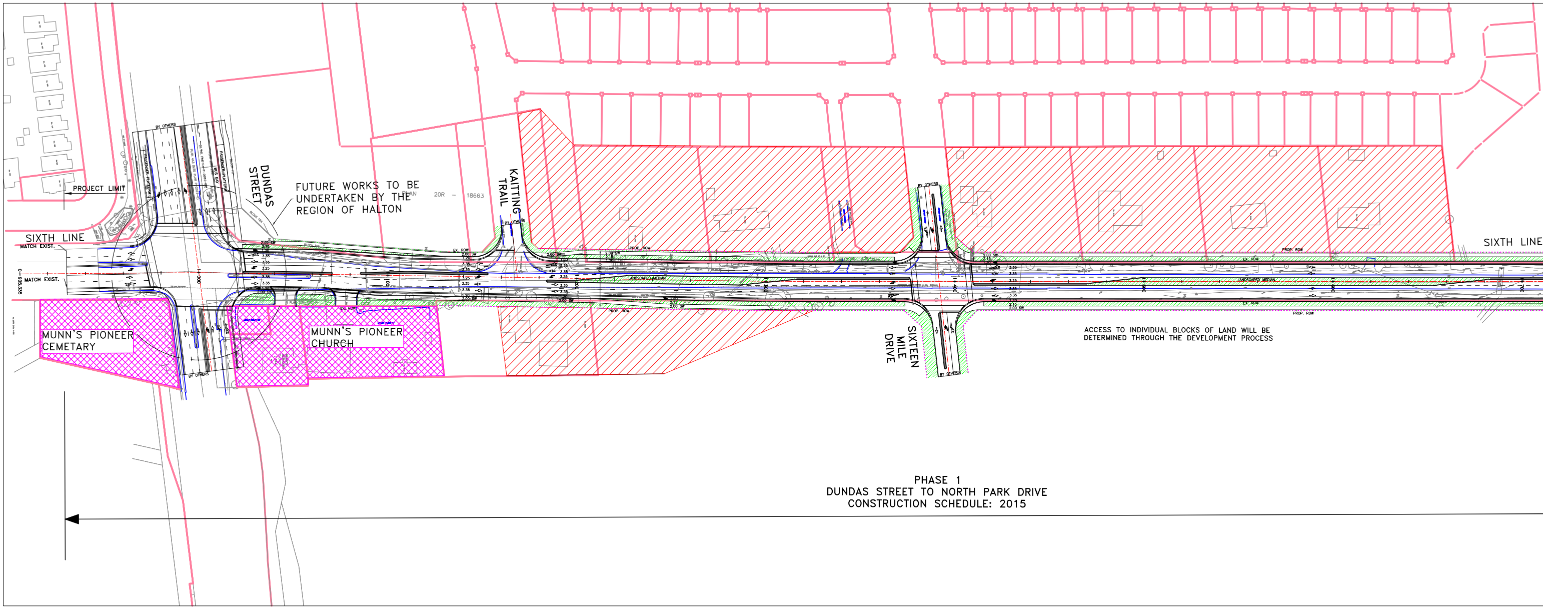
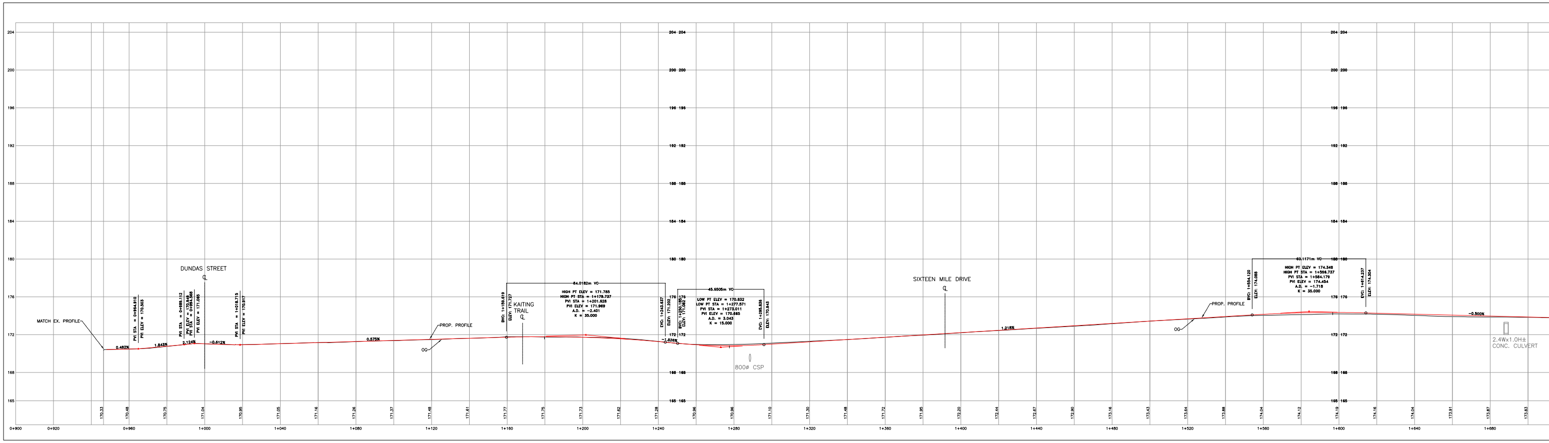
