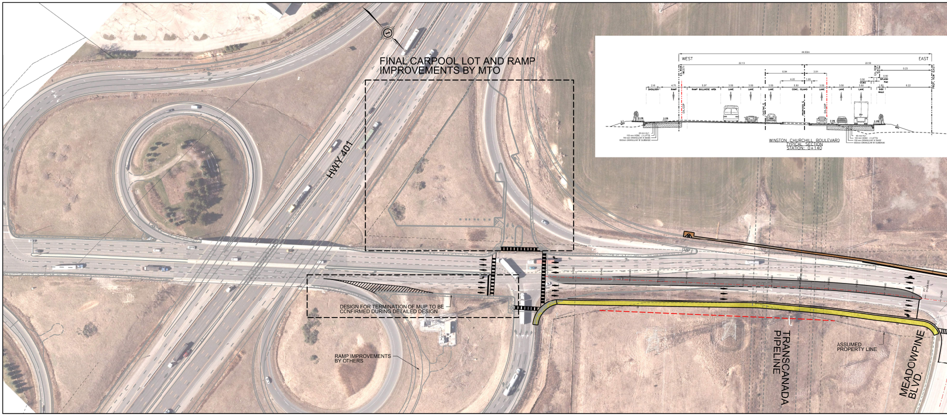
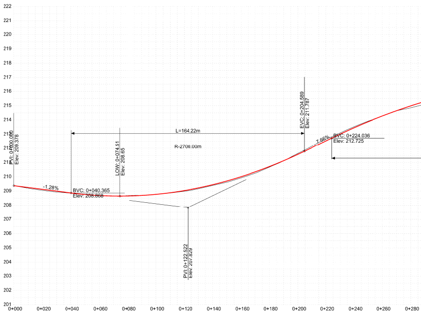
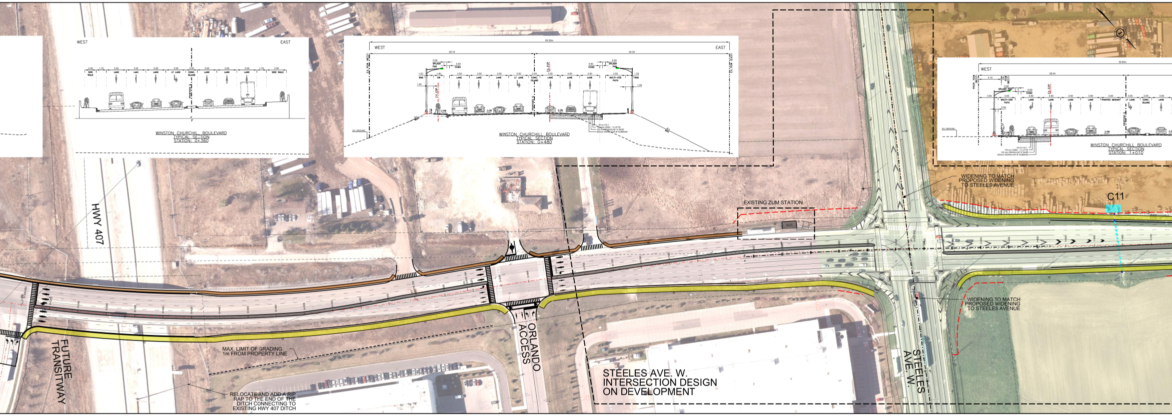
