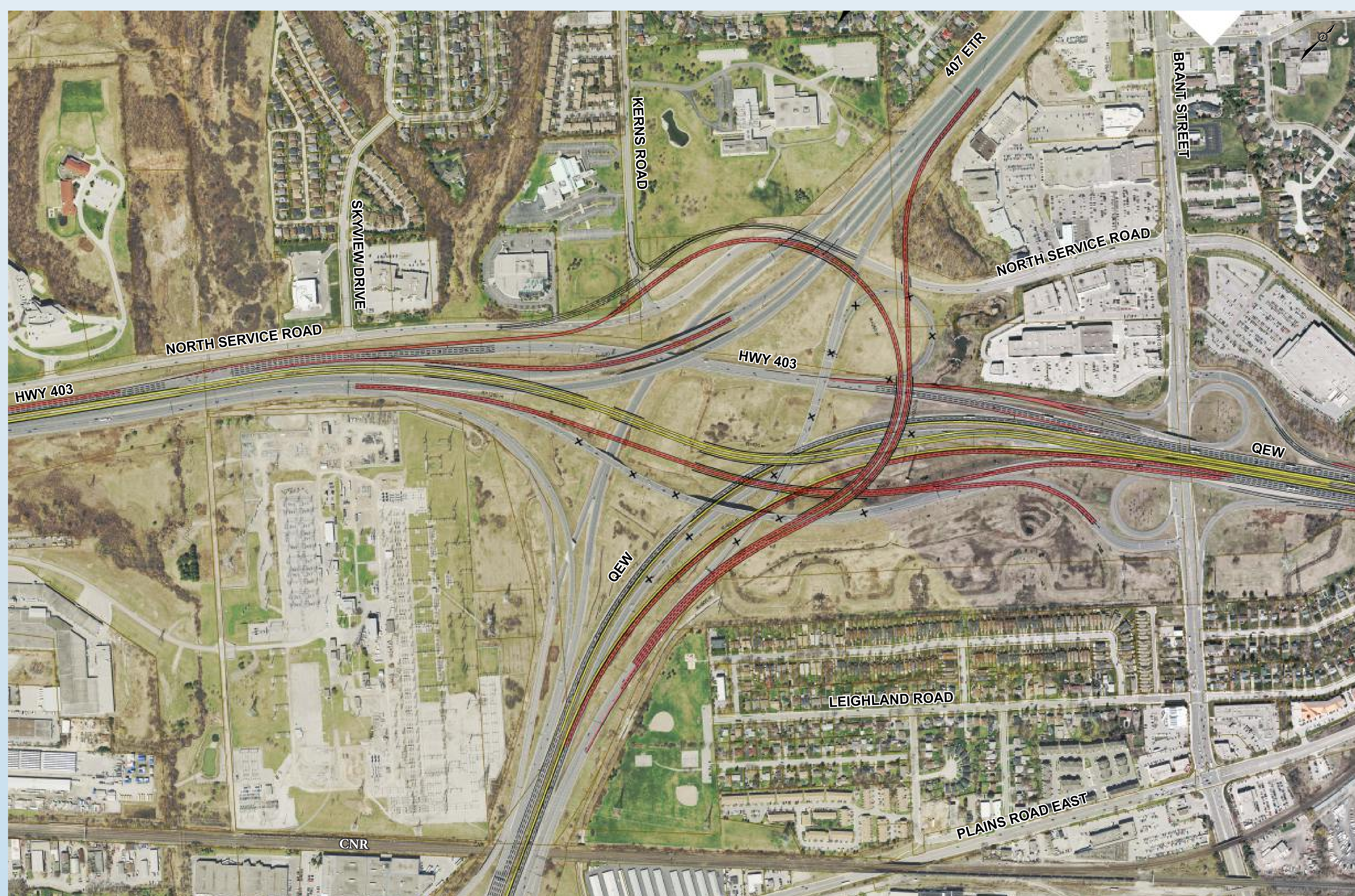


QEW - ALTERNATIVE 3

- Widen QEW by one HOV lane in both directions through Freeman Interchange to North Shore Boulevard Interchange.
- Widen Highway 403 by one HOV lane in both directions and dedicated connection to QEW HOV lanes through Freeman Interchange.
- HOV lane connection through interchange requires numerous bridge replacements.



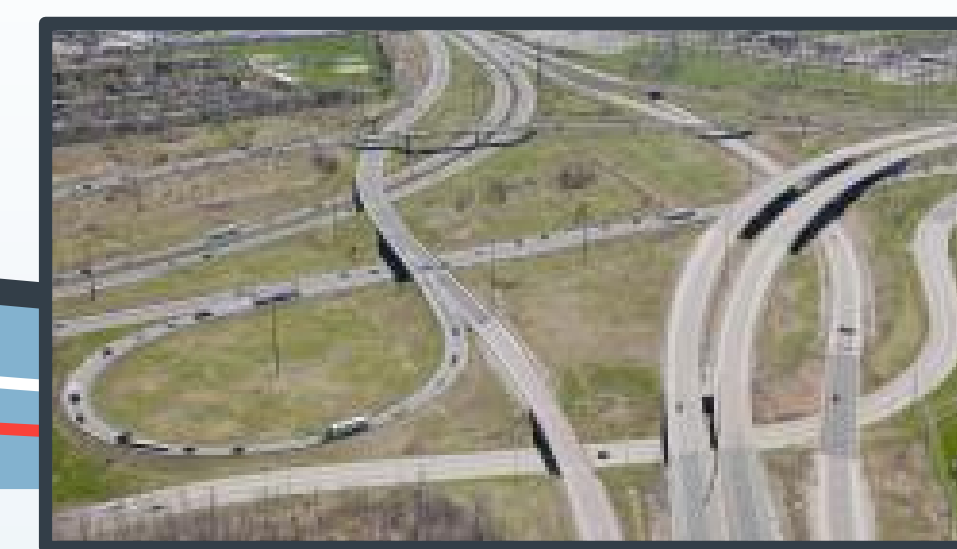
Advantages:

- ✓ Direct HOV connection between QEW and Highway 403
- ✓ Provides most opportunity for capacity expansion on QEW and Highway 403
- ✓ Can provide desirable shoulder widths throughout

Disadvantages:

