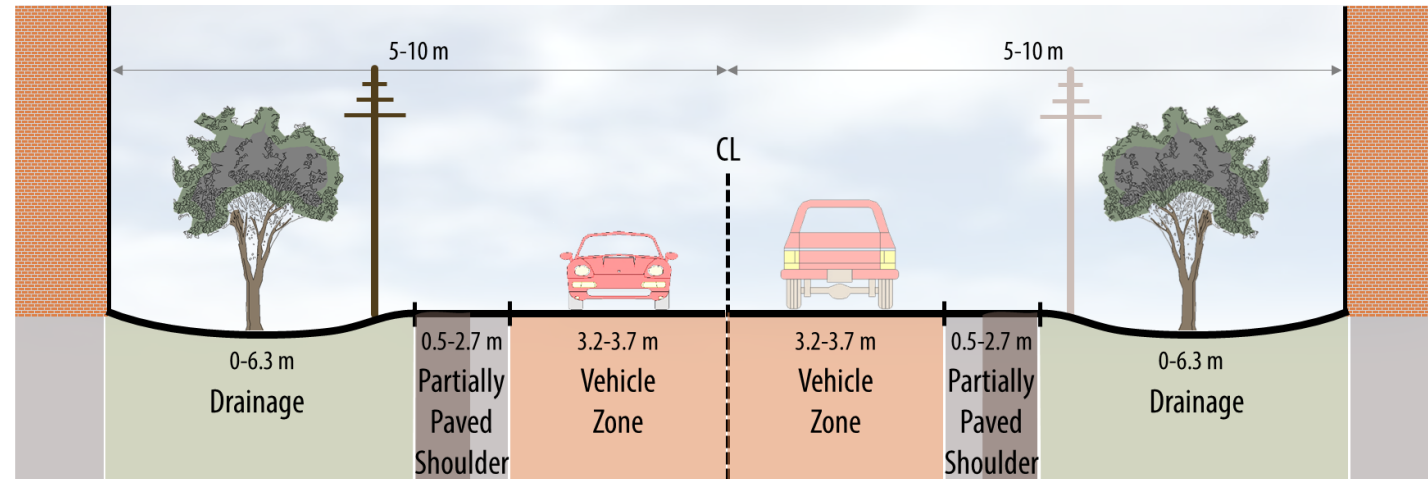


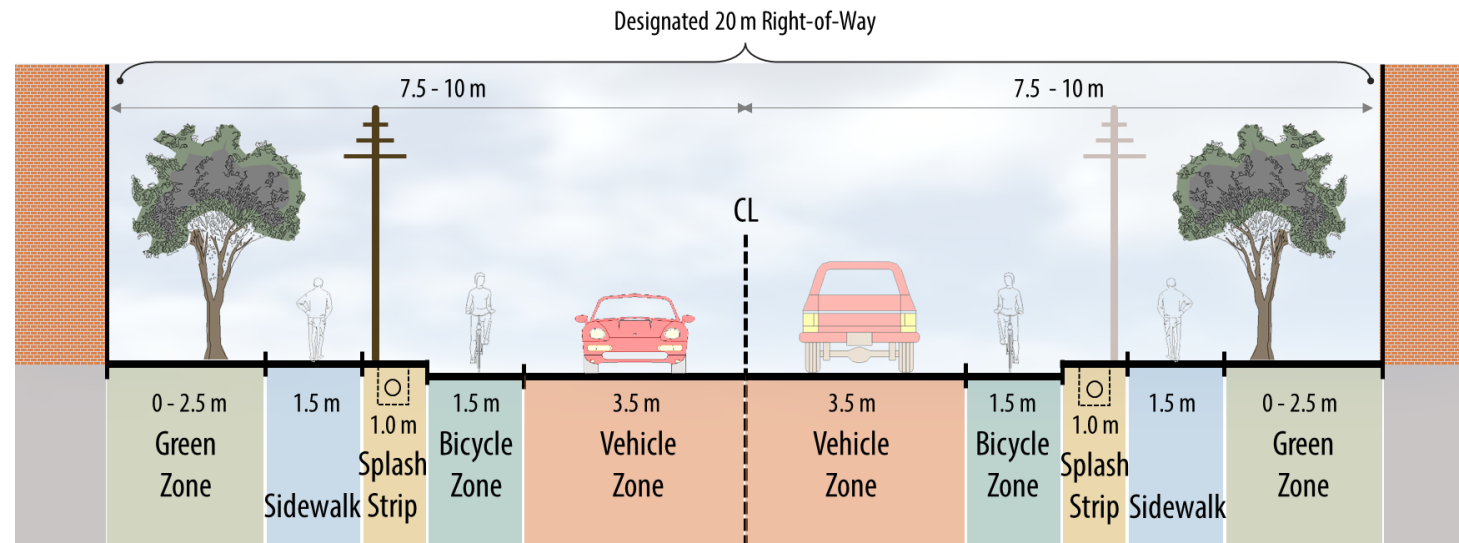
Belfountain Village (Old Main Street & Bush Street)

DO NOTHING



Note: Total right-of-way is predominantly 20 m; paved portion of shoulder ranges from 0.2-2.0 m; majority of above ground utilities run on one side of the road and cross over between sides

RURAL MAIN STREET



Note: Splash Strip includes Curb and Gutter

Typical existing cross-section

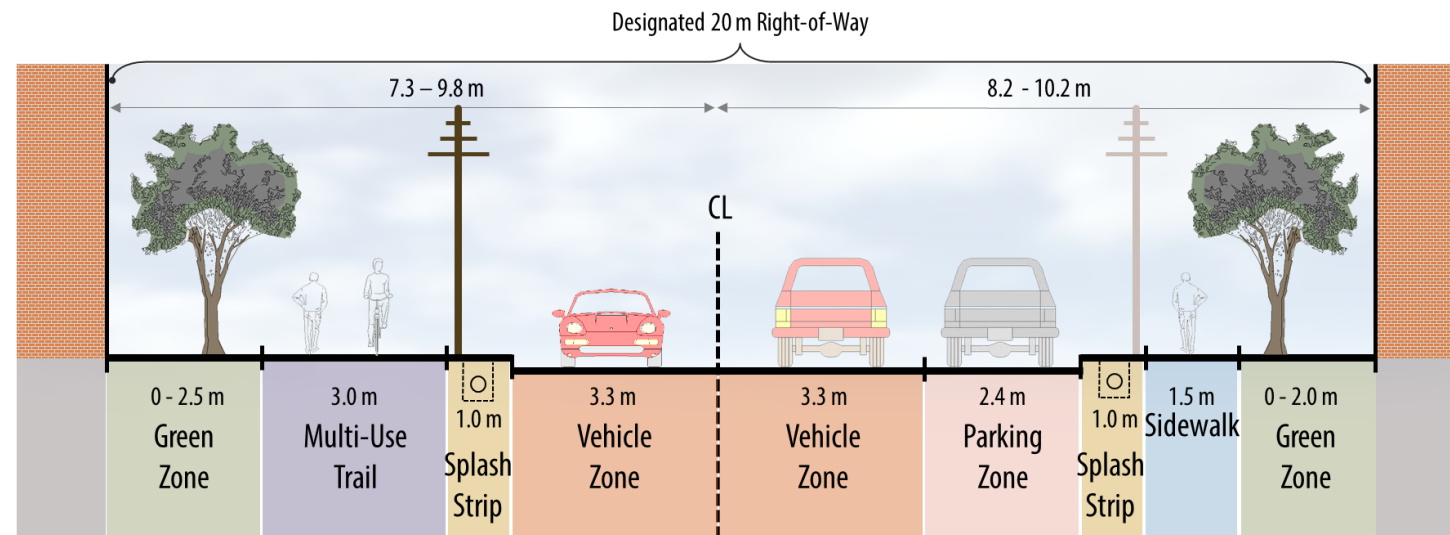
- ✓ No impacts to properties, natural environment, or built/cultural heritage features
- ✗ Does not accommodate all road users on narrow paved shoulder
- ✗ Inadequate drainage