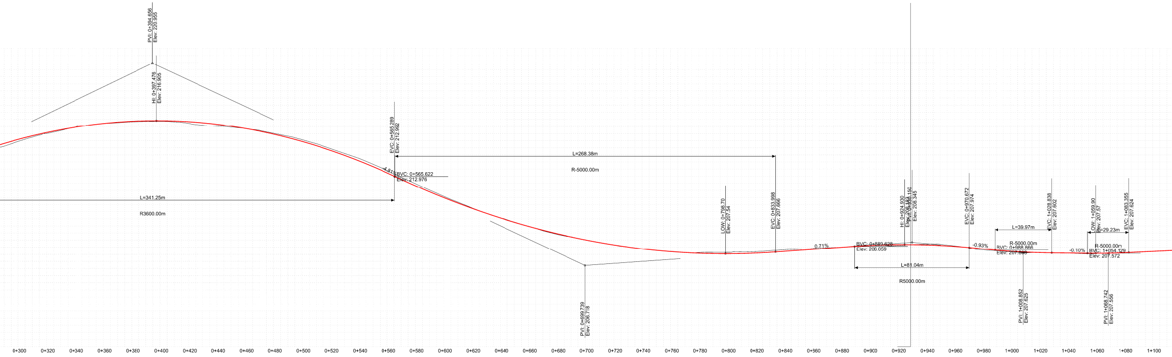
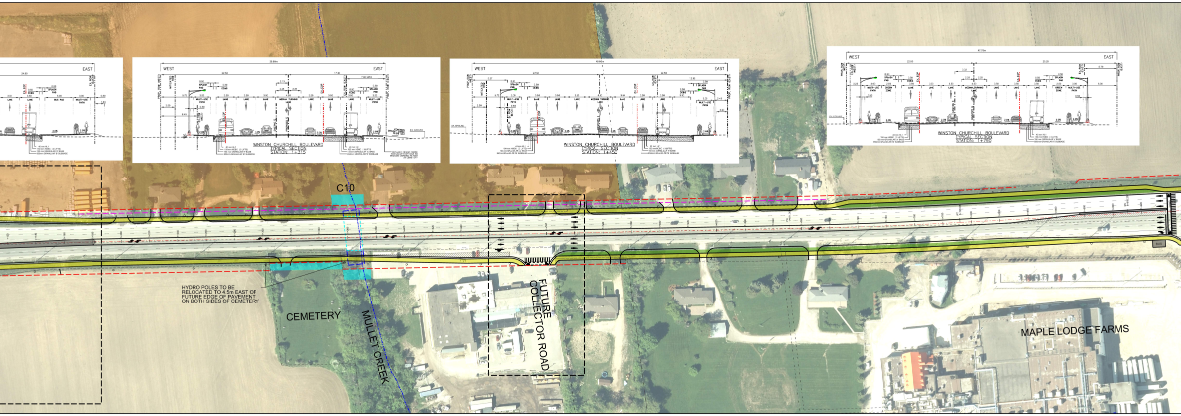
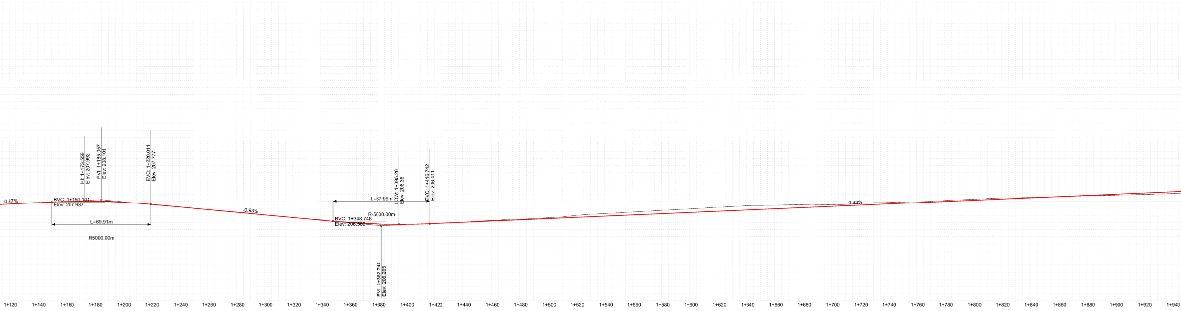

