



KEEP HWY 17 NORTH

Preferred Highway 17 Twinning Option

North Route



Google Earth

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5 mi



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Keep Hwy 17 North is a not-for-profit, community-based consortium established in 2010 that seeks to build consensus around the northern route option by providing information to local residents, interested stakeholders and provincial planners.

We speak on behalf of the approximately 2,000 property owners and 16,000 seasonal/permanent residents, commercial entities and other interested stakeholders west of Kenora along the Highway 17 Corridor.



- We all believe that Canada's only National Highway System should be twinned
- There are two routes under investigation for the section between Gundy Lake Road and the Kenora by-pass
- We believe that the dual objectives of **no impact** to the environmentally sensitive area south of Hwy 17 and ensuring that **safety** is optimized throughout the Highway 17 corridor including the Community of Clearwater Bay should be respected in route selection
- The **North Route** is clearly the safest, most efficient and environmentally friendly option

This is the one chance to select a route and the time is now to act for this 50+ year investment

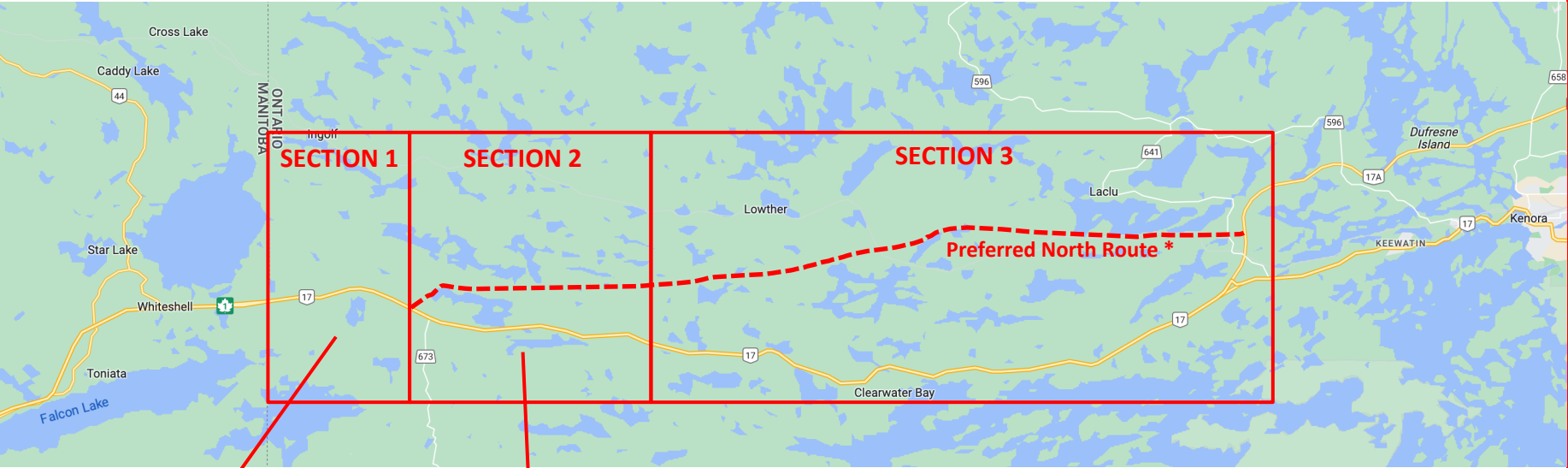


Since 2010 **Keep Hwy 17 North** has been steadfast in its goals to ensure the proposed routings from Gundy Lake to Kenora optimize the dual goals of **safety** and the **environment** consistent with the publicly stated goals and regulations of the:

“Lake of the Woods Sustainability Foundation”, and

“Clearwater Bay Restricted Area Order”

<p>Safety</p>	<ul style="list-style-type: none"> ● reduce the mix of local and TransCanada commercial traffic ● minimize high-risk 90° accidents from both local road traffic entering and exiting of major highway ● mix of local personal vehicles and long haul transport with at grade entry and crossings presents a serious safety risk with exposure to catastrophic 90° accidents as we have sadly seen in Manitoba (summer 2023 – loss of 15 lives) and Saskatchewan (spring 2018 – loss of 16 lives)
<p>Environmental Impact</p>	<ul style="list-style-type: none"> ● eliminate the impact to environmentally protected & sensitive areas south ● reduce emissions and overall travel times
<p>Economic</p>	<ul style="list-style-type: none"> ● increased efficiency of uninterrupted construction ● continued use of existing highway during construction eliminates traffic disruption on only major highway ● reduce the complex configuration design & construction (limited right of way, restricted area order, highway, pipeline, hydro, community, business, etc.) ● opportunity for increased efficiency and speed for TransCanada traffic ● Hwy 17 from Kenora to the Manitoba Border is a key section of the TransCanada Highway that has no alternate routing. In the event of closure (accidents or natural causes) as has happened in past the Trans Canada is closed for hours or days.



Section 1

Under Construction with completion expected in 2024

Section 2

Public Information Centre was held on **September 20, 2023**.

This PIC was **sparsely attended** due to short notice, mid week and out of season contrary to years of requests for PICs during summer and Friday or Monday

In **July 2010** a PIC was held with **advance notice** and was **well attended**

- Attended by over 500
- Resulted in over 300 comment letters
- **99% of those comments supported a North route**
- All comments should be available to interested stakeholders and be considered in the decision-making process

* Not to scale, for illustrative purposes only

KEEP HWY 17 North **recommends** that the WSP and MTO, at the completion of Section 1, design Section 2 with a transition to a Section 3 that has an alternate route realignment north that connects Section 3 directly with 17A while leaving existing Highway 17 as a local service road and alternate route.

The same basic principles were applied by WSP during the planning and construction of Highway 104 in Nova Scotia.

“As the Lead Design Engineer for DNA, our team was able to provide the detailed design for most aspects of the Highway 104 Twinning Project. Utilizing a local team in Nova Scotia, one that understood the needs of the motorists using the highway corridor and how it would impact the surrounding environment, helped us provide smart, innovative solutions for the project’s design.”

Dominique Quesnel
*VP, Bridges Highways and Roads
Ontario and Atlantic, WSP*

North West Ontario deserves these same smart, environmentally friendly and innovative solutions by re-aligning Highway 17 in Sections 2 & 3



THANK YOU

If you have any questions please email:

info@keephwy17north.ca

Or review our website:

www.KeepHwy17North.ca