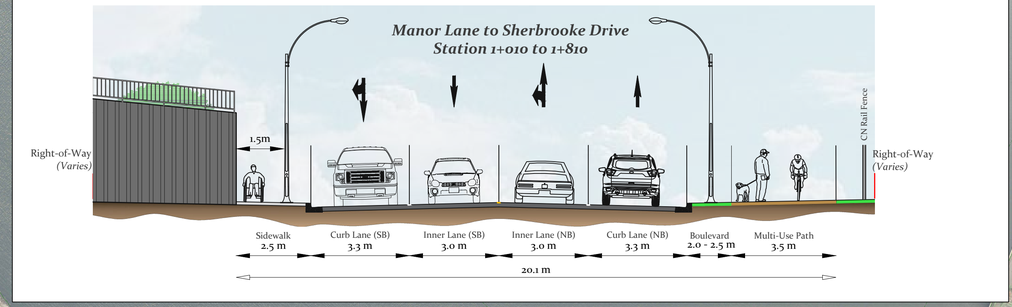
FUTURE SIGNALIZED INTERSECTION AT SETON ROAD SHOULD SETON RIDGE DEVELOPMENT PROCEED.

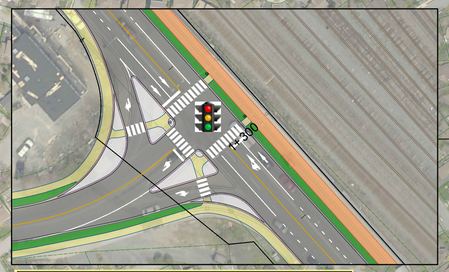
ADD SOUTHBOUND DEDICATED BUS LANE FROM KEARNEY LAKE ROAD TO SHERBROOKE DRIVE.



MAINTAIN EXISTING ROADWAY CAPACITY AT BAYVIEW ROAD BUT UPGRADE WITH SMART CHANNELS.

3.5m WIDE MULTI-USE TRAIL ON THE EAST SIDE OF BEDFORD HIGHWAY NORTH OF MANOR LANE. THIS PROVIDES AN UNINTERRUPTED FACILITY AND AVOIDS DRIVEWAY CONFLICTS.

RECONFIGURE WINDSOR STREET EXCHANGE TO FAVOUR TRAFFIC MOVEMENTS TO AND FROM BEDFORD HIGHWAY. TRAFFIC MOVING FROM BEDFORD HIGHWAY TO THE BRIDGE WILL BE FREE-FLOW.



NEW SMART CHANNELS FOR IMPROVED SAFETY AT BAYVIEW ROAD INTERSECTION

REMOVE SIDEWALK AND REPLACE WITH MULTI-USE TRAIL ON THE WEST SIDE OF BEDFORD HIGHWAY FROM MANOR LANE TO WINDSOR STREET. THIS ALLOWS A TRAIL CONNECTION TO JOSEPH HOWE DRIVE ALSO.

EXISTING TRANSIT ONLY ENTRY FROM MAIN AVENUE TO BEDFORD HIGHWAY

FUTURE MULTI-USE TRAIL CONNECTIONS

ROCKINGHAM

Mount Saint Vincent University

Fairview Cove

Fairview Cove Container Terminal

BEECHWOOD PARK

CLAYTON PARK

FAIRVIEW

Seton Road

MATCH LINE - SEGMENT 2

MATCH LINE - SEGMENT 1

Sherbrooke Drive

CN Rail

Bayview Road

Bedford Highway

Lacewood Drive

Main Avenue

Joseph Howe Drive

Trunk 2

Bayne Street

Circumferential Highway

Macintosh Street

Lady Hammond Road

Kempt Road

Windsor Street

0 125 250 m

1 : 2,500

Bedford Highway: Balanced Option - Segment 1

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CONTINUE MULTI-USE TRAIL NORTH OF KEARNEY LAKE ROAD.

REPLACE EXISTING TRAFFIC ISLANDS WITH SMART CHANNELS. BEGIN SOUTHBOUND BUS LANE NORTH OF INTERSECTION.

ADD SOUTHBOUND DEDICATED BUS LANE FROM KEARNEY LAKE ROAD TO SHERBROOKE DRIVE.

INSTALL NEW CROSSWALK WITH MEDIAN REFUGE ISLAND AT CASCADE DRIVE.

INSTALL MEDIAN REFUGE ISLAND AT EXISTING CROSSWALK.