Accommodates all road users with narrow green zone where necessary

- ✗ Potential impacts to properties, natural environment, and built/cultural heritage features, but minimized where possible
- ✗ Higher construction cost than Do Nothing and Constrained Rural Main Street option
- ✗ Reduced green zone in constrained locations
- ✗ Does not accommodate parking
- ✓ Dedicated bicycle and pedestrian zones
- ✓ Safer cycling and pedestrian environment from dedicated zones
- ✓ Addresses drainage deficiencies through underground infrastructure (catch basin and subdrain under curb)

RURAL MAIN STREET WITH PARKING

PREFERRED (where feasible)

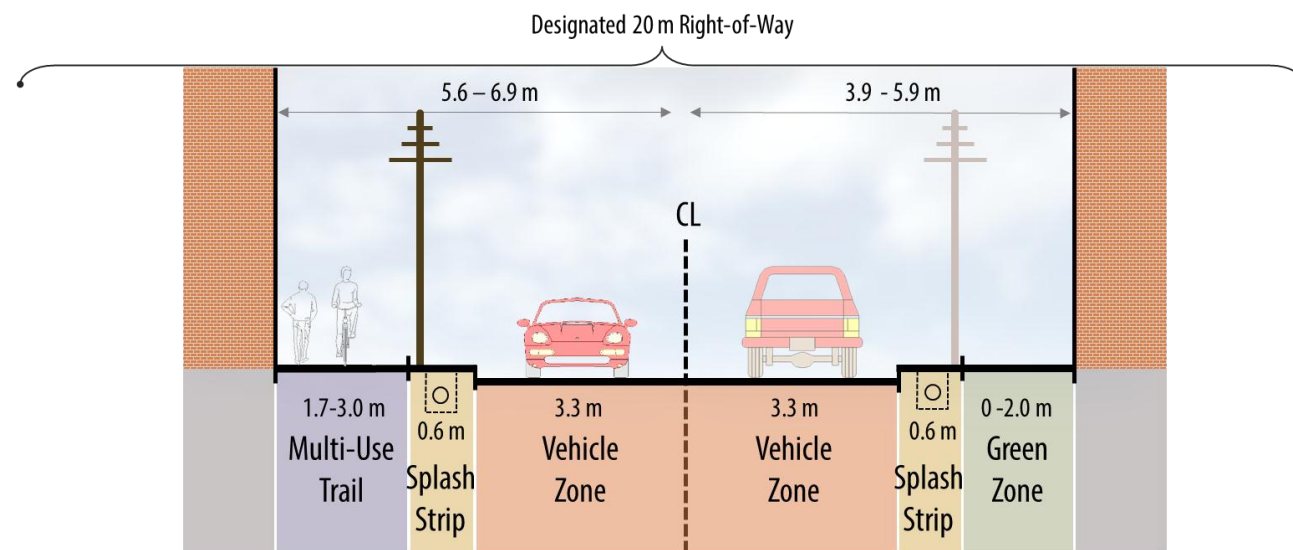


Note: Splash Strip includes Curb and Gutter

Accommodates all road users with narrow green zone where necessary, and provides parking

- ✗ Potential impacts to properties, natural environment, and built/cultural heritage features at some locations, but minimized where possible
- ✗ Higher construction cost than Do Nothing and Rural Main Street option
- ✗ Reduced green zone in constrained locations
- ✓ Accommodates parking
- ✓ Dedicated bicycle and pedestrian zones
- ✓ Safer cycling and pedestrian environment from dedicated zones
- ✓ Addresses drainage deficiencies through underground infrastructure (catch basin and subdrain under curb)

CONSTRAINED RURAL MAIN STREET



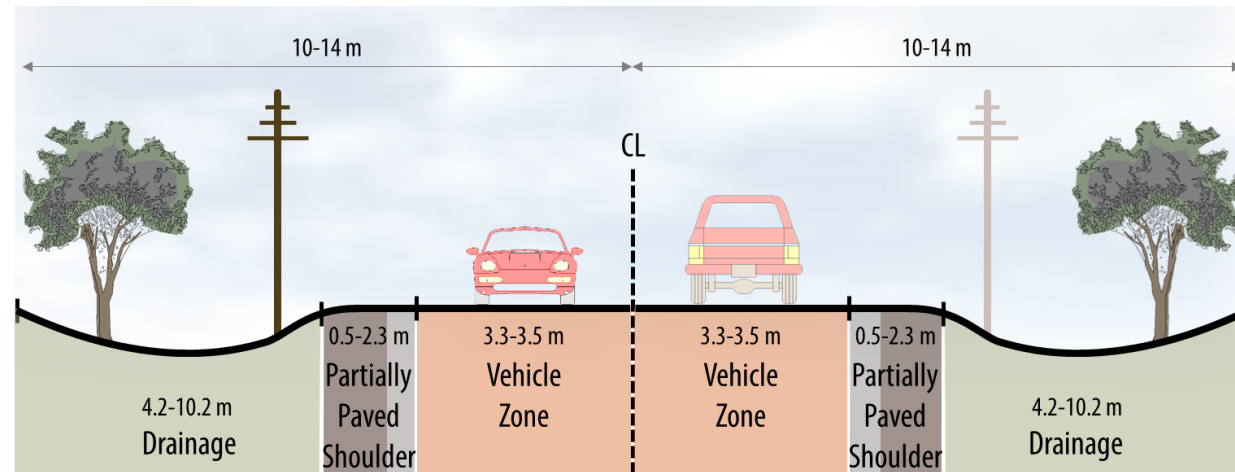
Note: Splash Strip includes Curb and Gutter

Accommodates all road users in a constrained ROW

- ✓ Minimized impacts to properties, natural environment, and built/cultural heritage features
- ✗ Higher construction cost than Do Nothing, but lower than all other Rural Main Street options
- ✗ Reduced green zone in constrained locations
- ✗ Does not accommodate parking
- ✓ Dedicated bicycle and pedestrian zones, but does not accommodate active transportation as well as other options
- ✓ Safer cycling and pedestrian environment from dedicated zones
- ✓ Addresses drainage deficiencies through underground infrastructure (catch basin and subdrain under curb)