FINAL CARPOOL LOT AND RAMP IMPROVEMENTS BY MTO
HWY 401
DESIGN FOR TERMINATION OF MUP TO BE CONFIRMED DURING DETAILED DESIGN
RAMP IMPROVEMENTS BY OTHERS
TRANSCANADA PIPELINE
ASSUMED PROPERTY LINE
MEADOWPINE BLVD.
WEST
EAST
44.63m
22.13
22.50
EX. ROW (WEST)
EX. ROW (EAST)
PROP. ROW (EAST)
6.94
3.91
9.23
4.22
1.28
0.50
0.50
CB&G
SPLASH PAD
2.10
SHOULDER
4.75
RAMP
5.97
RAMP BULLNOSE AREA
3.50
LANE
CONC. ISLAND
5.50
1.50
SIDE WALK
6.22
EX. EOP
EXISTING ℄
PROPOSED ℄
2.0%
3:1 MAX
40 mm HL1
150 mm HDBC (3 LIFTS)
150 mm GRANULAR 'A' BASE
850mm GRANULAR 'B' SUBBASE
WINSTON CHURCHILL BOULEVARD
TYPICAL SECTION
STATION: 0+140

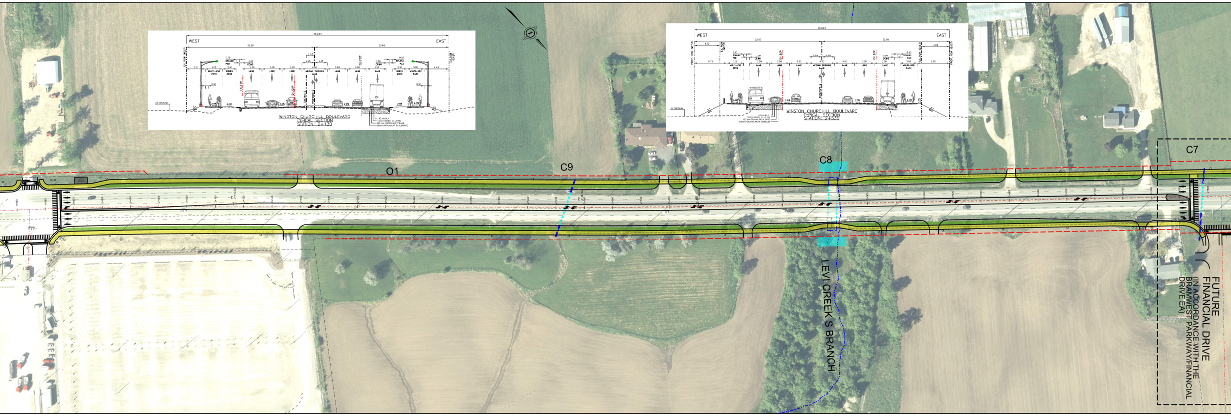


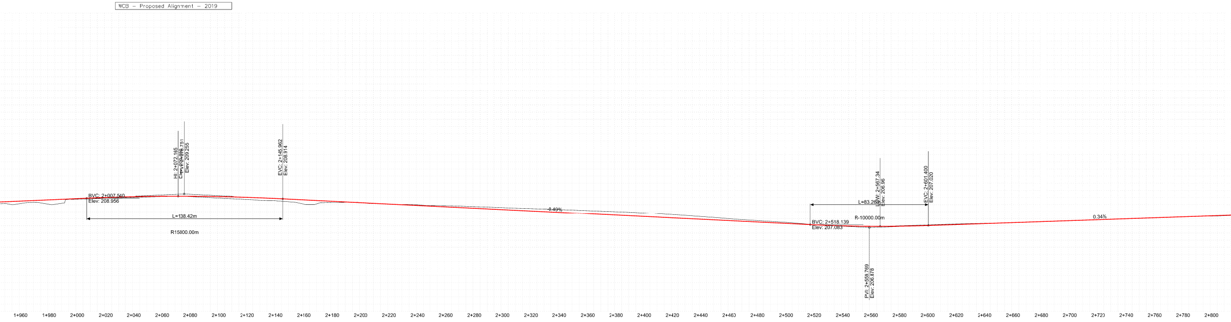

WEST
EAST
SIDE WALK
LANE
LT LANE
CONC. ISLAND
PROPOSED ℄
WINSTON CHURCHILL BOULEVARD
TYPICAL SECTION
STATION: 0+360
WEST
EAST
63.53m
29.19
34.34
EX. ROW (WEST)
EX. ROW (EAST)
SPLASH PAD
CCBS
BND
SW
MULTI-USE PATH
EX. EOP
EX. GROUND
WINSTON CHURCHILL BOULEVARD
TYPICAL SECTION
STATION: 0+480
WEST
PROP. ROW
PAINTED MEDIAN
WINSTON CHURCHILL BOULEVARD
TYPICAL SECTION
STATION: 1+010
HWY 407
EXISTING ZUM STATION
WIDENING TO MATCH PROPOSED WIDENING TO STEELES AVENUE
C11
WIDENING TO MATCH PROPOSED WIDENING TO STEELES AVENUE
FUTURE TRANSITWAY
MAX. LIMIT OF GRADING 1m FROM PROPERTY LINE
RELOCATE AND ADD A RIP RAP TO THE END OF THE DITCH CONNECTING TO EXISTING HWY 407 DITCH
ORLANDO ACCESS
STEELES AVE. W. INTERSECTION DESIGN ON DEVELOPMENT
STEELES AVE. W.