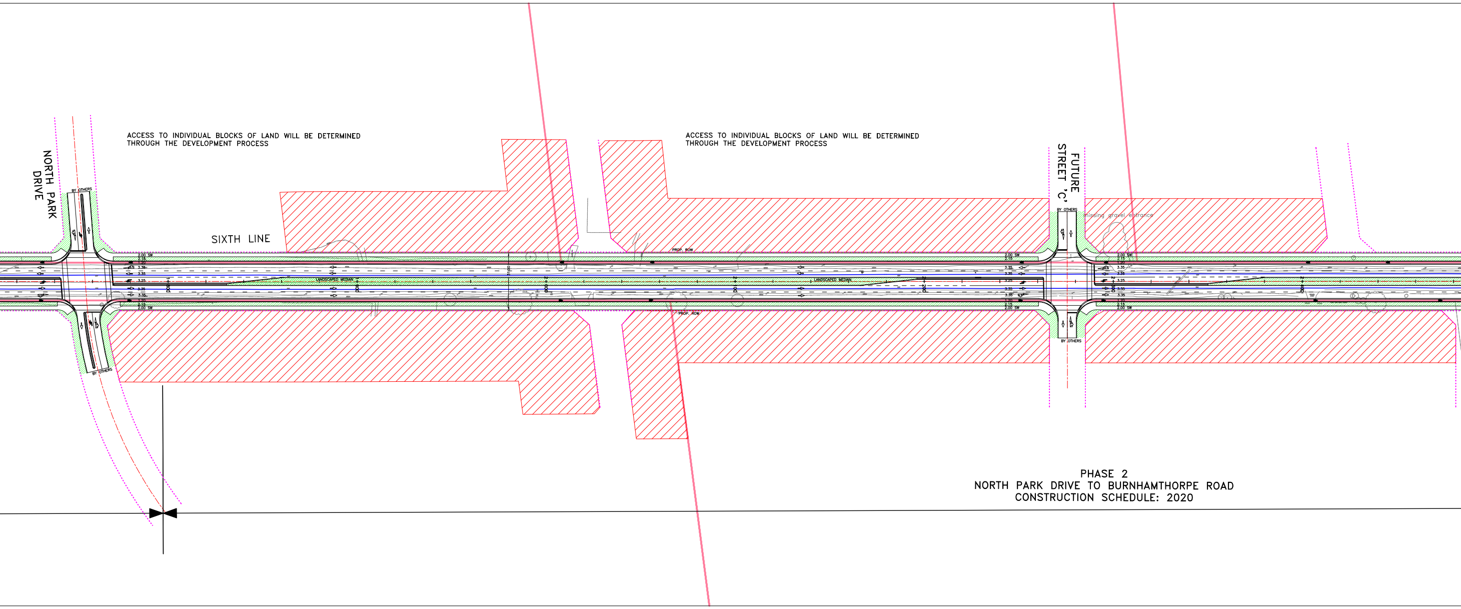
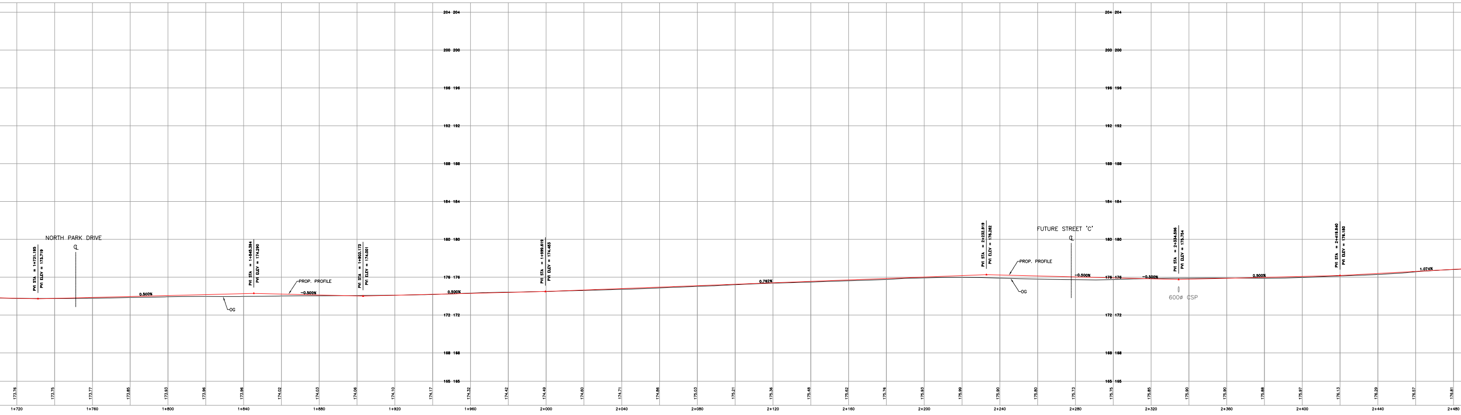