Mississauga Road

DO NOTHING

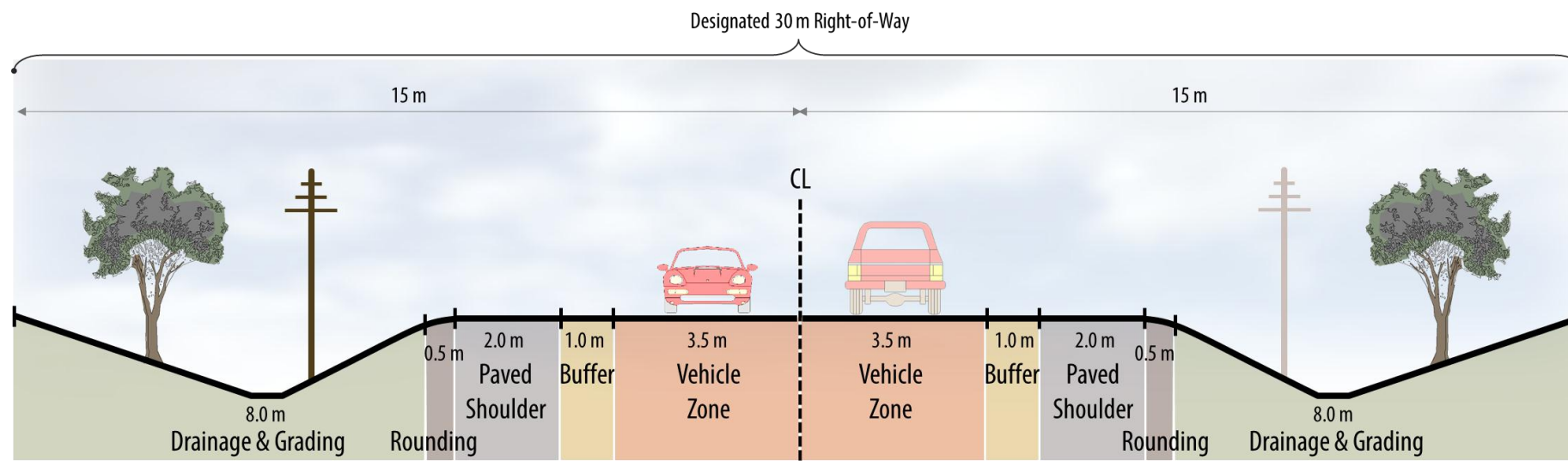


Note: Total right-of-way is predominantly 20 m; paved portion of shoulder ranges from 0-2.3 m; majority of above ground utilities run on one side of the road and crosses over between sides

Typical existing cross-section

- ✓ No impacts to properties, natural environment, or built/cultural heritage features
- ✗ Does not accommodate all road users on unpaved shoulder
- ✗ Inadequate drainage

14m PLATFORM RURAL ROAD

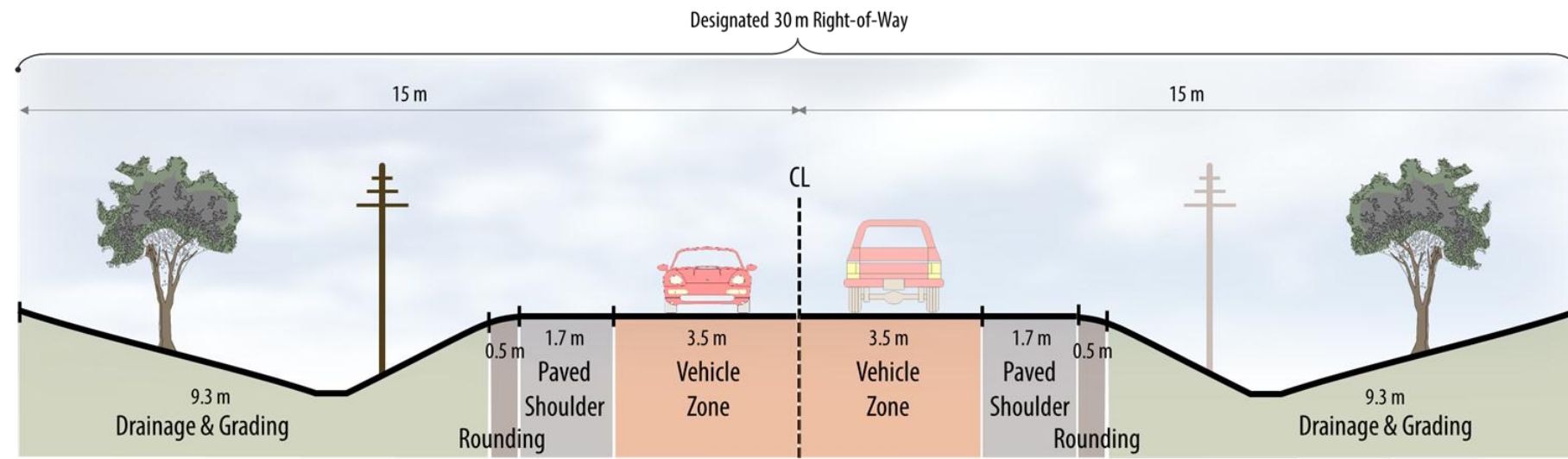


Accommodates all road users on 30m ROW with paved shoulder and buffer

- ✗ Potential impacts to properties, natural environment, and built/cultural heritage features throughout corridor
- ✗ Higher construction cost than Do Nothing and 11.4m Platform Rural Road
- ✓ Significantly lower construction cost than Semi-Rural option
- ✓ Accommodates all road users on wider paved shoulder
- ✓ Safer cycling and pedestrian environment as a result of buffer zone
- ✓ Accommodates agricultural vehicles on wider pavement
- ✓ Retains rural character and countryside scenic quality
- ✓ Addresses drainage deficiencies

11.4m PLATFORM RURAL ROAD

PREFERRED (where feasible)

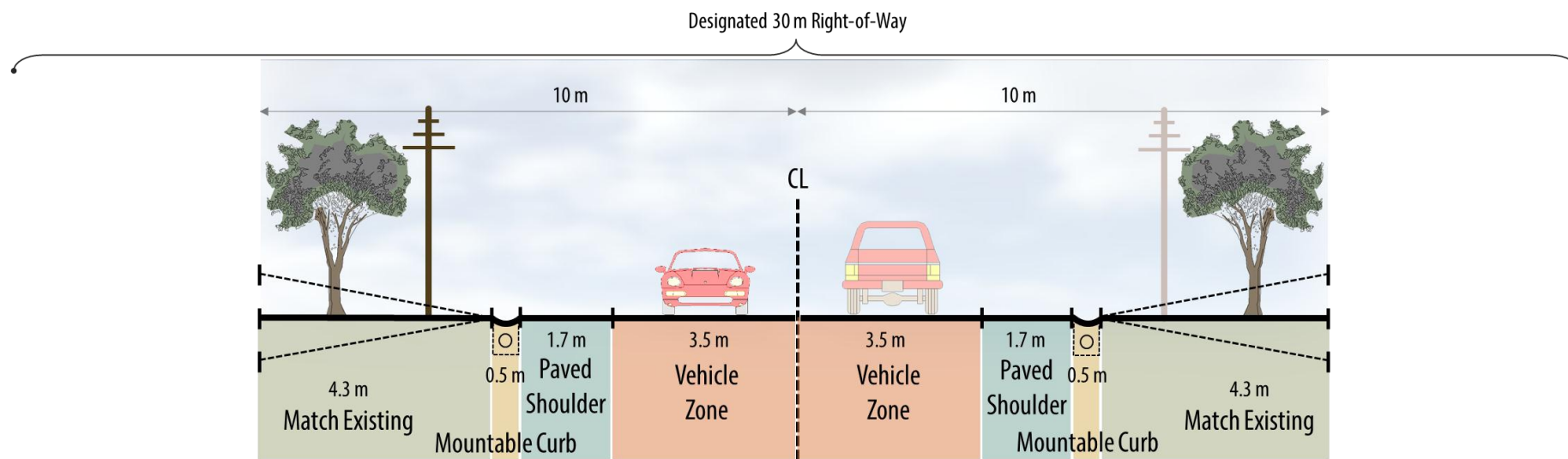


Accommodates all road users on 30m ROW with narrow shoulder (no buffer) and allows for more extensive grading within ROW

- ✘ Potential impacts to properties, natural environment, and built/cultural heritage features throughout corridor, but minimized where possible
- ✓ Lower construction cost than 14m Platform Rural Road, and significantly lower construction cost than Semi-Rural option
- ✓ Accommodates all road users on paved shoulder
- ✓ Safer cycling and pedestrian environment from paved shoulder
- ✓ Accommodates agricultural vehicles on wider pavement
- ✓ Retains rural character and countryside scenic quality
- ✓ Addresses drainage deficiencies

11.4m PLATFORM SEMI-RURAL ROAD

PREFERRED (where Rural option results in significant impacts beyond existing ROW)