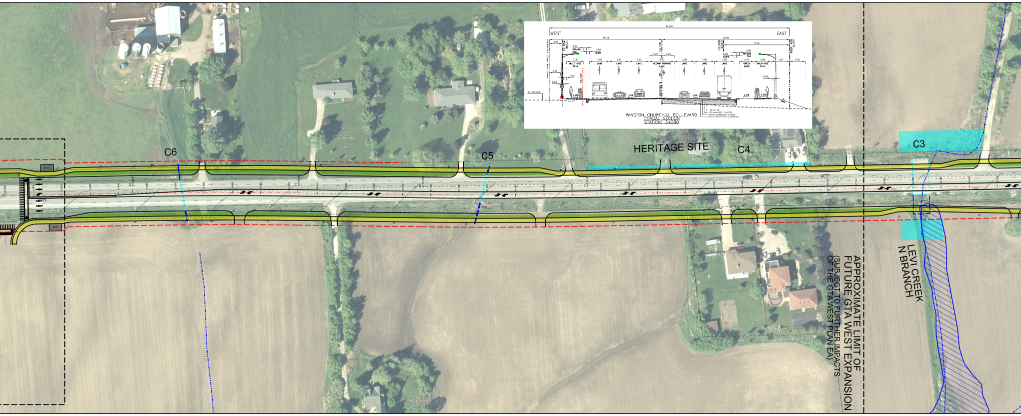


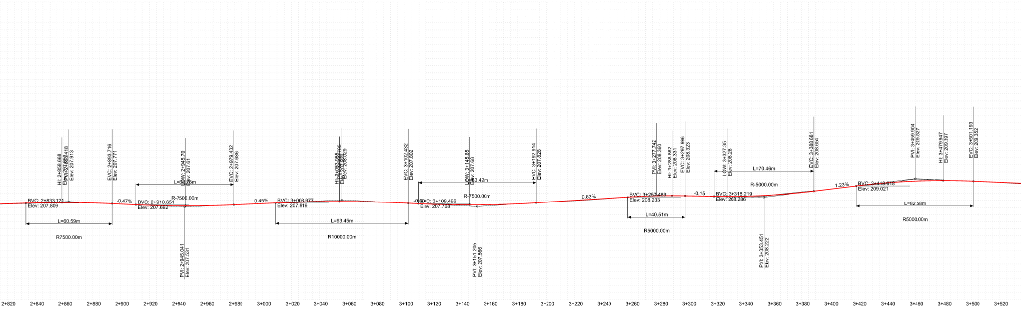

WEST
EAST
MULTI-USE PATH
LANE
MEDIAN TURNING LANE
SPLASH PAD
CC&G
PROP. ROW (WEST)
MITIGATED ROW
EX. ROW (WEST)
EX. EOP
EX. ROW (EAST)
PROP. ROW (EAST)
39.80m
22.50
17.30
7.00 MAX
40 mm HL1
150 mm HDBC (3 LIFTS)
150 mm GRANULAR 'A' BASE
650mm GRANULAR 'B' SUBBASE
DETAILED DESIGN PHASE TO EVALUATE OPTIONS TO MINIMIZE GRADING AT ROW AT CEMETERY
WINSTON CHURCHILL BOULEVARD
TYPICAL SECTION
STATION: 1+315
WINSTON CHURCHILL BOULEVARD
TYPICAL SECTION
STATION: 1+450
WINSTON CHURCHILL BOULEVARD
TYPICAL SECTION
STATION: 1+790
C10
HYDRO POLES TO BE RELOCATED TO 4.5m EAST OF FUTURE EDGE OF PAVEMENT ON BOTH SIDES OF CEMETERY
CEMETERY
MULLET CREEK
FUTURE COLLECTOR ROAD
MAPLE LODGE FARMS

