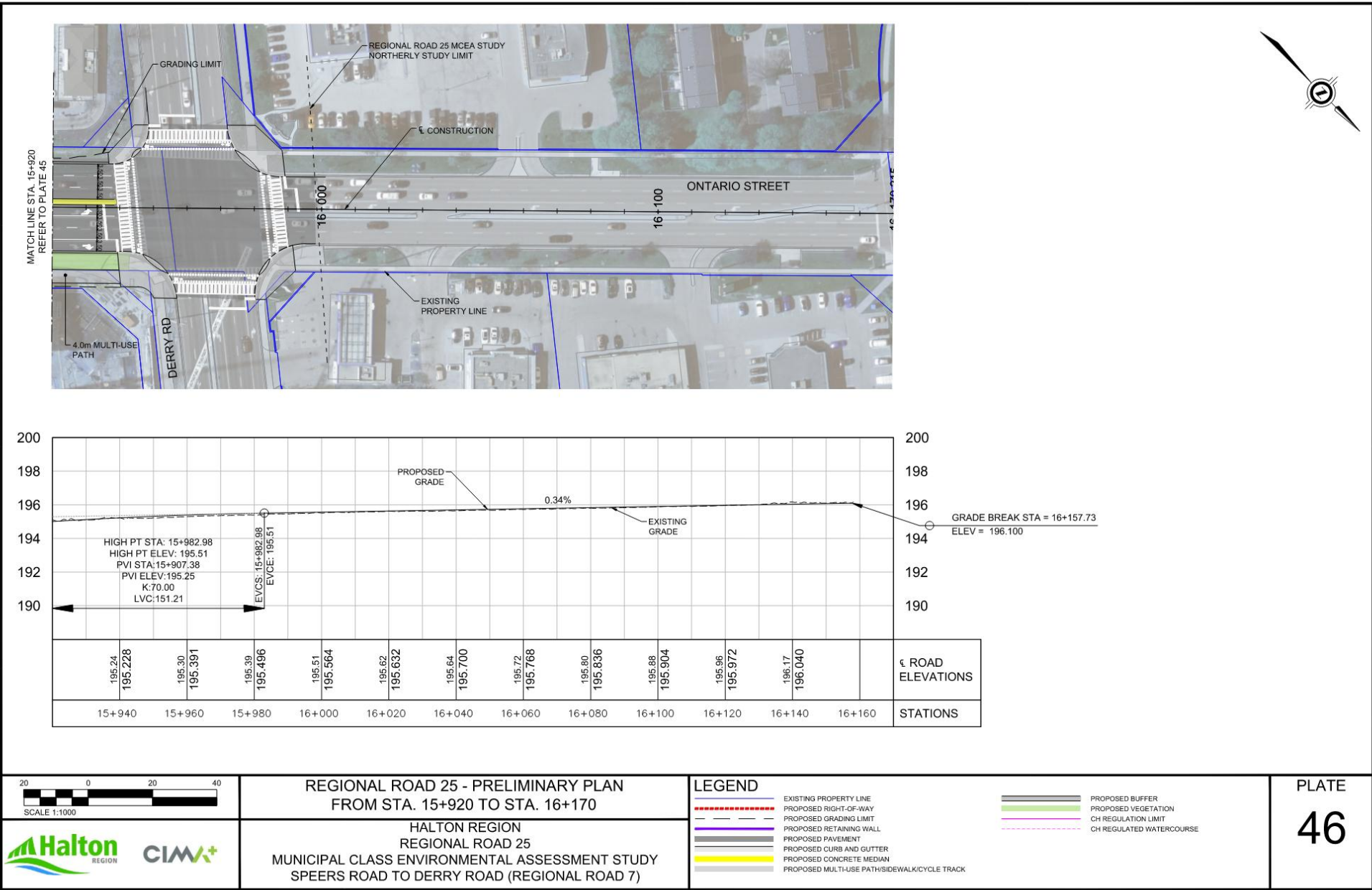
Regional Road 25 between Louis St. Laurent Avenue and Derry Road (Plate 45)



This section of Regional Road 25 is proposed to feature the following configuration:

- 3 northbound and 3 southbound through lanes on Regional Road 25
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on the east side of Regional Road 25
- Connect to existing multi-use path on the east side of Regional Road 25

Regional Road 25 at Derry Road Intersection – Northerly Study Limit (Plate 46)



This section of Regional Road 25 is proposed to feature the following configuration:

- 2 northbound and 3 southbound through lanes on Regional Road 25 south of Derry Road
- 2 northbound and 2 southbound through lanes on Regional Road 25 north of Derry Road
- A northbound left-turn and right-turn lane, and a southbound left-turn and right-turn lane at the Regional Road 25 and Derry Road intersection
- A concrete median on Regional Road 25 between the northbound and southbound lanes
- A multi-use path on the east side of Regional Road 25 approaching Derry Road intersection
- A crosswalk and crossride on each leg of the Regional Road 25 and Derry Road intersection
- Northerly study limit north of Derry Road