PROJECT LIMIT
SIXTH LINE
MATCH EXIST.
DUNDAS STREET
FUTURE WORKS TO BE UNDERTAKEN BY THE REGION OF HALTON
20R – 18663
KAITTING TRAIL
BY OTHERS
PROP. ROW
EX. ROW
LANDSCAPED MEDIAN
MUNN'S PIONEER CEMETARY
MUNN'S PIONEER CHURCH
SIXTEEN MILE DRIVE
SIXTH LINE
ACCESS TO INDIVIDUAL BLOCKS OF LAND WILL BE DETERMINED THROUGH THE DEVELOPMENT PROCESS
PHASE 1
DUNDAS STREET TO NORTH PARK DRIVE
CONSTRUCTION SCHEDULE: 2015

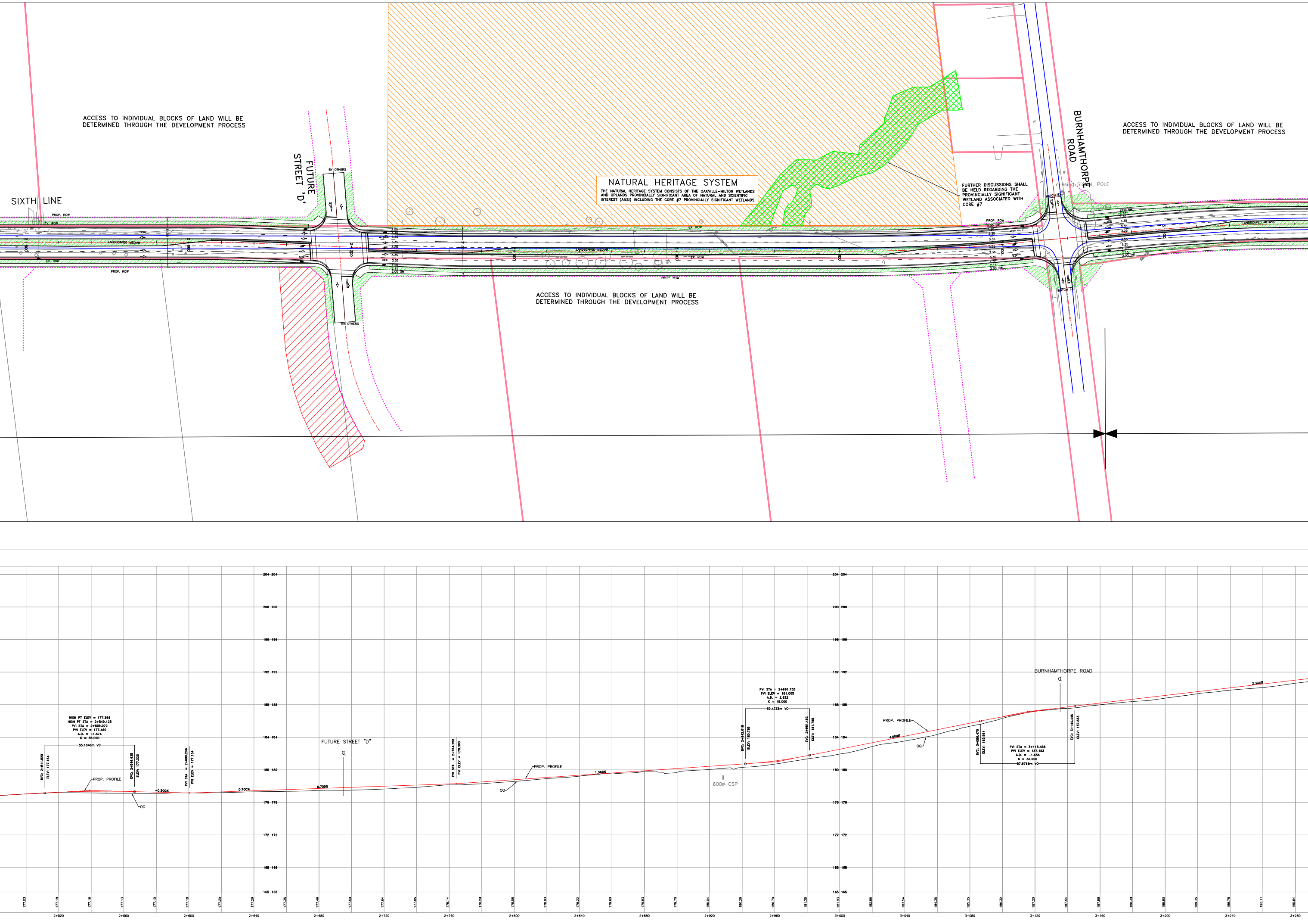

DUNDAS STREET
MATCH EX. PROFILE
0.482%
1.843%
2.124%
−0.612%
0.575%
PROP. PROFILE
84.0182m VC
BVC: 1+159.619
ELEV: 171.727
KAITING TRAIL
HIGH PT ELEV = 171.785
HIGH PT STA = 1+179.737
PVI STA = 1+201.628
PVI ELEV = 171.969
A.D. = −2.401
K = 35.000
EVC: 1+243.637
ELEV: 171.202
−1.826%
45.6505m VC
BVC: 1+250.185
ELEV: 171.082
LOW PT ELEV = 170.832
LOW PT STA = 1+277.571
PVI STA = 1+273.011
