

Rationale for Selecting the Project Alternatives

Section of Highway 17	Selected Alternative	Reasons Why
Sudbury Municipal Road 55 (middle junction) to Southview Drive	North side twinning (two new westbound lanes, north of the existing highway)	<ul style="list-style-type: none"> ▪ North side twinning is consistent with the original 4-lane Highway 17 plan that was designated in 1967 ▪ The Ministry already owns the property on the north side of Highway 17, and therefore additional property acquisition is minimal ▪ North side twinning does not impact Southview Drive south of Highway 17 ▪ Sufficient separation is maintained between the highway and the Kelly Lake Trail ▪ Foundation conditions on the north side are more favourable since there are fewer marshes
Southview Drive to Long Lake Road	South side twinning (two new eastbound lanes, south of the existing highway)	<ul style="list-style-type: none"> ▪ Twinning Highway 17 on the south side accommodates a new service road on the north side to provide access to Middle Lake Road and to Hannah Lake Road ▪ South side twinning minimizes impacts to fisheries and vegetation resources at Middle Lake and Hannah Lake ▪ Foundation conditions on the south side are more favourable
Long Lake Road to Highway 69	North side twinning (two new eastbound lanes, north of the existing highway)	<ul style="list-style-type: none"> ▪ North side twinning is consistent with the design for the proposed interchange at Long Lake Road which is being constructed in 2007 ▪ North side twinning is consistent with the original 4-lane Highway 17 plan that was designated in 1967
Fielding/Kantola Road and Southview Drive Interchange Alternatives	Diamond Configuration	<ul style="list-style-type: none"> ▪ The diamond configuration has the least impacts to property and other environmental features in the surrounding area ▪ The diamond configuration provides opportunities for pedestrians to cross through the interchange with minimal traffic conflicts