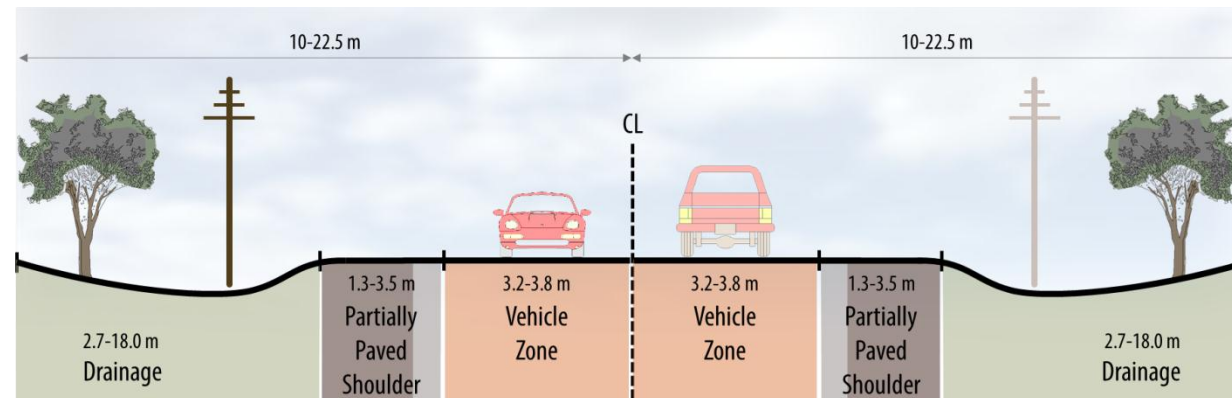


Accommodates all road users with semi-rural cross-section on constrained ROW

- ✓ Minimized impacts to properties, natural environment, and built/cultural heritage features where possible
- ✘ Significantly higher construction cost than Rural Road options due to underground infrastructure
- ✓ Accommodates all road users on paved shoulder
- ✓ Safer cycling and pedestrian environment from paved shoulder
- ✓ Accommodates agricultural vehicles on wider pavement
- ✘ Significant changes to rural character and countryside scenic quality
- ✓ Addresses drainage deficiencies through underground infrastructure (catch basin and subdrain under mountable curb)

Bush Street

DO NOTHING

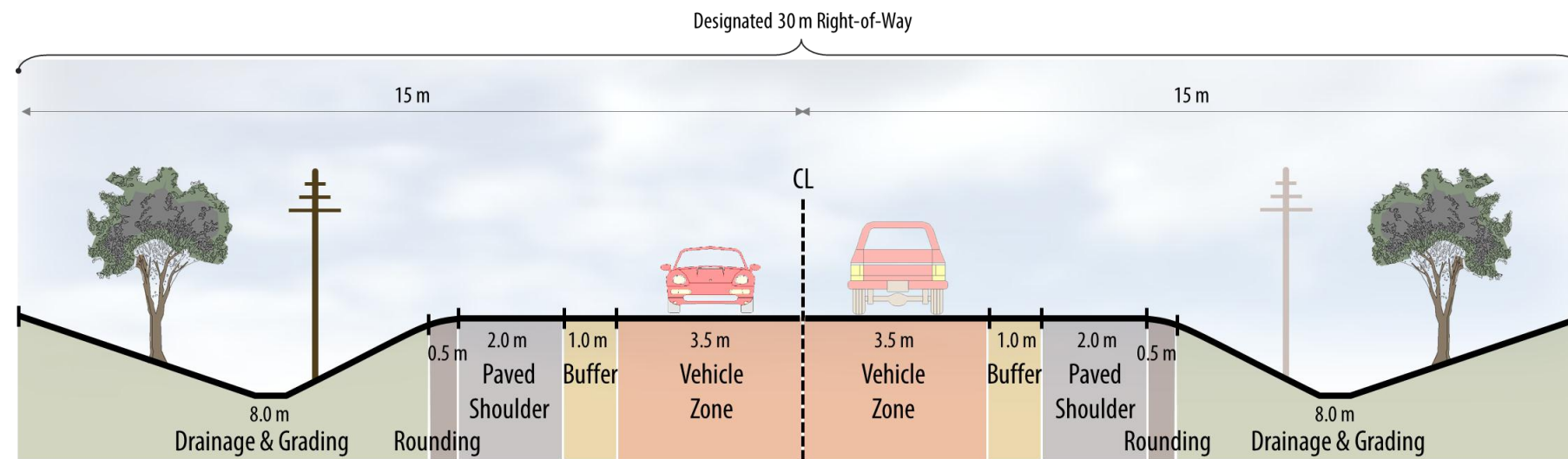


Note: Total right-of-way is predominantly 30 m; paved portion of shoulder ranges from 0.2-1.5 m; majority of above ground utilities run on north side of the road and crosses over between sides

Typical existing cross-section

- ✓ No impacts to properties, natural environment, or built/cultural heritage features
- ✗ Does not accommodate all road users on unpaved shoulders
- ✗ Inadequate drainage

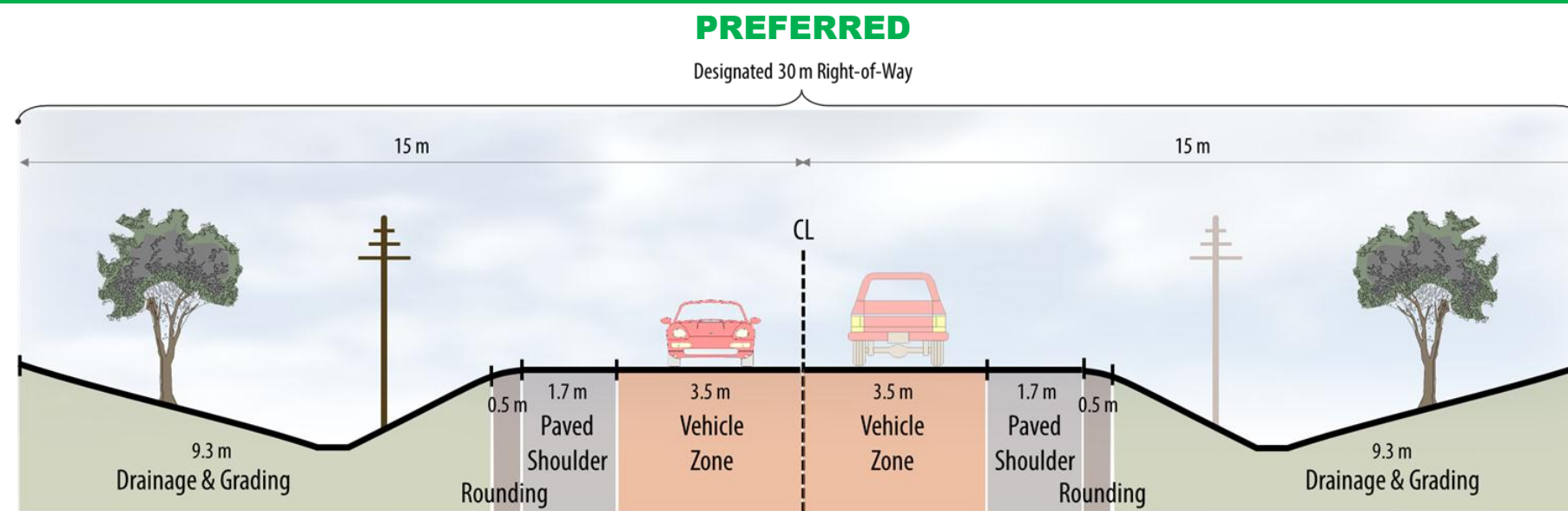
14m PLATFORM RURAL ROAD



Accommodates all road users on 30m ROW with paved shoulder and buffer

- ✗ Potential impacts to properties, natural environment, and built/cultural heritage features along some segments of the corridor
- ✗ Higher construction cost than Do Nothing and 11.4m Platform Rural Road
- ✓ Accommodates all road users on wider paved shoulder
- ✓ Safer cycling and pedestrian environment as a result of buffer zone
- ✓ Accommodates agricultural vehicles on wider pavement
- ✓ Retains rural character and countryside scenic quality
- ✓ Addresses drainage deficiencies