PVI ELEV = 170.665
A.D. = 3.043
K = 15.000
EVC: 1+295.836
ELEV: 170.943
800ø CSP
SIXTEEN MILE DRIVE
1.218%
PROP. PROFILE
60.1171m VC
BVC: 1+554.120
ELEV: 174.088
HIGH PT ELEV = 174.348
HIGH PT STA = 1+596.737
PVI STA = 1+584.179
PVI ELEV = 174.454
A.D. = −1.718
K = 35.000
EVC: 1+614.237
ELEV: 174.304
−0.500%
2.4Wx1.0H± CONC. CULVERT
204
200
196
192
188
184
180
176
172
168
165
0+900
0+920
0+960
1+000
1+040
1+080
1+120
1+160
1+200
1+240
1+280
1+320
1+360
1+400
1+440
1+480
1+520
1+560
1+600
1+640
1+680


ACCESS TO INDIVIDUAL BLOCKS OF LAND WILL BE DETERMINED THROUGH THE DEVELOPMENT PROCESS
ACCESS TO INDIVIDUAL BLOCKS OF LAND WILL BE DETERMINED THROUGH THE DEVELOPMENT PROCESS
NORTH PARK DRIVE
SIXTH LINE
FUTURE STREET 'C'
BY OTHERS
BY OTHERS
BY OTHERS
BY OTHERS
LANDSCAPED MEDIAN
LANDSCAPED MEDIAN
PROP. ROW
PROP. ROW
2.00 SW
3.35
3.25