MODIFICATIONS AT MSVU ENTRANCE

CONTINUE MULTI-USE TRAIL ALONG EAST SIDE OF BEDFORD HIGHWAY.

RELOCATE RETAINING WALLS ALONG PROPERTY FRONTAGE.

EXISTING RETAINING WALL TO BE RELOCATED AND MSVU ACCESS RECONFIGURED TO ACCOMMODATE BUS LANE.

MAINTAIN NORTHBOUND BUS BAY (TIMING POINT)

MAINTAIN FLASHING CROSSWALK BUT ADD MEDIAN REFUGE ISLAND TO IMPROVE SAFETY.

RESTRICT MELODY DRIVE TO RIGHT-OUT ONLY DUE TO GRADE CONSTRAINTS

RELOCATE SOUTHBOUND BUS BAY (TIMING POINT)

NEW RETAINING WALL

Sherbrooke Drive to Kearney Lake Road
Station 1+820 to 3+950

Right-of-Way (Varies) | Sidewalk 2.5 m | Bus Lane (SB) 3.3 m | Inner Lane (SB) 3.0 m | Inner Lane (NB) 3.0 m | Curb Lane (NB) 3.3 m | Boulevard 1.0 - 2.0 m | Multi-Use Path 3.5 m | Right-of-Way (Varies)

21.1 m

Birch Cove

Fairview Cove

SHERWOOD PARK

ROCKINGHAM

ROCKINGHAM SOUTH

BRIDGEVIEW

CN Rail Rockingham Yard Operations

Mount Saint Vincent University

Kearney Lake Road

Bedford Highway

Dunbrack Street

Cascade Drive

Torrington Drive

Tremont Drive

Forest Hill Drive

Flamingo Drive

Melody Drive

Seton Road

Sherbrooke Drive

CN Rail

MATCH LINE - SEGMENT 3

MATCH LINE - SEGMENT 2

MATCH LINE - SEGMENT 1

0 125 250 m

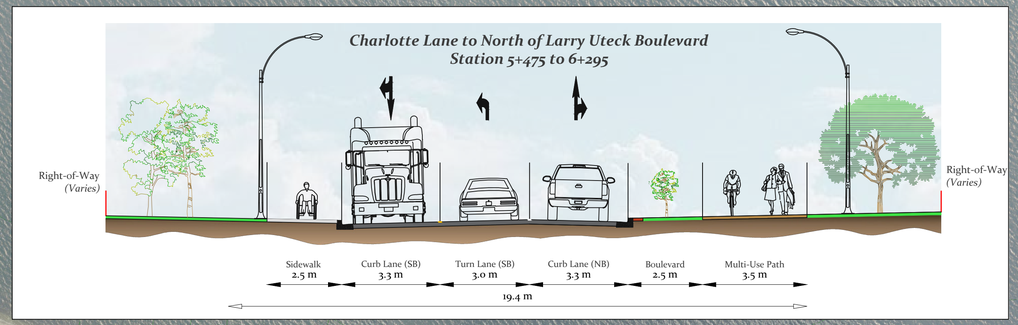
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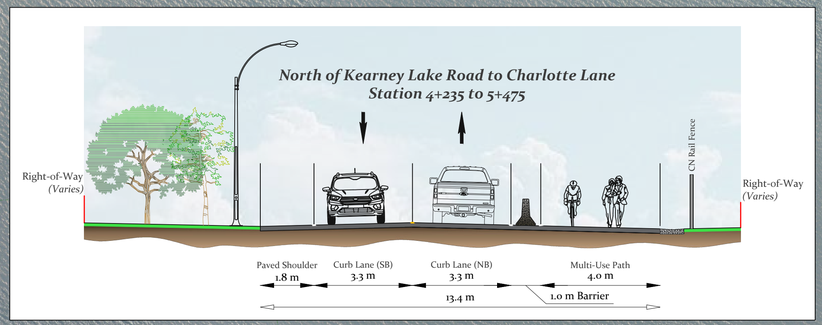
Bedford Highway: Balanced Option - Segment 2

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Bedford Basin





DELINEATE COMMERCIAL ACCESS POINTS

END BARRIER SEPARATED TRAIL

BEGIN SIDEWALK ON WEST SIDE

CONFIGURE LARRY UTECK INTERSECTION WITH SMART CHANNELS FOR IMPROVED PEDESTRIAN SAFETY.