11.4m PLATFORM RURAL ROAD

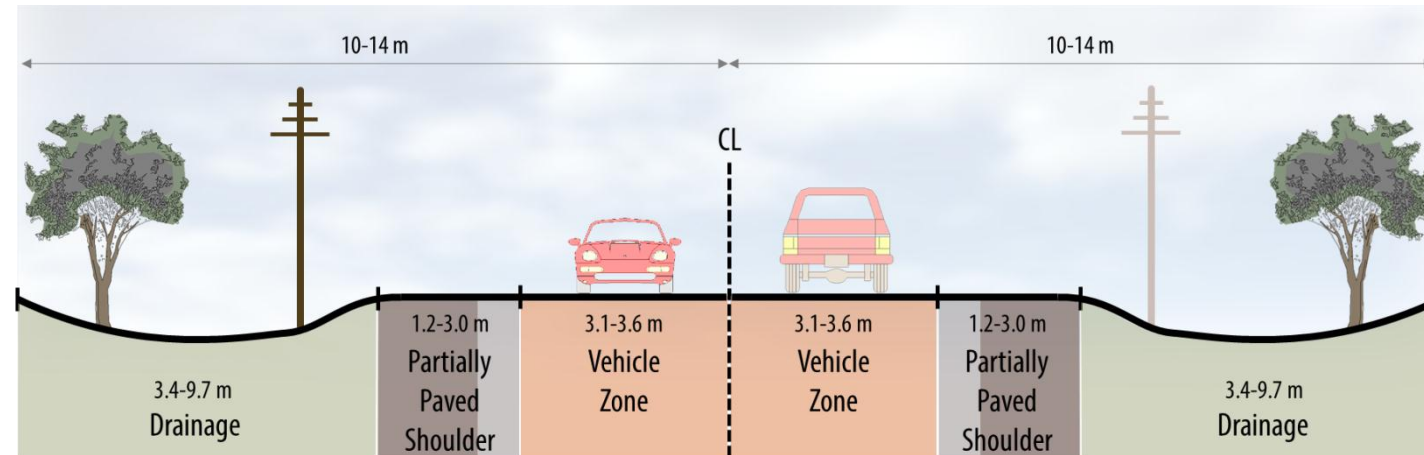


Accommodates all road users on 30m ROW with narrow shoulder (no buffer) and allows for more extensive grading within ROW

- ✓ Some potential impacts to properties, natural environment, and built/cultural heritage features along some segments of the corridor, but minimized where possible
- ✓ Lower construction cost than 14m Platform Rural Road
- ✓ Accommodates all road users on paved shoulder
- ✓ Safer cycling and pedestrian environment from paved shoulder
- ✓ Accommodates agricultural vehicles on wider pavement
- ✓ Retains rural character and countryside scenic quality
- ✓ Addresses drainage deficiencies

Winston Churchill Boulevard

DO NOTHING

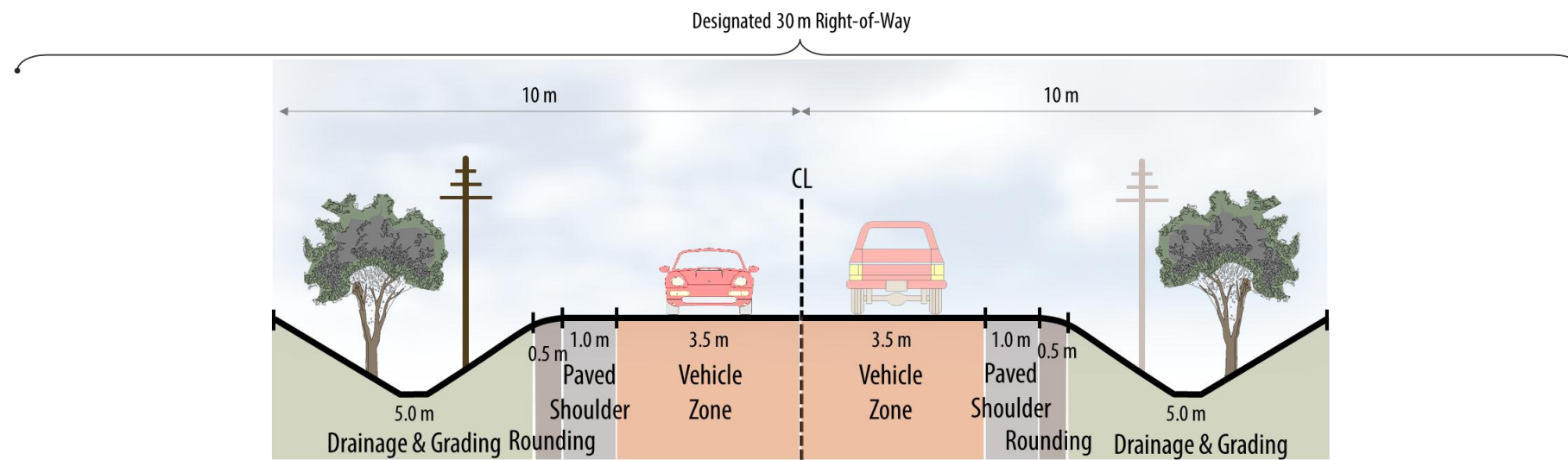


Note: Total right-of-way is predominantly 20-23 m; paved portion of shoulder ranges from 0-1.0 m; majority of above ground utilities run on east side of the road and crosses over between sides

Typical existing cross-section

- ✓ No impacts to properties, natural environment, or built/cultural heritage features
- ✗ Does not accommodate all road users on unpaved shoulders
- ✗ Inadequate drainage

10m PLATFORM RURAL ROAD

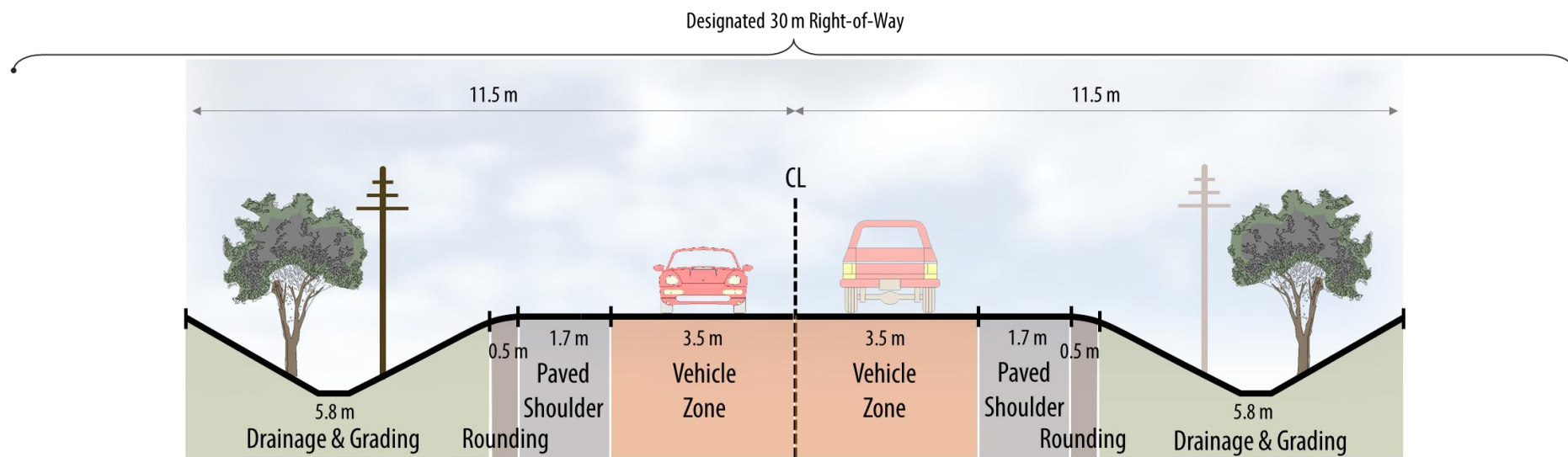


Constrained ROW with narrow paved shoulder (no buffer) and allows for moderate grading within ROW