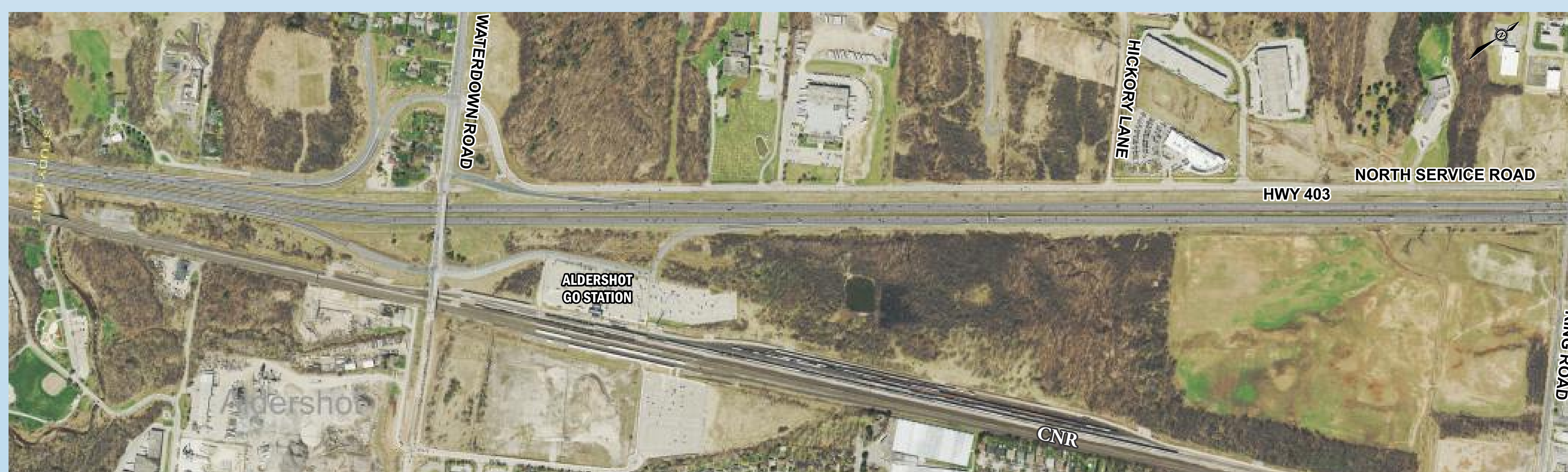
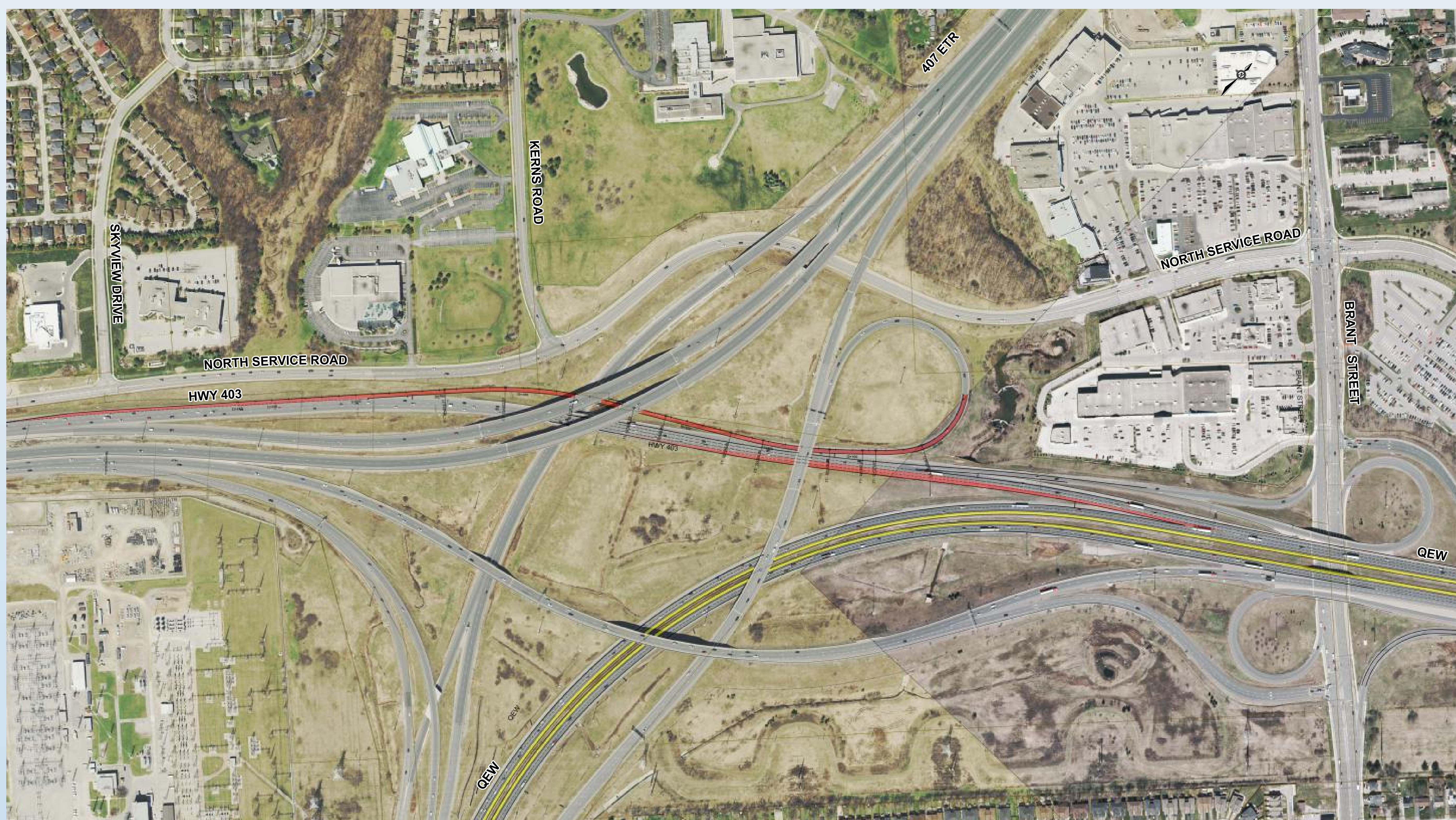
- ✗ Property impacts in northwest and northeast quadrants
- ✗ Very high cost
- ✗ Challenging construction staging
- ✗ Requires replacement of several bridges

Recommendation: **Do Not Carry Forward**



HIGHWAY 403 / FREEMAN WESTBOUND – ALTERNATIVE 1A

- Realign south-to-west inner loop-ramp to merge with Highway 403 at a more westerly point.
- Mitigate lane QEW / Highway 403 lane balance issue by adding an additional westbound lane.
- Widen Highway 403 by an additional general purpose lane or HOV lane.