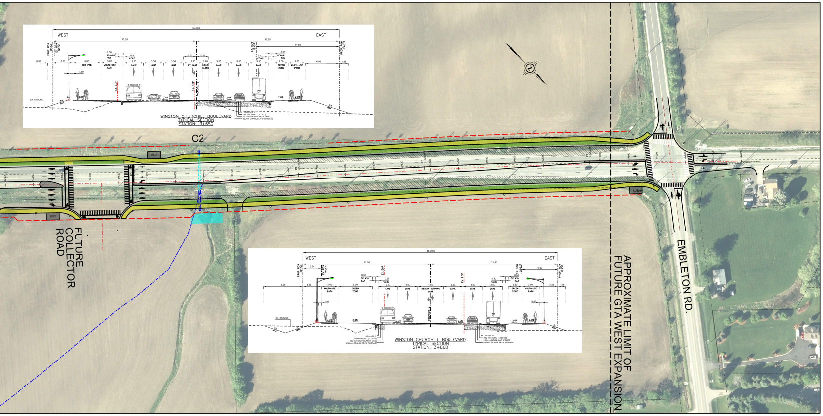



WEST
EAST
MULTI-USE PATH
GREEN ZONE
LANE
MEDIAN TURNING LANE
SPLASH PAD
EX. GROUND
WINSTON CHURCHILL BOULEVARD
TYPICAL SECTION
STATION: 2+130
WINSTON CHURCHILL BOULEVARD
TYPICAL SECTION
STATION: 2+535
O1
C9
C8
C7
LEVI CREEK S BRANCH
FUTURE FINANCIAL DRIVE
(IN ACCORDANCE WITH THE BRAMWEST PARKWAY/FINANCIAL DRIVE EA)

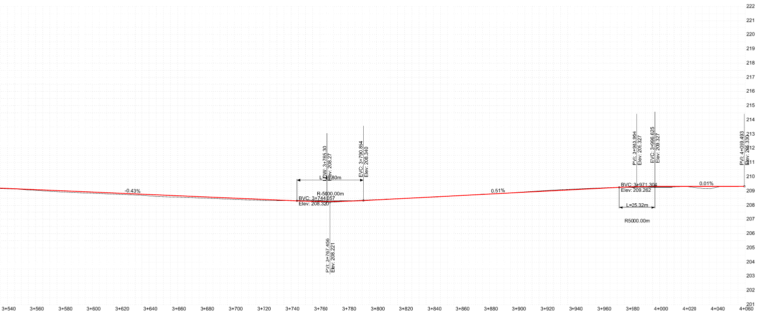



42.20m
WEST
EAST
19.78
22.50
11.64
2.28
PROP. ROW (WEST EASEMENT)
EX. ROW (WEST)
EX. EOP
EX. ROW (EAST)
PROP. ROW (EAST)
0.50
SPLASH PAD
0.50
CCBG
2.25
2.25
3.00
MULTI-USE PATH
3.50
LANE
3.50
LANE
3.50
LANE
4.50
MEDIAN TURNING LANE
3.50
LANE
3.50
LANE
3.50
LANE
2.50
GREEN ZONE
3.00
MULTI-USE PATH
3.25
2.60
2.00
0.50
0.53
EX. GROUND
2.0%
40 mm HL1
180 mm HDBC (3 LIFTS)
150 mm GRANULAR 'A' BASE
600 mm GRANULAR 'B' SUBBASE
WINSTON CHURCHILL BOULEVARD
TYPICAL SECTION
STATION: 3+280
C6
C5
HERITAGE SITE
C4
C3
BUS
BUS
LEVI CREEK
N BRANCH
APPROXIMATE LIMIT OF
FUTURE GTA WEST EXPANSION
(SUBJECT TO FURTHER IMPACTS
OF THE GTA WEST PLAN EA)