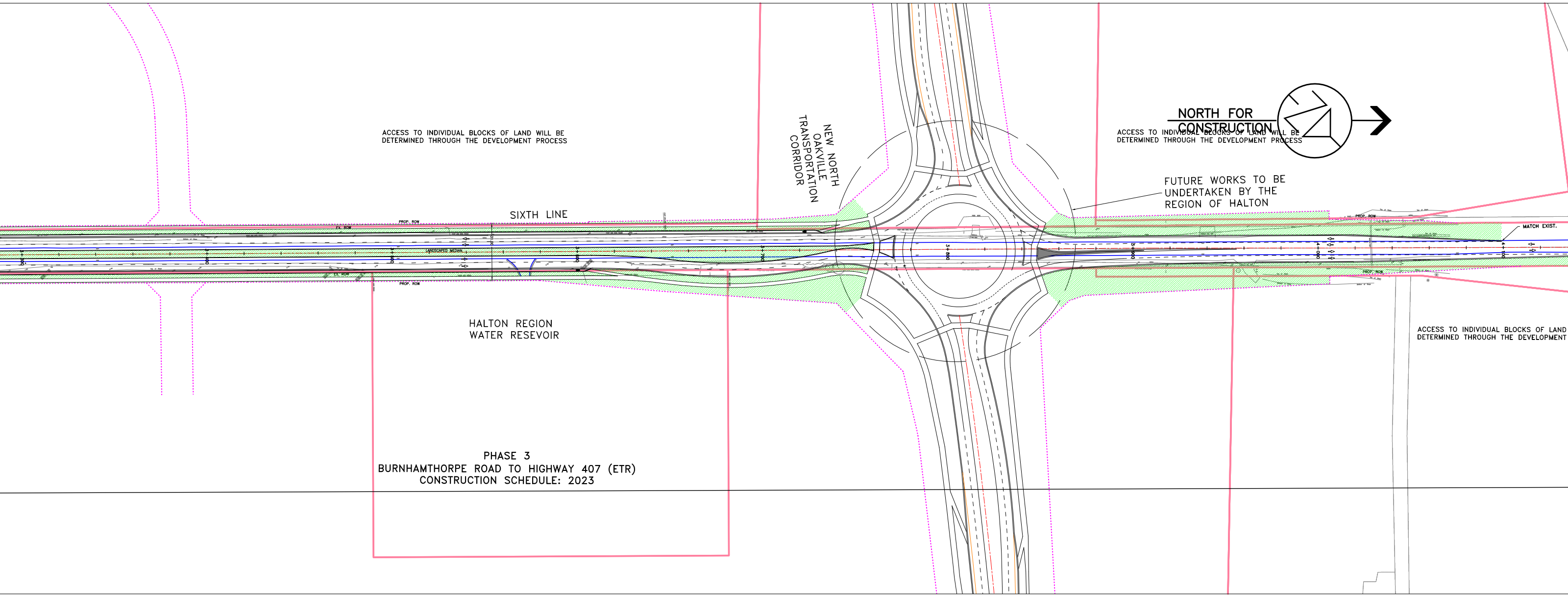
PHASE 2
NORTH PARK DRIVE TO BURNHAMTHORPE ROAD
CONSTRUCTION SCHEDULE: 2020

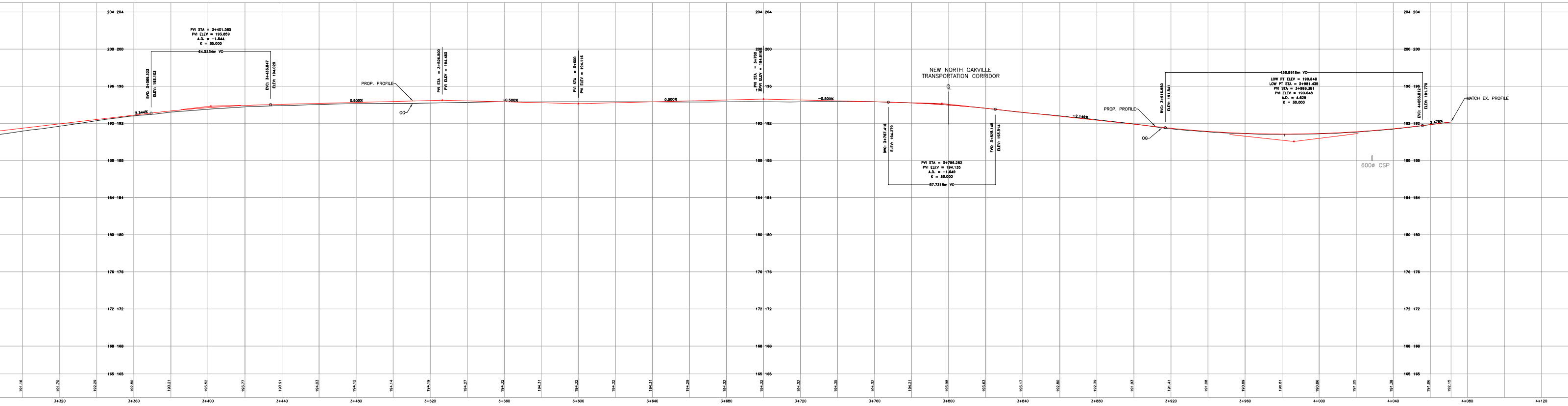

NORTH PARK DRIVE
℄
PVI STA = 1+731.195
PVI ELEV = 173.719
0.500%
OG
PVI STA = 1+845.394
PVI ELEV = 174.290
PROP. PROFILE
-0.500%
PVI STA = 1+903.173
PVI ELEV = 174.001
0.500%
PVI STA = 1+999.619
PVI ELEV = 174.483
0.782%
PVI STA = 2+232.919
PVI ELEV = 176.262
PROP. PROFILE
OG
FUTURE STREET 'C'
℄
-0.500%
-0.500%
PVI STA = 2+334.596
PVI ELEV = 175.754
600ø CSP
0.500%
PVI STA = 2+419.940
PVI ELEV = 176.180
1.074%
204 204
200 200
196 196
192 192
188 188
184 184
180 180
176 176
172 172
168 168
165 165
173.76
173.75
173.77
173.85
173.93
173.96
173.96
174.02
174.03
174.06
174.10
174.17
174.32
174.42
174.49
174.60
174.71
174.86
175.03
175.21
175.36
175.48
175.62
175.76
175.93
175.99
175.90
175.80
175.73
175.75
175.85
175.90
175.90
175.88
175.97
176.13
176.29
176.57
176.81
1+720
1+760
1+800
1+840
1+880
1+920
1+960
2+000
2+040
2+080
2+120
2+160
2+200
2+240
2+280
2+320
2+360
2+400
2+440
2+480