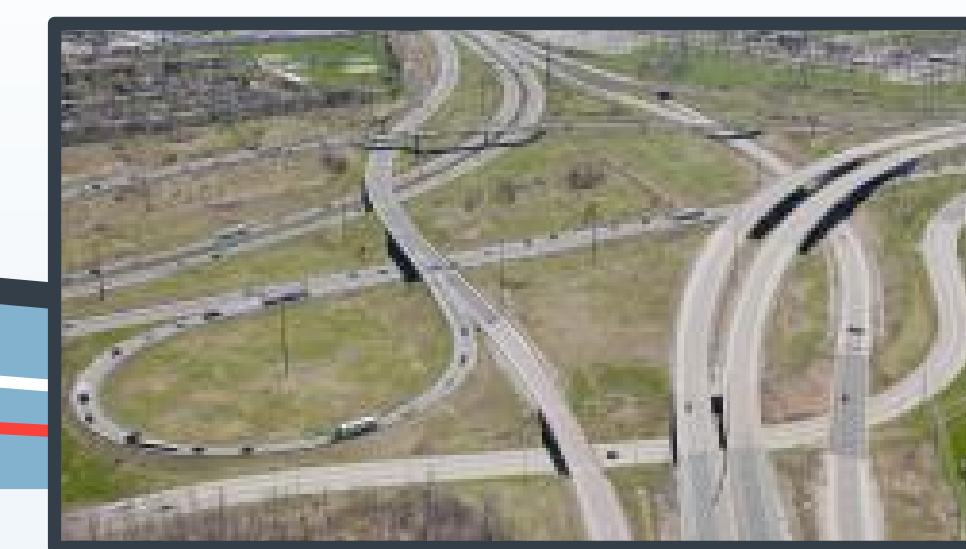
Advantages:

- ✓ Additional capacity for east-to-west traffic
- ✓ Relatively low cost

Disadvantages:

- ✗ Challenging constructability at 407 ETR ramps
- ✗ Does not provide additional capacity for south-to-west ramp
- ✗ Minimal property required

Recommendation: **Carry Forward as Possible Interim Solution**



HIGHWAY 403 / FREEMAN WESTBOUND – ALTERNATIVE 1B

- Provide two-lane loop ramp for the QEW to Highway 403 westbound ramp.
- Realign south-to-west inner loop-ramp to merge with Highway 403 at a more westerly point.
- Provide separate two-lane ramp for QEW to Highway 407 northbound ramp.
- Mitigate lane QEW / Highway 403 lane balance issue by adding an additional westbound lane.
- Widen Highway 403 by an additional general purpose lane or HOV lane.



Advantages:

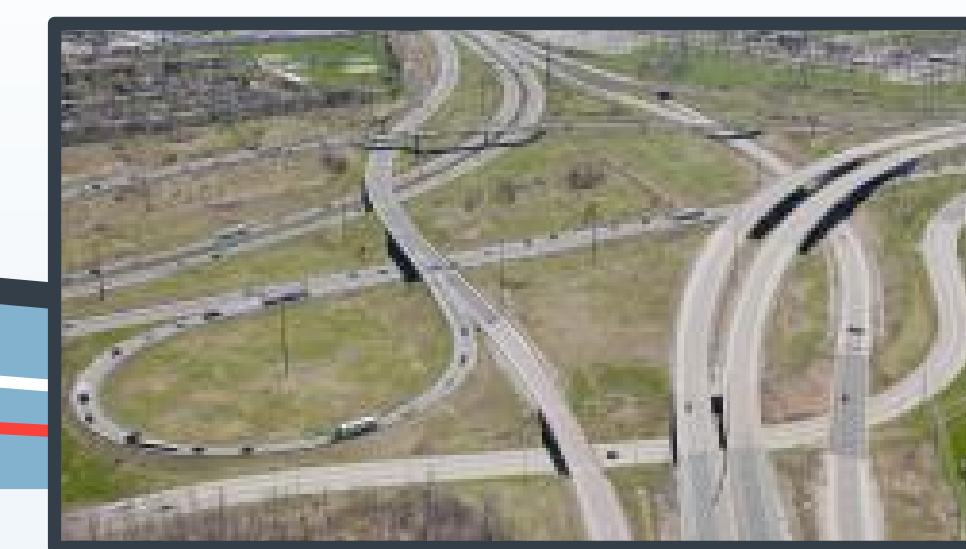
- ✓ Additional capacity for east-to-west and south-to-west traffic
- ✓ Relatively low cost

Disadvantages:

- ✗ Challenging constructability at 407 ETR ramps
- ✗ Requires new QEW NB to 407 ETR ramp
- ✗ Minimal property required



Recommendation: **Carry Forward**



HIGHWAY 403 / FREEMAN WESTBOUND – ALTERNATIVE 2A

- Provide new semi-directional ramp for the QEW to Highway 403 westbound.
- Mitigate lane QEW / Highway 403 lane balance issue by adding an additional westbound lane.
- Widen Highway 403 by an additional general purpose lane or HOV lane.



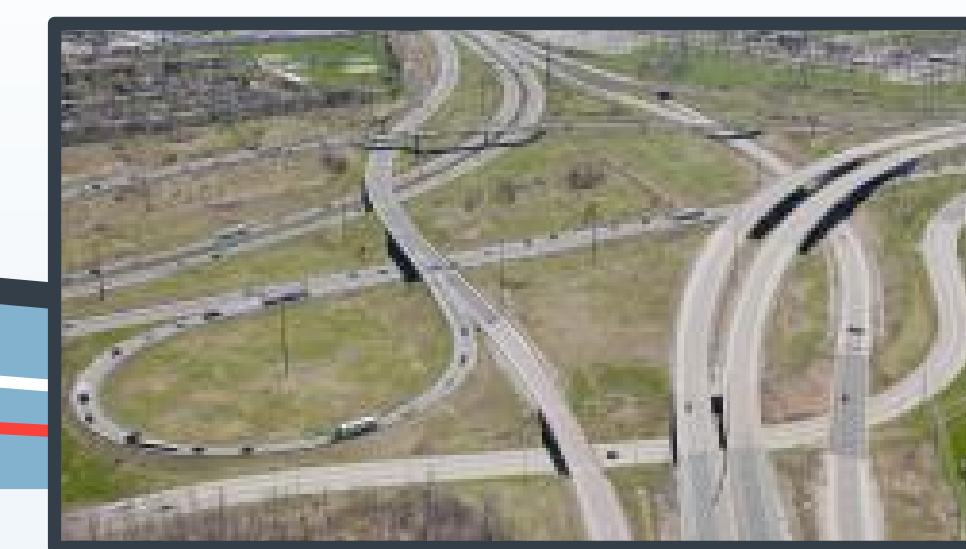
Advantages:

- ✓ Additional capacity for east-to-west and south-to-west traffic
- ✓ Improved geometry for south-to-west ramp

Disadvantages:

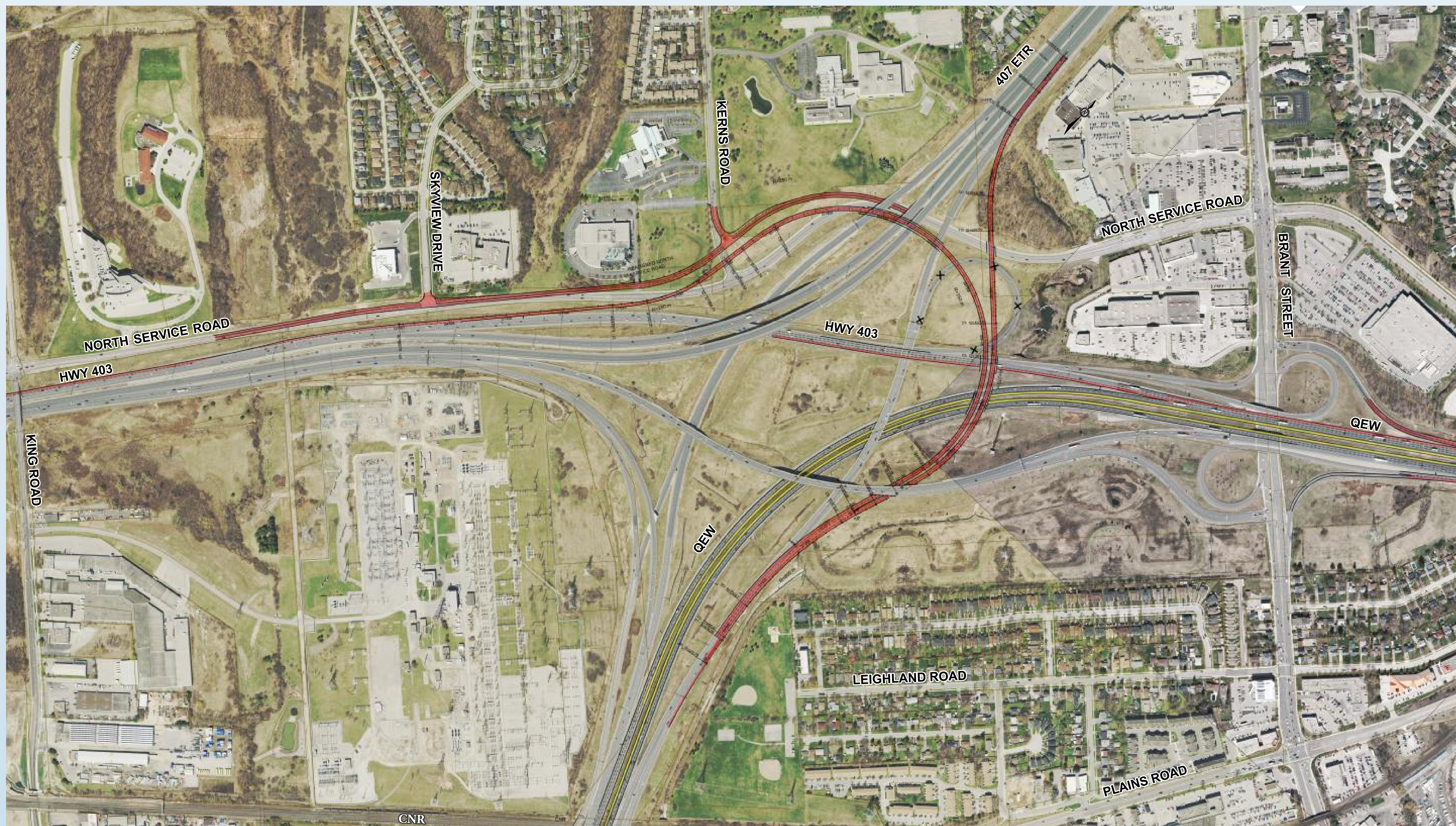
- ✗ Relatively high cost due to long bridge
- ✗ Challenging constructability under EB 403 ramp
- ✗ Potential traffic weaving impacts between Plains Rd./Fairview St. Interchange and new WB ramp
- ✗ May require modification to Plains Rd./Fairview St. Interchange ramps to mitigate weaving issues
- ✗ Property impacts in northwest quadrant

Recommendation: **Carry Forward**



HIGHWAY 403 / FREEMAN WESTBOUND – ALTERNATIVE 2B

- Provide new semi-directional ramp for the QEW to Highway 403 westbound.
- Provide separate two-lane ramp for QEW to Highway 407 northbound.
- Mitigate lane QEW / Highway 403 lane balance issue by adding an additional westbound lane.
- Widen Highway 403 by an additional general purpose lane or HOV lane.



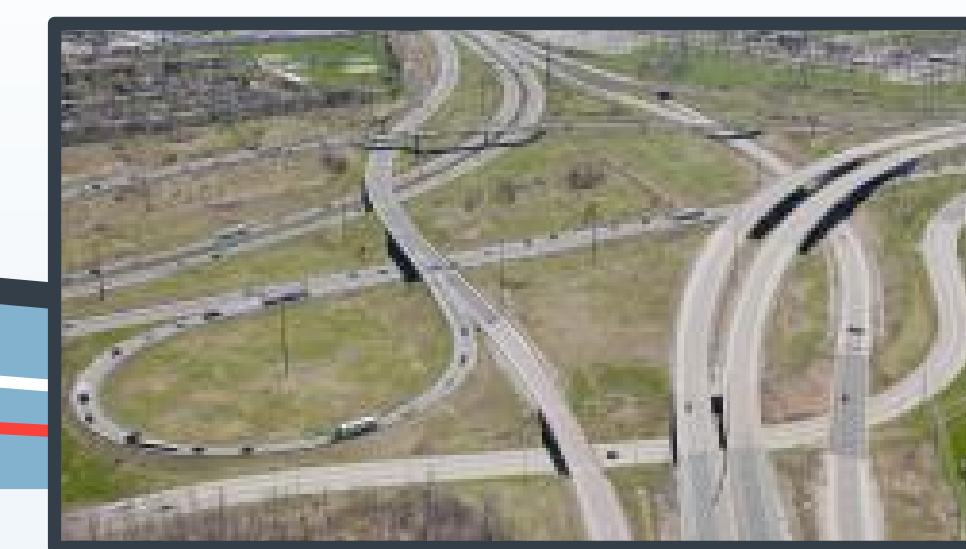
Advantages:

- ✓ Additional capacity for east-to-west and south-to-west traffic
- ✓ Improved geometry for south-to-west ramp

Disadvantages:

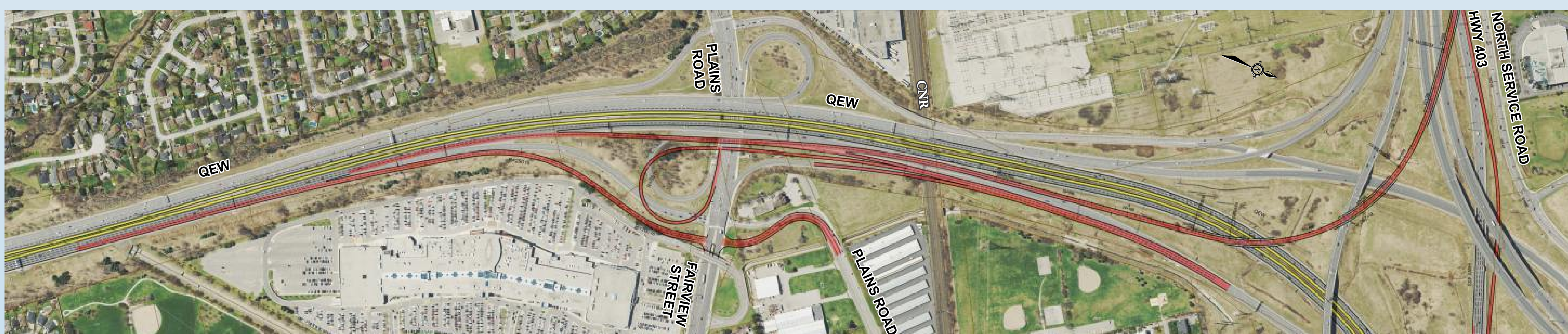
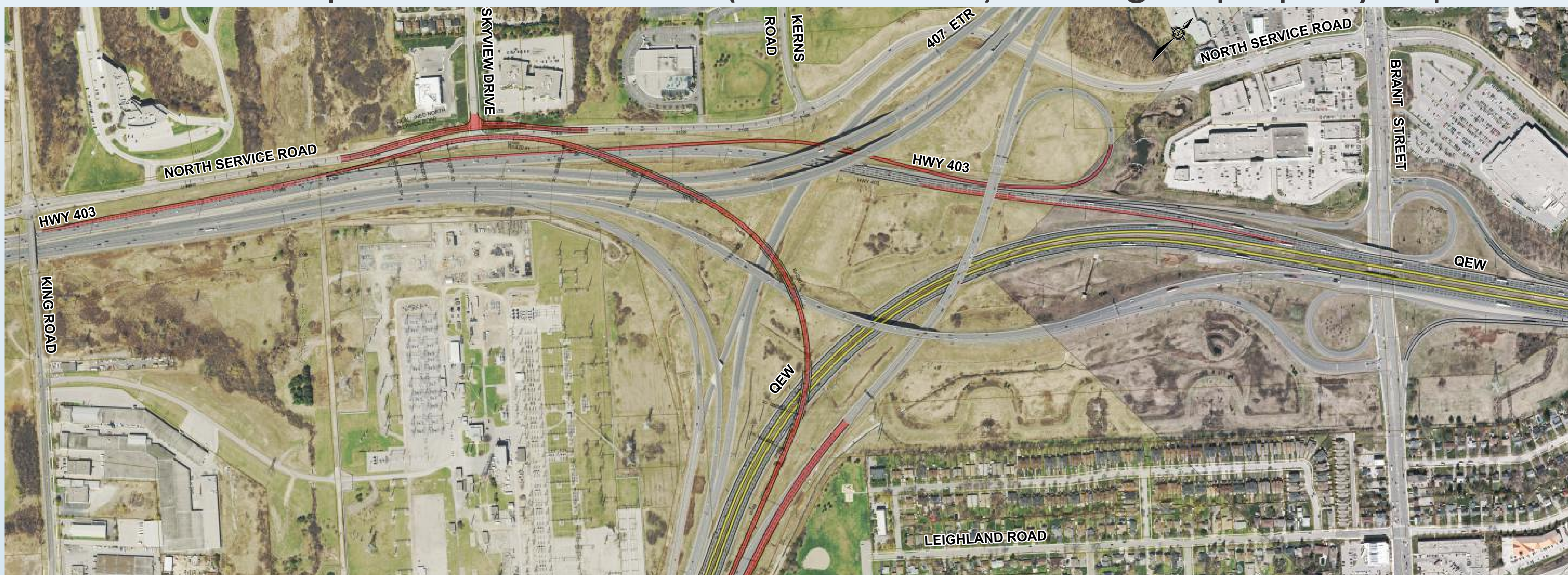
- ✗ Relatively high cost due to long bridges
- ✗ Challenging constructability under EB 403 ramp
- ✗ Property impacts in northwest quadrant
- ✗ Requires new ramp from QEW to 407 ETR to mitigate weaving issues
- ✗ Reduced design speed between NB QEW and 407 ETR

Recommendation: **Do Not Carry Forward**



HIGHWAY 403 / FREEMAN WESTBOUND – ALTERNATIVE 3A

- Provide new directional ramp for the QEW to Highway 403 westbound.
- Mitigate lane QEW / Highway 403 lane balance issue by adding additional westbound lane.
- Widen Highway 403 by an additional general purpose lane or HOV lane.
- Directional ramp has a ‘broken-back’ (less desirable) to mitigate property impacts.



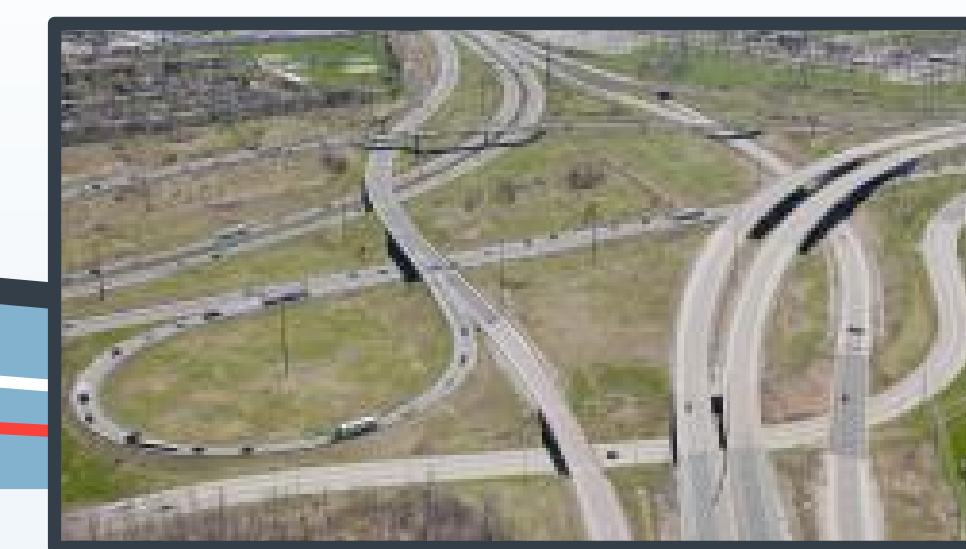
Advantages:

- ✓ Additional capacity for east-to-west and south-to-west traffic
- ✓ Improved geometry for south-to-west ramp
- ✓ Avoids weaving issues

Disadvantages:

