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October 7, 2004

Leo Paoletti
Qualicum-Graham Park Community Association - Executive
12 Nanaimo Drive
Ottawa, ON K2H 6X7

Dear Mr. Paoletti:

RE: HIGHWAY 417 (OTTAWA QUEENSWAY) PRELIMINARY DESIGN STUDY AND ENVIRONMENTAL ASSESSMENT, FROM HIGHWAY 416 TO ANDERSON ROAD W.P. 663-93-00

Thank you for your comments of July 23, 2004. Our responses to your comments and concerns are provided below. Additional information about the project can be found on the project website which can be accessed at www.mto.gov.on.ca under the "Highway Management" heading.

Your general support for the proposed widening of the Queensway and the interchange modifications in the vicinity of Richmond Road has been noted. In addition, your concerns regarding the operation of the Richmond Road/Nanaimo Drive/Holly Acres Road intersection and potential impacts on the Qualicum-Graham Park community have been documented.

The Technically Preferred Alternative includes the provision of a northbound dual left turn lane with adequate storage to accommodate the project traffic volumes for the 20-year planning horizon. The Technically Preferred Alternative does not recommend reconfiguration of the east leg of the intersection. Improved operations on the Queensway should reduce traffic infiltration through the adjacent communities.

While signing requirements will be determined during Detail Design, signing to restrict access to Nanaimo Drive during the morning rush hour period, similar to the signing which currently exists, should be feasible. Opportunities to improve the signing on the Richmond Road westbound off-ramp will also be explored during Detail Design.

The introduction of the dual left turn lane at the Richmond Road/Nanaimo Drive/Holly Acres Road intersection will require modifications to the existing traffic signal phasing and timing. These modifications may result in increased queuing on Nanaimo Drive.

Pedestrian and cyclist requirements at the intersection will be addressed during preliminary design. Your request to have the pedestrian crossing on Richmond Road moved to the north side of the intersection now has been noted and will be discussed with the City through our Municipal Technical Advisory Committee.

The proposed closure of the Richmond Road eastbound on-ramps and the closure of the westbound loop on-ramp to accommodate the City's West Transitway would provide an opportunity for a sidewalk to be installed over the Queensway structure should the City wish to pursue this.

A detailed noise assessment was undertaken for the Technically Preferred Alternative. The assessment revealed that there will be an imperceptible increase in sound levels (0 to 3 dBA) for some noise sensitive areas and an imperceptible decrease in sound levels (0 to 3 dBA) for other noise sensitive areas. Accordingly, since noise increases are predicted to 3 dBA or less above existing noise levels, no mitigation is required. A strategy for the replacement of existing noise barriers will be developed during preliminary design.

During the next phase of the study, we will be finalizing the Technically Preferred Alternative and preparing the Recommended Design Plan taking into consideration the input received from the public at, and subsequent to, the second round of Public Involvement Centres (PICs). The Recommended Design Plan will be presented at the third round of PICs.

Thank you again for your comments, and I hope that you will continue to participate in the study process.

Regards,

Brian Ruck, P.Eng., C.V.S.
Consultant Project Manager

cc: Dave Lindensmith, MTO
Dave McAvoy, MTO
Phil Pawliuk, MTO