

NOTICE OF HIGHWAY 417 DETOUR ROUTE

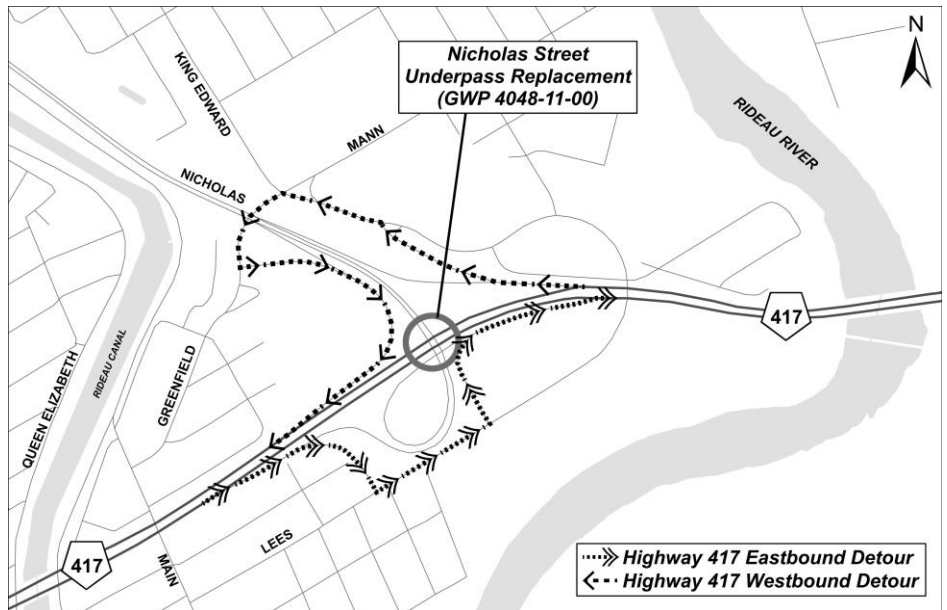
HIGHWAY 417 NICHOLAS STREET UNDERPASS (SITE #3-224) REPLACEMENT (GWP 4048-11-00)

THE STUDY

The Ministry of Transportation (MTO) has retained WSP Canada (WSP) to complete the Detail Design and Class Environmental Assessment (EA) for the replacement of the Highway 417 Nicholas Street Underpass (Site #3-224) (GWP 4048-11-00), in the City of Ottawa.

The scope of work involves the full replacement of the existing bridge on a new alignment immediately west of the existing bridge.

The replacement of the underpass will require two single overnight full closures of Highway 417 for the erection of the new bridge girders over the highway and for the demolition of the existing structure. Each closure will occur on a separate weekend. Traffic will be detoured during this time.



Traffic management for construction staging is being coordinated with the City of Ottawa.

DETOUR ROUTE INFORMATION

The purpose of this notice is to inform nearby residents of a change to the proposed detour route during full highway closures. The new route is different from what was presented at a Public Information Centre (PIC) held for this project on October 25, 2017.

The new proposed detour route is shown in the above figure and is described as follows:

HIGHWAY 417 EASTBOUND DETOUR ROUTE	HIGHWAY 417 WESTBOUND DETOUR ROUTE
<ul style="list-style-type: none"> Exit Highway 417 at the Nicholas Street W-S off-ramp and travel south towards Lees Avenue; Turn left (east) onto Lees Avenue; and Re-enter Highway 417 Eastbound by turning left (north) onto the Lees Avenue S-E on-ramp. 	<ul style="list-style-type: none"> Exit Highway 417 at the Nicholas Street E-N off-ramp and travel north towards Mann Avenue; Turn left (west) onto Greenfield Avenue; and Re-enter Highway 417 Westbound at the Nicholas Street N-W on-ramp.

The new detour route significantly reduces the impacts on local streets by maintaining traffic mostly on MTO facilities, compared to the original detour presented at the PIC. It also reduces the travel time for detoured vehicles.

THE PROCESS

This study is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO *Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000)*, with the opportunity for public input throughout the study. Upon completion of the Detail Design, a Design and Construction Report (DCR) will be prepared and filed for a 30-day public review period. The DCR will document the Class EA process followed, including a description of the Recommended Plan, potential environmental effects, and the final mitigation plan. At that time, a notice of DCR Submission will be published in local newspapers to explain the review process and identify locations where the DCR can be reviewed.

Please visit the project website at www.queenswayexpansioneast.com for additional project information and updates.

For further information, please contact:

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Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act (FOIPPA)*.

Des renseignements sont disponibles en français en composant (613) 690-1092, auprès de Carmen Lapointe (courriel: Carmen.Lapointe@wsp.com).