SIXTH LINE ENVIRONMENTAL ASSESSMENT (DUNDAS S


ACCESS TO INDIVIDUAL BLOCKS OF LAND WILL BE DETERMINED THROUGH THE DEVELOPMENT PROCESS
SIXTH LINE
FUTURE STREET 'D'
BY OTHERS
NATURAL HERITAGE SYSTEM
THE NATURAL HERITAGE SYSTEM CONSISTS OF THE OAKVILLE–MILTON WETLANDS AND UPLANDS PROVINCIALLY SIGNIFICANT AREA OF NATURAL AND SCIENTIFIC INTEREST (ANSI) INCLUDING THE CORE #7 PROVINCIALLY SIGNIFICANT WETLANDS
FURTHER DISCUSSIONS SHALL BE HELD REGARDING THE PROVINCIALLY SIGNIFICANT WETLAND ASSOCIATED WITH CORE #7
BURNHAMTHORPE ROAD
missing SIGNAL POLE
MATCH EX.
PROP. ROW
EX. ROW
LANDSCAPED MEDIAN
2.00 SW
1.20
3.35
3.25
2.15
ACCESS TO INDIVIDUAL BLOCKS OF LAND WILL BE DETERMINED THROUGH THE DEVELOPMENT PROCESS
ACCESS TO INDIVIDUAL BLOCKS OF LAND WILL BE DETERMINED THROUGH THE DEVELOPMENT PROCESS
HIGH PT ELEV = 177.366
HIGH PT STA = 2+549.125
PVI STA = 2+539.072
PVI ELEV = 177.460
A.D. = -1.574
K = 35.000
55.1046m VC
BVC: 2+511.520
ELEV: 177.164
EVC: 2+566.625
ELEV: 177.323
PROP. PROFILE
OG
-0.500%
PVI STA = 2+600.236
PVI ELEV = 177.154
0.700%
FUTURE STREET "D"
℄
PVI STA = 2+764.256
PVI ELEV = 178.303
1.366%
600ø CSP
PVI STA = 2+961.755
PVI ELEV = 181.005
A.D. = 2.632
K = 15.000
39.4733m VC
BVC: 2+942.018
ELEV: 180.735
EVC: 2+981.492
ELEV: 181.795
4.000%
BURNHAMTHORPE ROAD
BVC: 3+086.470
ELEV: 185.994
PVI STA = 3+115.458
PVI ELEV = 187.153
A.D. = -1.656
K = 35.000
57.9766m VC
EVC: 3+144.446
ELEV: 187.833
2.344%
204
200
196
192
188
184
180
176
172
168
165
2+520
2+560
2+600
2+640
2+680
2+720
2+760
2+800
2+840
2+880
2+920
2+960
3+000
3+040
3+080
3+120
3+160
3+200
3+240
3+280

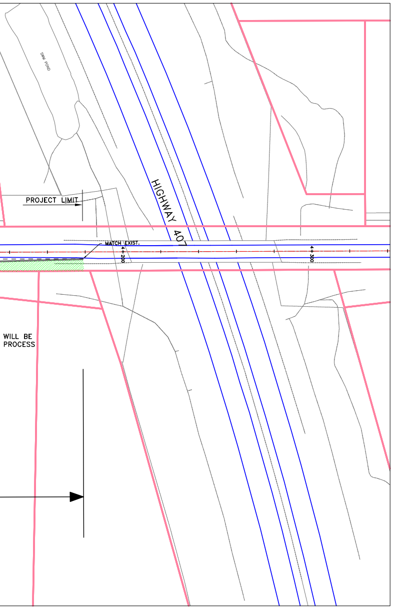
TREET TO HIGHWAY 407) – PRELIMINARY RECOMMENDED PLAN AND


ACCESS TO INDIVIDUAL BLOCKS OF LAND WILL BE DETERMINED THROUGH THE DEVELOPMENT PROCESS
NEW NORTH OAKVILLE TRANSPORTATION CORRIDOR
NORTH FOR CONSTRUCTION
ACCESS TO INDIVIDUAL BLOCKS OF LAND WILL BE DETERMINED THROUGH THE DEVELOPMENT PROCESS
FUTURE WORKS TO BE UNDERTAKEN BY THE REGION OF HALTON
SIXTH LINE
PROP. ROW
EX. ROW
LANDSCAPED MEDIAN
MATCH EXIST.
HALTON REGION WATER RESEVOIR
ACCESS TO INDIVIDUAL BLOCKS OF LAND
DETERMINED THROUGH THE DEVELOPMENT
PHASE 3
BURNHAMTHORPE ROAD TO HIGHWAY 407 (ETR)
CONSTRUCTION SCHEDULE: 2023



PROFILE DESIGN

MORRISON HERSHFI


SWM POND
PROJECT LIMIT
HIGHWAY 407
MATCH EXIST.
4+200
4+300
WILL BE
PROCESS

LEGEND

—	EXISTING EDGE OF PAVEMENT
—	EXISTING R.O.W.
·······	PROPOSED R.O.W.
— – —	PROPOSED ALIGNMENT
🟩	LANDSCAPED MEDIAN
▨	NEIGHBOURHOOD CENTRE AREA
▦	CULTURAL HERITAGE RESOURCE
▧	NATURAL HERITAGE SYSTEM
▦	PROVINCIALLY SIGNIFICANT WETLANDS

4+160
4+200
4+240
4+280
4+320

OAKVILLE

SCALE

37.5m 0 37.5m 75m (H)

7.5m 0 7.5m 15m (V)

DATE: APRIL 30 2014