- ✓ Some impacts to properties, natural environment, and built/cultural heritage features along segments of the corridor, but minimized where possible
- ✓ Higher construction cost than Do Nothing, but lower than 11.4 Platform Rural Road, and significantly lower than Semi-Rural options
- ✗ Does not accommodate all road users on narrow paved shoulder
- ✗ Does not accommodate agricultural vehicles as well as other options
- ✓ Retains rural character and countryside scenic quality
- ✗ Addresses drainage deficiencies, but drainage/grading might extend beyond existing ROW

11.4m PLATFORM RURAL ROAD

PREFERRED (where feasible)

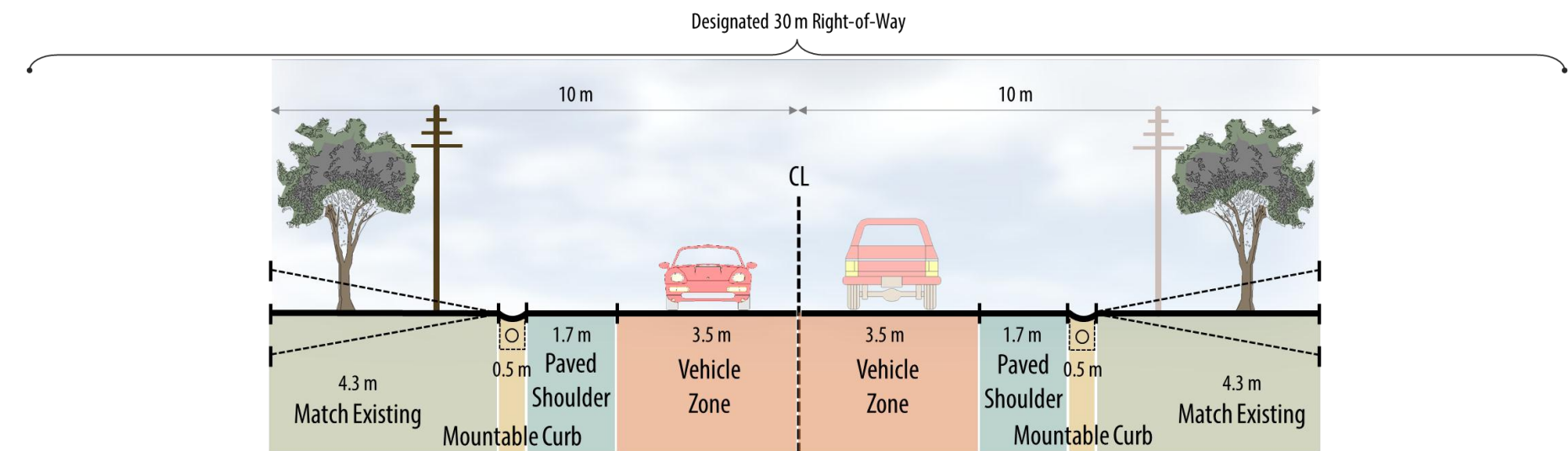


Accommodates all road users with paved shoulder (no buffer) and allows for moderate grading within ROW

- ✗ Impacts to properties, natural environment, and built/cultural heritage features throughout corridor
- ✓ Higher construction cost than Do Nothing, 10m Platform Rural Road, but significantly lower than Semi-Rural options
- ✓ Accommodates all road users on paved shoulder
- ✓ Safer cycling and pedestrian environment from paved shoulder
- ✓ Accommodates agricultural vehicles on wider pavement
- ✓ Retains rural character and countryside scenic quality
- ✗ Addresses drainage deficiencies, but drainage/grading might extend beyond existing ROW

11.4m PLATFORM SEMI-RURAL ROAD

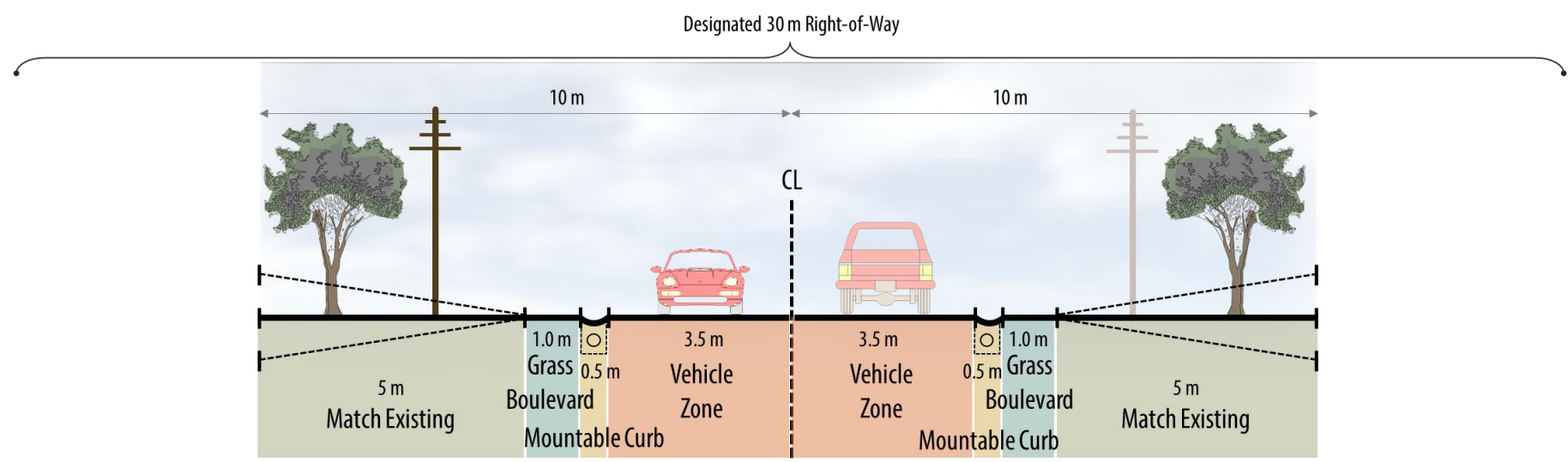
PREFERRED (where Rural option results in significant impacts beyond existing ROW)



Semi-rural cross-section with paved shoulder to accommodate all road users on constrained ROW

- ✓ Minimized impact to properties, natural environment, and built/cultural heritage features where possible
- ✗ Significantly higher construction cost than Rural Road options due to underground infrastructure, and higher than 10m Platform Semi-Rural Road
- ✓ Accommodates all road users on wider paved shoulder
- ✓ Safer cycling and pedestrian environment from paved shoulder
- ✓ Accommodates agricultural vehicles on wider pavement
- ✗ Significant changes to rural character and countryside scenic quality
- ✓ Addresses drainage deficiencies through underground infrastructure (catch basin and subdrain under mountable curb)