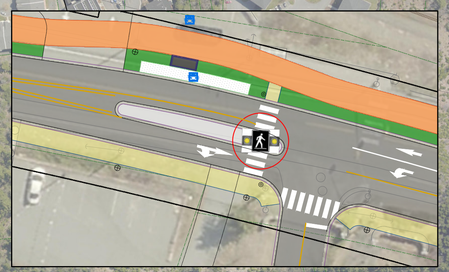
ADD NEW RRFB CROSSWALK AT KENT AVENUE

ONE TRAFFIC LANE PER DIRECTION WITH ROADSIDE, BARRIER SEPARATED TRAIL ON BASIN SIDE.

BEGIN BARRIER SEPARATED TRAIL

END SIDEWALK ON WEST SIDE

BEGIN SOUTHBOUND BUS LANE



UPGRADED CROSSWALK WITH MEDIAN ISLAND AT CHARLOTTE LANE

MATCH LINE - SEGMENT 4
MATCH LINE - SEGMENT 3
MATCH LINE - SEGMENT 3
MATCH LINE - SEGMENT 2

CN Rail
CN Rail

Larry Uteck Boulevard
Charlotte Lane
Kent Avenue
Lodge Drive
Crosshaven Drive
Dawn Drive
Bedford Highway
Kearney Lake Road

The Round House
Prince's Lodge

PRINCE'S LODGE
KENT PARK
ROYALE HEMLOCKS
WEDGEWOOD
BIRCH COVE

Birch Cove

5+900 5+800 5+700 5+600 5+500 5+400 5+300 5+200 5+100 5+000 4+900 4+800 4+700 4+600 4+500 4+400 4+300 4+200 4+100 4+000

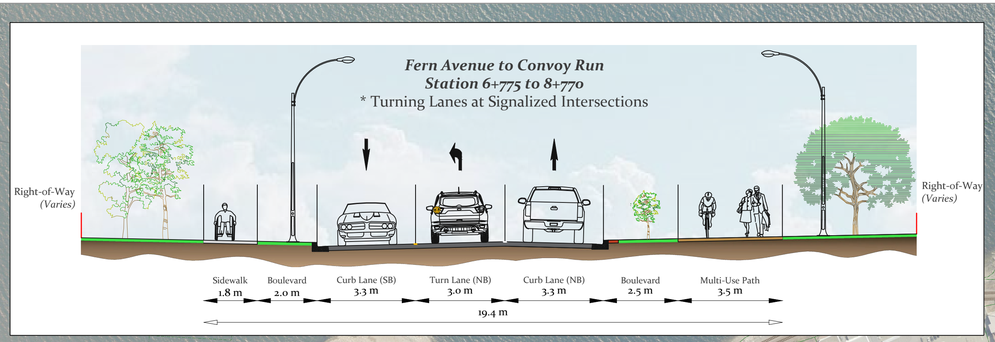
0 125 250 m

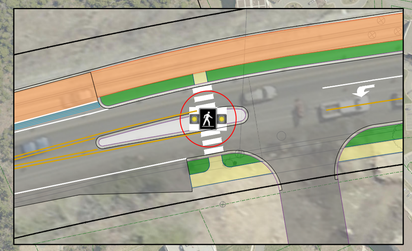
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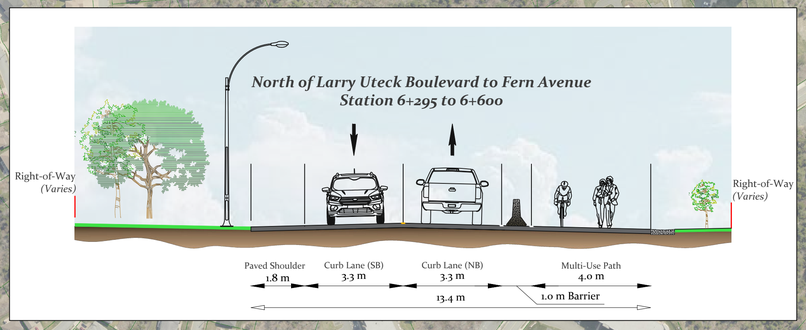
Bedford Highway: Balanced Option - Segment 3