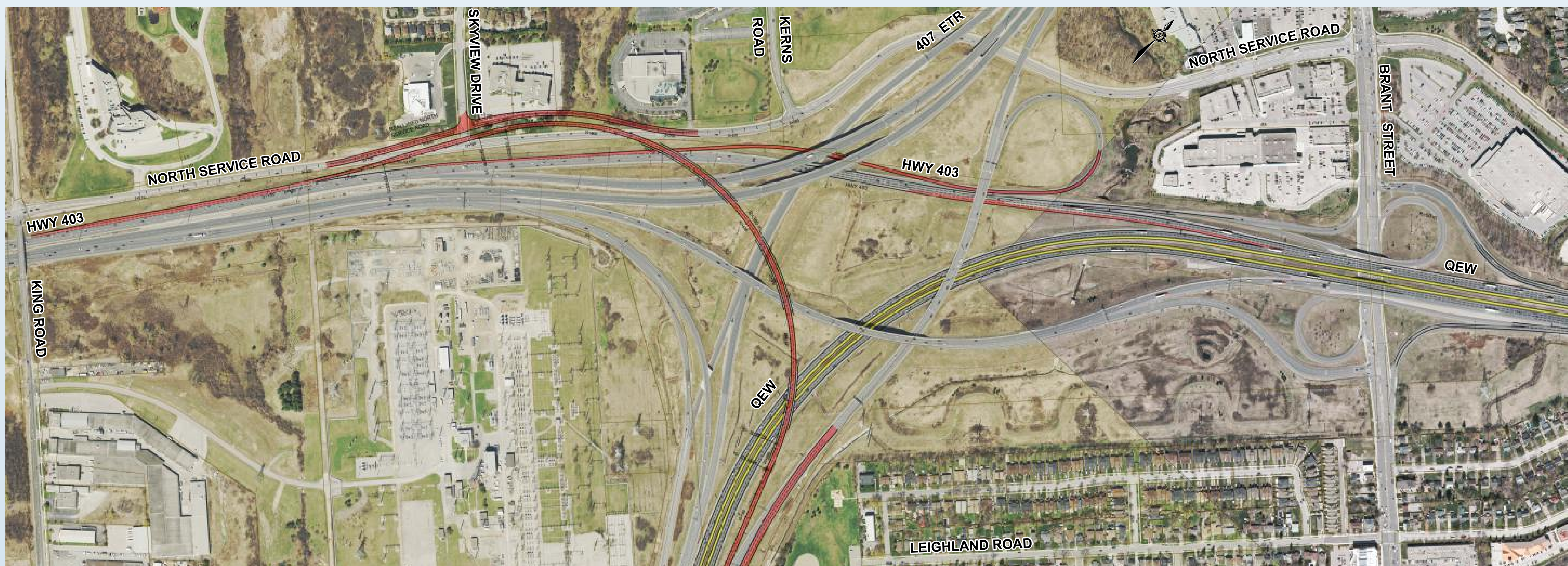
- ✗ Relatively high cost
- ✗ Significant impacts to existing hydro transmission corridor and towers
- ✗ ‘Broken-back’ curve on new south-to-west ramp less desirable than simple curve
- ✗ Inner-loop ramp (Alternative 1A) must be used to avoid weaving issue.
- ✗ Relatively minor property impacts

Recommendation: **Do Not Carry Forward**



HIGHWAY 403 / FREEMAN WESTBOUND – ALTERNATIVE 3B

- Provide new directional ramp for the QEW to Highway 403 westbound.
- Mitigate lane QEW / Highway 403 lane balance issue by adding additional westbound lane.
- Widen Highway 403 by an additional general purpose lane or HOV lane.
- Use of single curve for directional ramp results in property impacts.



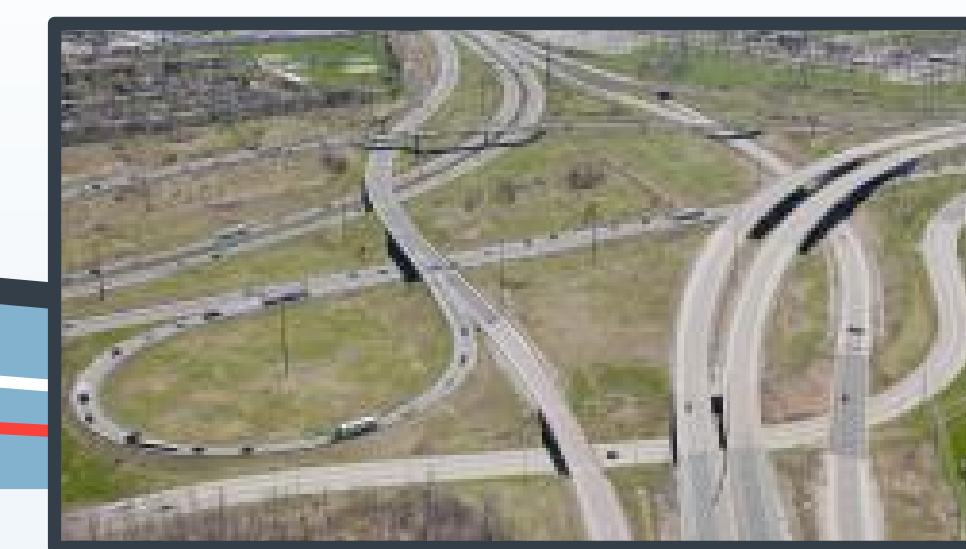
Advantages:

- ✓ Additional capacity for east-to-west and south-to-west traffic
- ✓ Improved geometry for south-to-west ramp
- ✓ Avoids weaving issues

Disadvantages:

- ✗ Relatively high cost
- ✗ Significant property impacts on North Service Road
- ✗ Significant impacts to existing hydro transmission corridor tower
- ✗ Inner-loop ramp (Alternative 1A) must be used to avoid weaving issue.

Recommendation: **Do Not Carry Forward**



HIGHWAY 403 / FREEMAN EASTBOUND – ALTERNATIVE 1

- Provide new ramp for the Highway 403 to QEW eastbound.
- New ramp provides additional capacity for eastbound traffic as existing bridges cannot be widened.
- Provide additional capacity on Highway 403 to study limits.



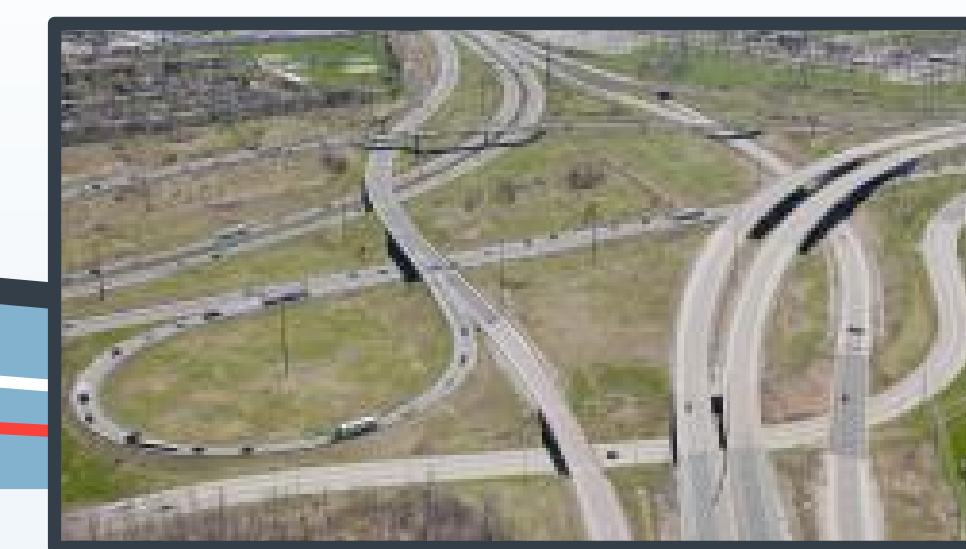
Advantages:

- ✓ Additional capacity for Hwy 403 EB to QEW EB ramp
- ✓ No property requirements
- ✓ Minimal staging impacts

Disadvantages:

- ✗ Requires replacement of existing eastbound bridges

Recommendation: **Carry Forward**



HIGHWAY 403 / FREEMAN EASTBOUND – ALTERNATIVE 2

- Provide new ramp for the Highway 403 to QEW eastbound.
- New ramp provides additional capacity for eastbound traffic as existing bridges cannot be widened.
- Provide additional capacity on Highway 403 to study limits.
- Provide additional capacity for the Highway 403 to QEW southbound ramp.