10m PLATFORM SEMI-RURAL ROAD

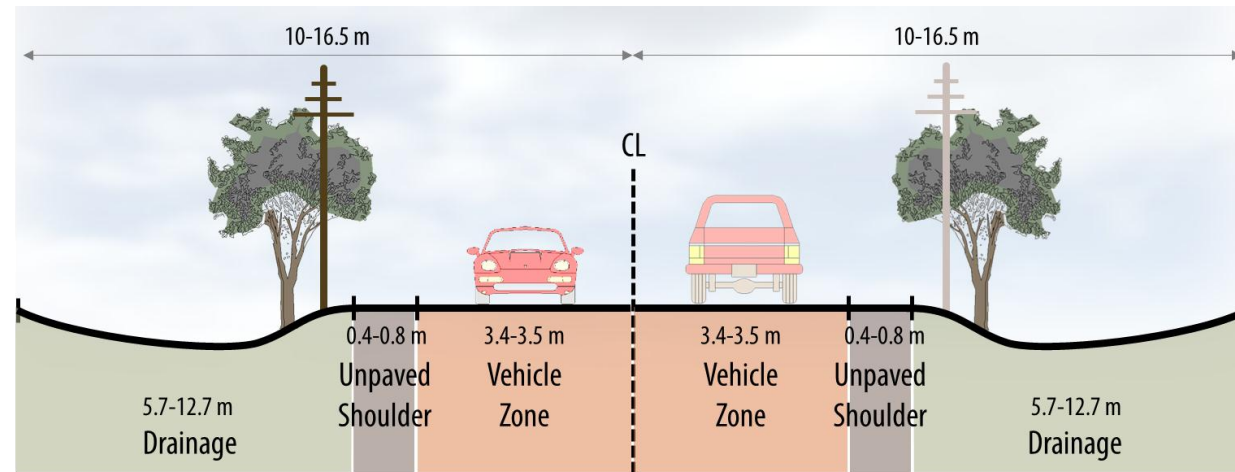


Semi-rural cross-section with narrow grass boulevard on constrained ROW

- ✓ Minimized impact to properties, natural environment, and built/cultural heritage features where possible
- ✗ Significantly higher construction cost than Rural Road options due to underground infrastructure, but lower than 11.4m Platform Semi-Rural Road
- ✗ Does not accommodate all road users on narrow grass boulevard
- ✗ Does not accommodate agricultural vehicles
- ✗ Significant changes to rural character and countryside scenic quality
- ✓ Addresses drainage deficiencies through underground infrastructure (catch basin and subdrain under mountable curb)

Olde Base Line Road

DO NOTHING

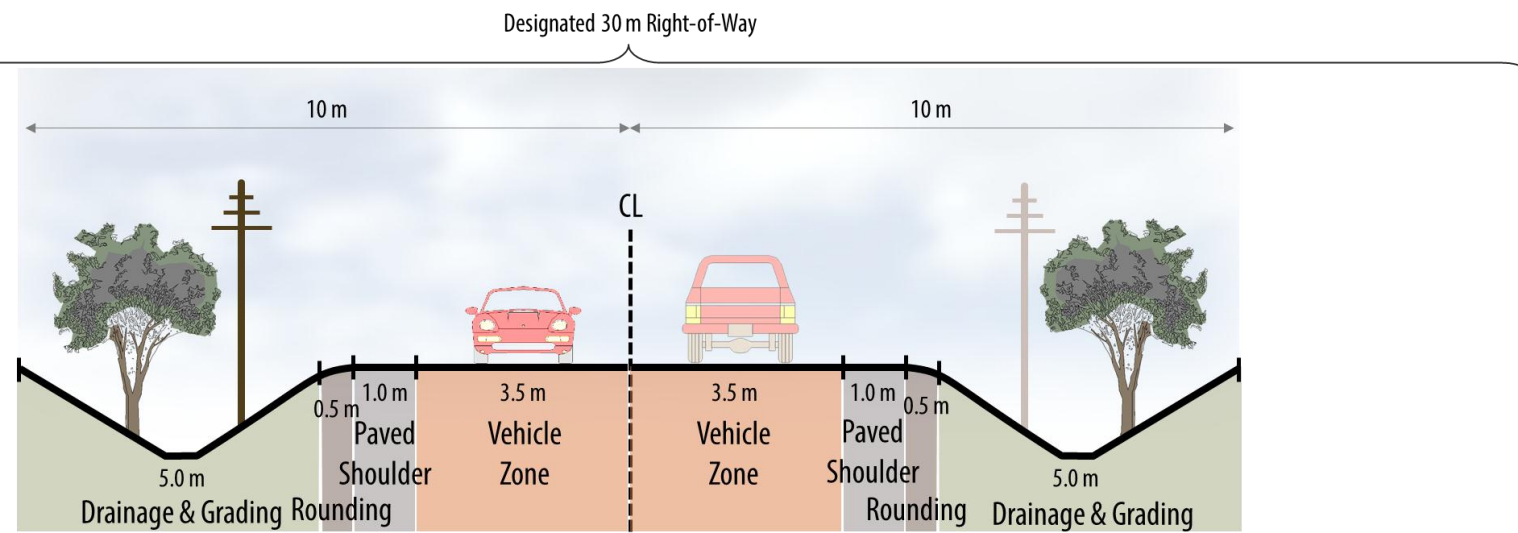


Note: Total right-of-way is predominantly 20-25 m; no paved portion of shoulder exists; majority of above ground utilities run on one side of the road and cross over between sides

Typical existing cross-section

- ✓ No impacts to properties, natural environment, or built/cultural heritage features
- ✗ Does not accommodate all road users on unpaved shoulders
- ✗ Inadequate drainage

10m PLATFORM RURAL ROAD

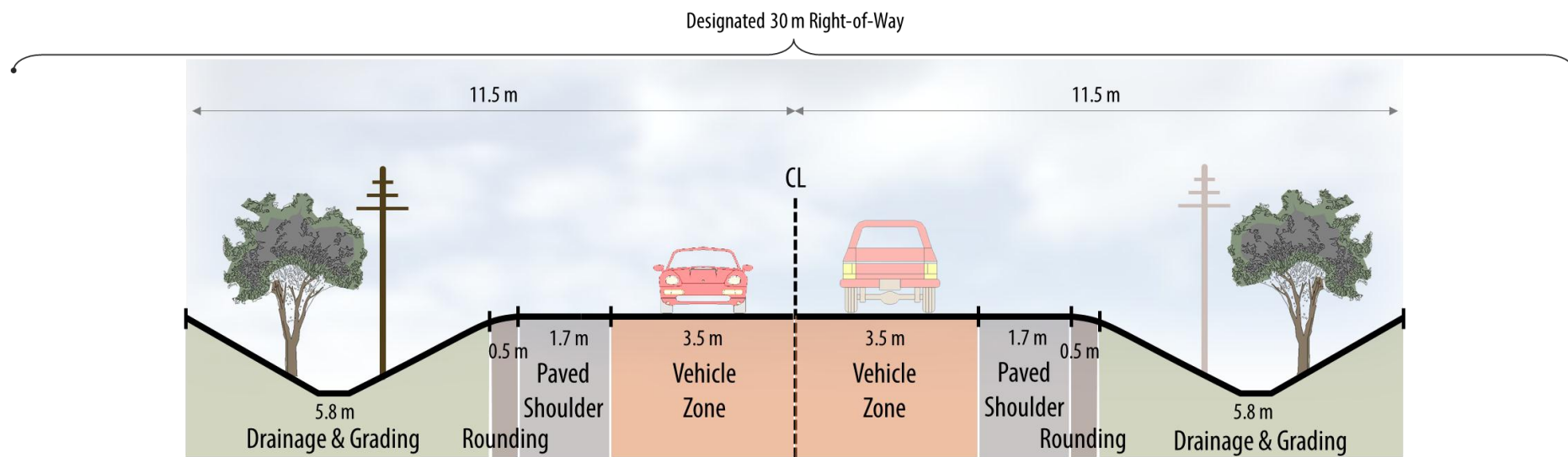


Constrained ROW with narrow paved shoulder (no buffer) and allows for moderate grading within ROW