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END BARRIER SEPARATED TRAIL

BEGIN BARRIER SEPARATED TRAIL

END WEST SIDEWALK

BEGIN WEST SIDEWALK

DELINEATE COMMERCIAL ACCESS POINTS

ADD NEW CROSSWALK WITH MEDIAN ISLAND TO PROVIDE ACCESS TO NEW TRAIL

CONTINUE MULTI-USE TRAIL ALONG BASIN SIDE OF ROADWAY

800m OF NEW SIDEWALK ON WEST SIDE

RECONFIGURE SIGNALIZED INTERSECTION WITH SMART CHANNEL TO IMPROVE PEDESTRIAN SAFETY

ADD MEDIAN REFUGE ISLAND AT CROSSWALK TO IMPROVE SAFETY

SOUTHBOUND TRANSIT QUEUE BYPASS LANE AT HAMMONDS PLAINS ROAD AND MOIRS MILL ROAD

RECONFIGURE SIGNALIZED INTERSECTIONS WITH SMART CHANNELS TO IMPROVE PEDESTRIAN SAFETY

Crosby Island

Mill Cove

Moir's Pond

Sobeys

Bedford Highway

Fern Avenue

Millview Avenue

Glenmont Avenue

Southgate Drive

Nelsons Landing Boulevard

Moirs Mill Road

Hammonds Plains Road

Larry Uteck Boulevard

CN Rail

MATCH LINE - SEGMENT 3

MATCH LINE - SEGMENT 4

MATCH LINE - SEGMENT 5

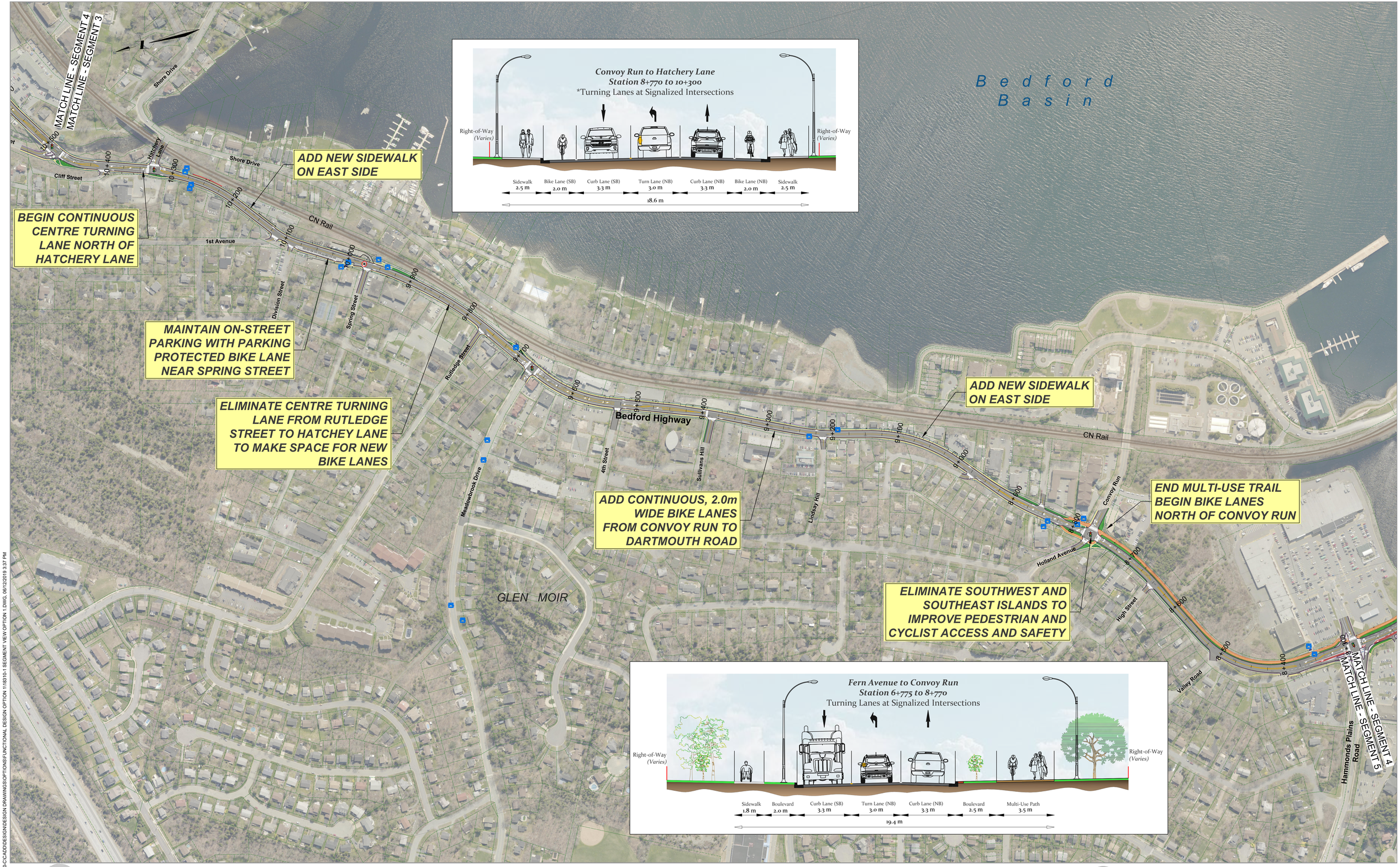
0 125 250 m

1 : 2,500

Bedford Highway: Balanced Option - Segment 4

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0 125 250 m

1 : 2,500

Bedford Highway: Balanced Option - Segment 5