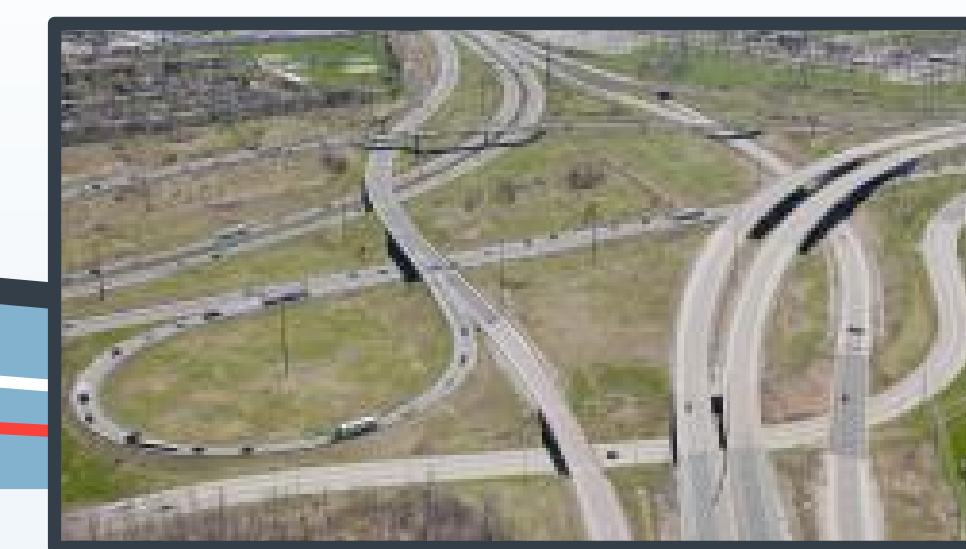
Advantages:

- ✓ Additional capacity for west-to-east and west-to-south traffic

Disadvantages:

- ✗ Requires replacement of Fairview St. off-ramp bridge over CN Rail
- ✗ Requires widening / replacement of bridge over 407 ETR ramp
- ✗ Minimal property requirements

Recommendation: **Carry Forward**

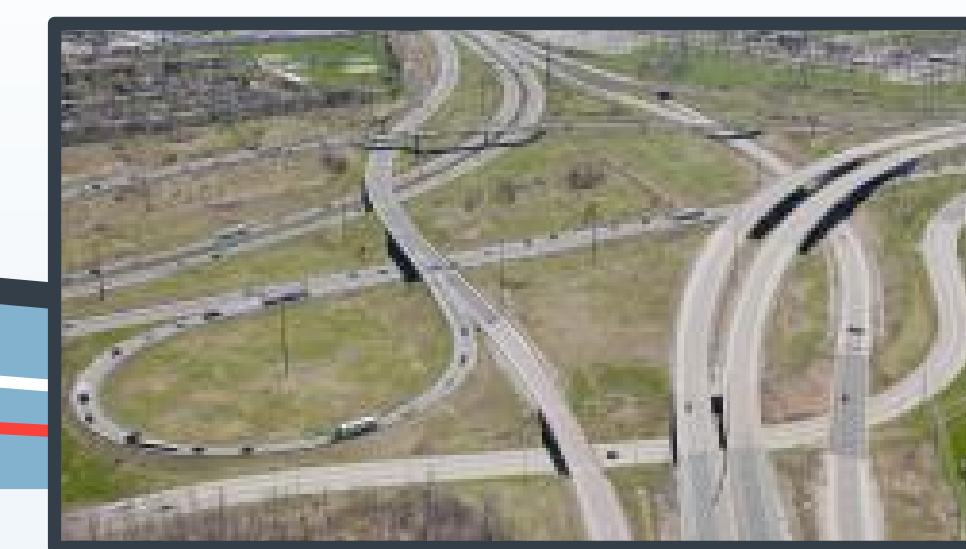


SHORT-LIST OF ALTERNATIVES

Alternative	Carried Forward?
QEW - Alternative 1	✓
QEW - Alternative 2	✓
QEW - Alternative 3	✗
Hwy 403 / Freeman Westbound - Alternative 1A	✓*
Hwy 403 / Freeman Westbound - Alternative 1B	✓
Hwy 403 / Freeman Westbound - Alternative 2A	✓
Hwy 403 / Freeman Westbound - Alternative 2B	✗
Hwy 403 / Freeman Westbound - Alternative 3A	✗
Hwy 403 / Freeman Westbound - Alternative 3B	✗
Hwy 403 / Freeman Eastbound - Alternative 1	✓
Hwy 403 / Freeman Eastbound - Alternative 2	✓

* Interim only

Note: the following options may be partially or wholly combined in the preferred alternative.



EVALUATION CRITERIA

The following evaluation criteria has been identified by the Project Team to review and evaluate the design alternative.



Natural Environment

- Fish and Fish Habitat
- Wildlife and Wildlife Habitat
- Species at Risk
- Surface Water / Groundwater



Transportation Infrastructure

- Transportation network capacity
- Interchange operation and transportation efficiency
- Promotes effective movement of people and goods
- Geometrics and Highway Safety
- Cost



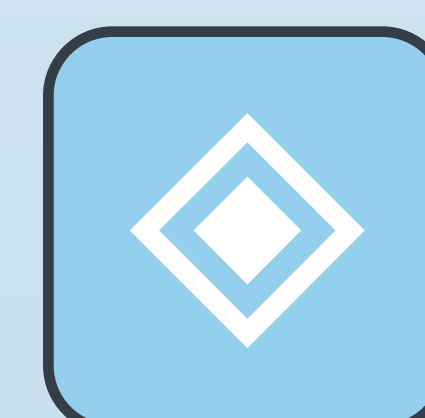
Socio-Economic Environment

- Community Impacts
- Existing and Planned Land Uses
- Waste/Contamination
- Noise and Air Quality
- Property Impacts
- Climate Change