- ✓ Some impacts to properties, natural environment, and built/cultural heritage features along segments of the corridor, but minimized where possible
- ✓ Higher construction cost than Do Nothing, but lower than 11.4 Platform Rural Road, and significantly lower than Semi-Rural options
- ✗ Does not accommodate all road users on narrow paved shoulder
- ✗ Does not accommodate agricultural vehicles as well as other options
- ✓ Retains rural character and countryside scenic quality
- ✗ Addresses drainage deficiencies, but drainage/grading might extend beyond existing ROW

11.4m PLATFORM RURAL ROAD

PREFERRED (where feasible)

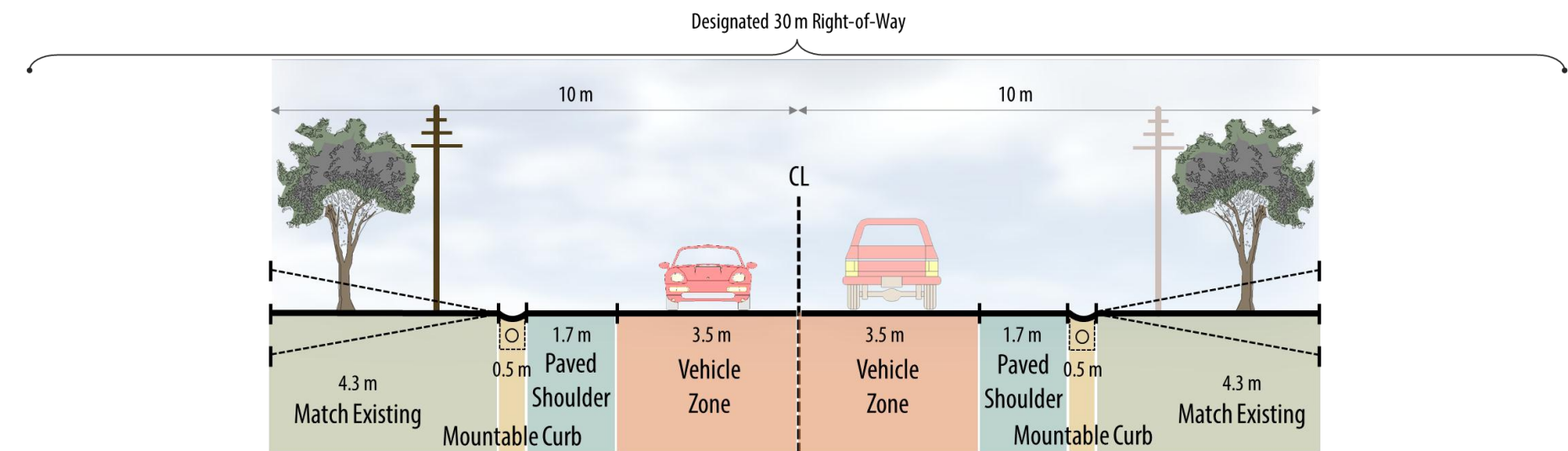


Accommodates all road users with paved shoulder (no buffer) and allows for moderate grading within ROW

- ✗ Impacts to properties, natural environment, and built/cultural heritage features throughout corridor
- ✓ Higher construction cost than Do Nothing, 10m Platform Rural Road, but significantly lower than Semi-Rural options
- ✓ Accommodates all road users on paved shoulder
- ✓ Safer cycling and pedestrian environment from paved shoulder
- ✓ Accommodates agricultural vehicles on wider pavement
- ✓ Retains rural character and countryside scenic quality
- ✗ Addresses drainage deficiencies, but drainage/grading might extend beyond existing ROW

11.4m PLATFORM SEMI-RURAL ROAD

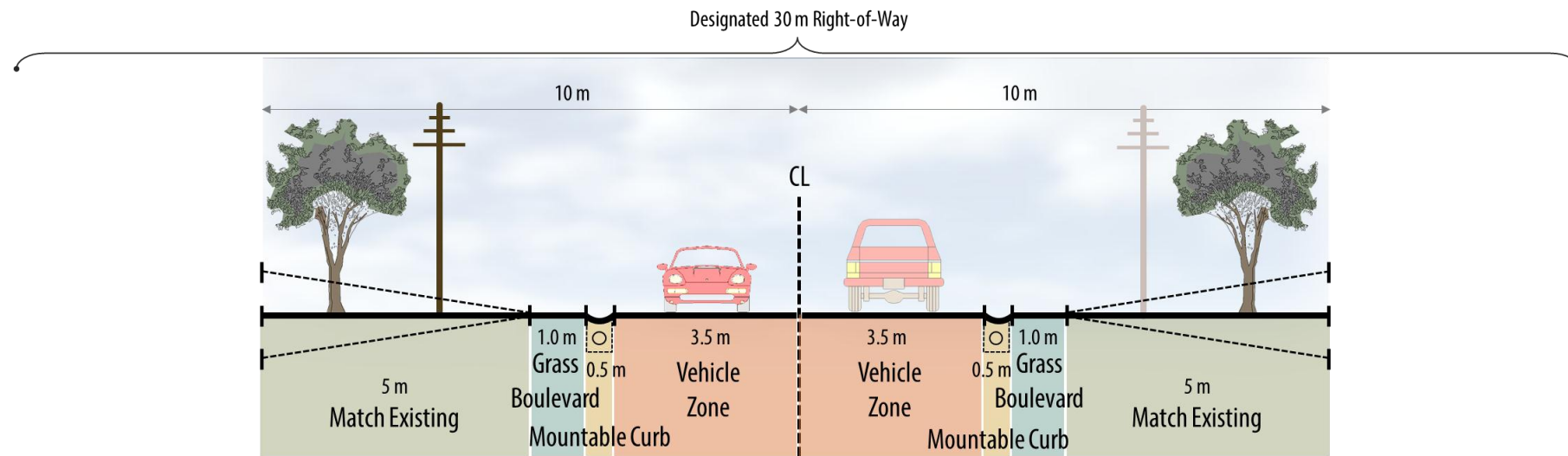
PREFERRED (where Rural option results in significant impacts beyond existing ROW)



Semi-rural cross-section with paved shoulder to accommodate all road users on constrained ROW

- ✓ Minimized impact to properties, natural environment, and built/cultural heritage features where possible
- ✗ Significantly higher construction cost than Rural Road options due to underground infrastructure, and higher than 10m Platform Semi-Rural Road
- ✓ Accommodates all road users on wider paved shoulder
- ✓ Safer cycling and pedestrian environment from paved shoulder
- ✓ Accommodates agricultural vehicles on wider pavement
- ✗ Significant changes to rural character and countryside scenic quality
- ✓ Addresses drainage deficiencies through underground infrastructure (catch basin and subdrain under mountable curb)

10m PLATFORM SEMI-RURAL ROAD



Semi-rural cross-section with narrow grass boulevard on constrained ROW

- ✓ Minimized impact to properties, natural environment, and built/cultural heritage features where possible
- ✗ Significantly higher construction cost than Rural Road options due to underground infrastructure, but lower than 11.4m Platform Semi-Rural Road
- ✗ Does not accommodate all road users on narrow grass boulevard
- ✗ Does not accommodate agricultural vehicles
- ✗ Significant changes to rural character and countryside scenic quality
- ✓ Addresses drainage deficiencies through underground infrastructure (catch basin and subdrain under mountable curb)