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PROVIDE TRAFFIC SIGNAL COORDINATION AND TRANSIT SIGNAL PRIORITY FROM RIVER LANE TO UNION STREET

PROVIDE MULTI-USE TRAIL FROM DARTMOUTH ROAD TO OAKMOUNT DRIVE

MAINTAIN NORTHBOUND BUS BAY AND TIMING POINT NEAR DARTMOUTH ROAD. RELOCATE SOUTHBOUND TIMING POINT TO UPSTREAM OF MALL ACCESS

RECONFIGURE INTERSECTION TO PROVIDE SMART CHANNELS AND BE MORE COMPACT. CONSIDER A ROUNDABOUT AS AN ALTERNATIVE TO TRAFFIC SIGNALS.

MAINTAIN EXISTING 5-LANE CROSS-SECTION

PROVIDE SOUTHBOUND TRANSIT QUEUE BYPASS LANE

END BIKE LANES AT DARTMOUTH ROAD

CONTINUE BIKE LANES AND SIDEWALKS ON BOTH SIDES UP TO DARTMOUTH ROAD

Highway 101 - Bedford Bypass

Highway 102 - Bi-Centennial Highway

OAKMOUNT

Sunnyside Mall

Rocky Lake Drive

Oakmount Drive

Bedford Highway

River Lane

Sackville

Bedford Place Mall

Dartmouth Road

Bedford Highway

CN Rail

Union Street

Cliff Street

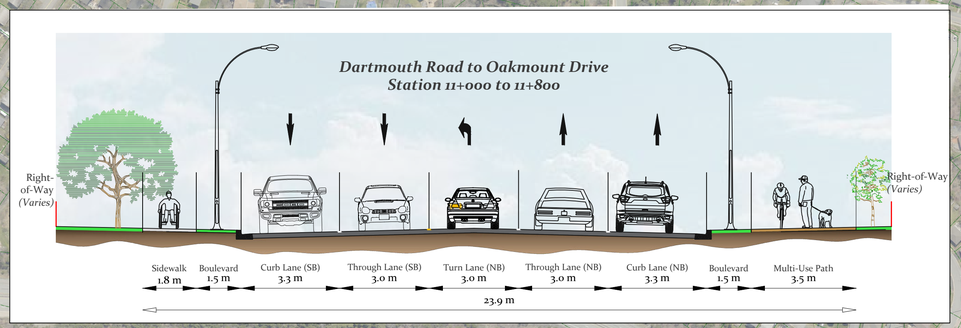
STUDY LIMITS

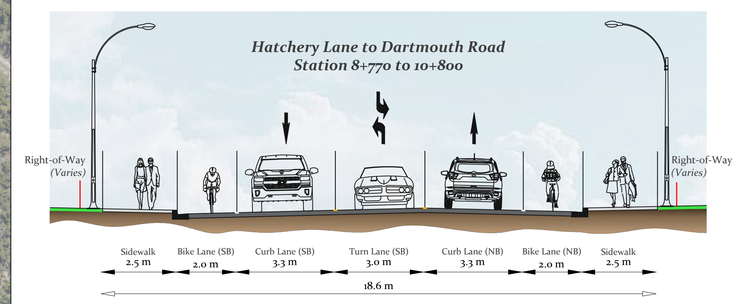
Bud Bremner Park

Bedford Rifle Range

MATCH LINE - SEGMENT 6

MATCH LINE - SEGMENT 5





0 125 250 m

1 : 2,500

Bedford Highway: Balanced Option - Segment 6

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