HI: 2+858.668
Elev: 207.853
PVI: 2+863.418
Elev: 207.913
BVC: 2+833.121
Elev: 207.809
L=60.59m
R7500.00m
EVC: 2+893.716
Elev: 207.771
-0.47%
DVC: 2+910.651
Elev: 207.692
LOW: 2+945.70
Elev: 207.61
L=68.78m
R-7500.00m
PVI: 2+945.041
Elev: 207.531
EVC: 2+979.432
Elev: 207.686
0.45%
BVC: 3+003.977
Elev: 207.819
HI: 3+053.955
Elev: 207.92
PVI: 3+055.705
Elev: 208.029
L=93.45m
R10000.00m
EVC: 3+102.432
Elev: 207.802
-0.08
BVC: 3+109.496
Elev: 207.768
LOW: 3+145.85
Elev: 207.68
L=83.42m
R-7500.00m
PVI: 3+151.205
Elev: 207.566
EVC: 3+192.914
Elev: 207.828
0.63%
BVC: 3+257.489
Elev: 208.233
PVI: 3+277.742
Elev: 208.360
HI: 3+288.862
Elev: 208.331
EVC: 3+297.996
Elev: 208.323
L=40.51m
R5000.00m
-0.15
BVC: 3+318.219
Elev: 208.286
LOW: 3+327.35
Elev: 208.28
L=70.46m
R-5000.00m
PVI: 3+353.451
Elev: 208.222
EVC: 3+388.681
Elev: 208.654
1.23%
BVC: 3+418.618
Elev: 209.021
PVI: 3+459.904
Elev: 209.527
HI: 3+479.947
Elev: 209.397
EVC: 3+501.193
Elev: 209.352
L=82.58m
R5000.00m
2+820
2+840
2+860
2+880
2+900
2+920
2+940
2+960
2+980
3+000
3+020
3+040
3+060
3+080
3+100
3+120
3+140
3+160
3+180
3+200
3+220
3+240
3+260
3+280
3+300
3+320
3+340
3+360
3+380
3+400
3+420
3+440
3+460
3+480
3+500
3+520



WEST
EAST
WINSTON CHURCHILL BOULEVARD
TYPICAL SECTION
STATION: 3+650
C2
FUTURE COLLECTOR ROAD
WINSTON CHURCHILL BOULEVARD
TYPICAL SECTION
STATION: 3+860
APPROXIMATE LIMIT OF FUTURE GTA WEST EXPANSION
EMBLETON RD.



222
221
220
219
218
217
216
215
214
213
212
211
210
209
208
207
206
205
204
203
202
201
-0.43%
LOW: 3+765.30
Elev: 208.27
L=46.80m
R-5000.00m
BVC: 3+744.057
Elev: 208.320
EVC: 3+790.854
Elev: 208.340
PVI: 3+767.456
Elev: 208.221
0.51%
PVI: 3+983.964
Elev: 209.327
EVC: 3+996.625
Elev: 209.327
BVC: 3+971.304
Elev: 209.262
L=25.32m
R5000.00m
0.01%
PVI: 4+059.493
Elev: 209.330
3+540
3+560
3+580
3+600
3+620
3+640
3+660
3+680
3+700
3+720
3+740
3+760
3+780
3+800
3+820
3+840
3+860
3+880
3+900
3+920
3+940
3+960
3+980
4+000
4+020
4+040
4+060

LEGEND:

⬚	EXISTING CULVERT
┄	EXISTING WATERCOURSES (APPROX.)
―	EXISTING PROPERTY LINE
┄	ULTIMATE RIGHT OF WAY REQUIREMENT
┄	MITIGATED RIGHT OF WAY
☐	PROPOSED CULVERT EXTENSION
■	PROPOSED RAISED ISLAND
■	FEE SIMPLE
🟩	PROPOSED GREENZONE
🟨	PROPOSED MULTI-USE PATH
■	PROPOSED SIDEWALK
▨	WETLAND
○	RELOCATED HYDRO POLE
🟧	EMPLOYMENT PHASE 2B (REGIONAL PHASING 2021–2031)

FOR INFORMATION
NOT FOR CONSTRUCTION

HATCH

SCALE
Horizontal
Vertical

WINSTON CHURCHILL BLVD.
Class Environmental Assesment
6 LANE ROAD WIDENING
FROM STA. 0+000 TO STA. 4+420

APRIL 22, 2022