Constructability & Utilities

- Complexity and Difficulty of Construction
- Impacts to Utilities

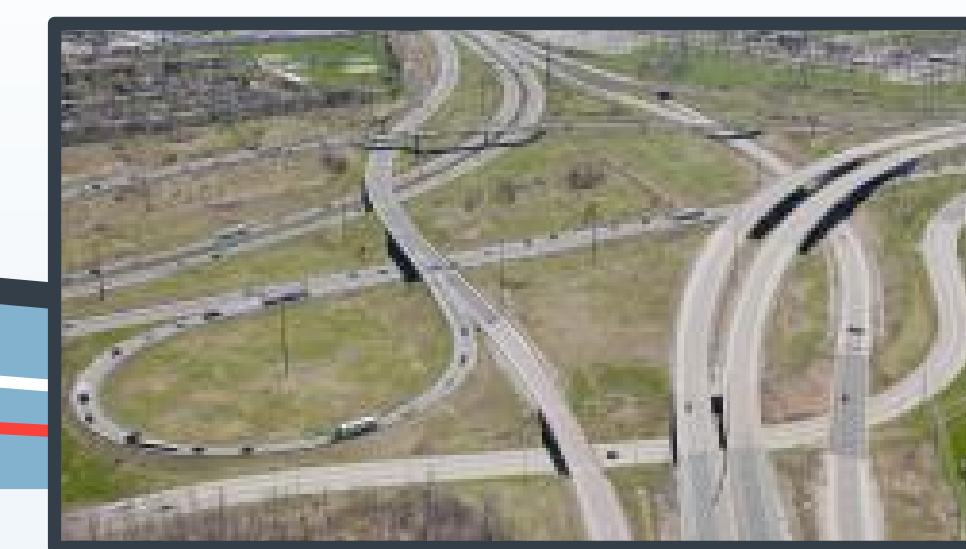


Cultural and Built Heritage Resources

- Archaeology
- Built Heritage
- Cultural Heritage



Let us know if additional evaluation criteria should be included.



TRANSITWAY ALTERNATIVES

This study includes conceptual design of a transitway connecting Aldershot GO Station to the future 407 Transitway. A potential connection to local transit and Burlington GO Station will be considered.

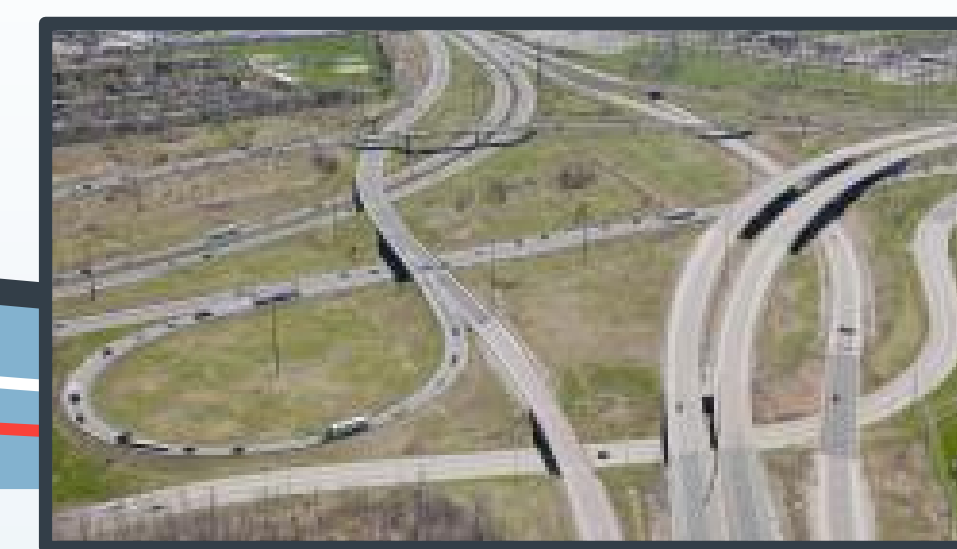
The study will consider various routes for the Transitway along Highway 403. The Transitway alignment through Freeman Interchange will depend on the identified improvement alternative.

What is a transitway?

A transitway is a transportation corridor which is dedicated for public transit vehicles (e.g. buses, trains, etc.). Stations may be planned at various locations throughout the transitway.



Potential Transitway Alignments

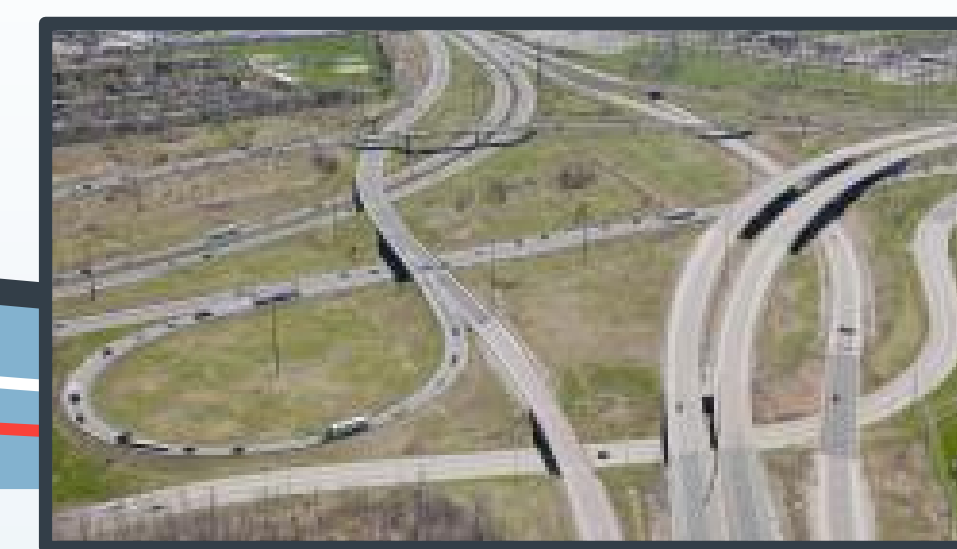


POTENTIAL CARPOOL LOT

Carpool lots promote efficient means of travel and encourage use of transit and High Occupancy Vehicle (HOV) / High Occupancy Toll (HOT) lanes.

MTO's Central Region Carpool Lots Opportunity Study (2007) recommended a carpool lot at the Fairview Street / Plains Road Interchange. This current study will confirm the recommendation in consideration to the proposed highway improvements, and undertake preliminary design of the carpool lot site.





NEXT STEPS AND CONTACT INFORMATION

After this Public Information Centre, the Project Team will:

- Review and respond to comments received.
- Meet with stakeholders and external agencies, as necessary.
- Complete the evaluation of the short-list of alternatives.
- Review the potential impacts on the natural, cultural, socio-economic and transportation environments.
- Select a preliminary preferred alternative.
- Prepare for Public Information Centre # 2.

Information presented today is available online at the study website:

www.qew403freeman.ca.

Please feel free to ask questions and fill out a comment sheet before you leave.

Comments can be left in the box provided or forwarded to the Project Team by email, mail, or fax.

Freedom of Information and Protection of Privacy Policy

Information collected during this study will be used to assist the Ministry of Transportation in meeting the requirements of the Provincial Environmental Assessment Act. This material will be maintained on file for use during the study and may be included in the study documentation. Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

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