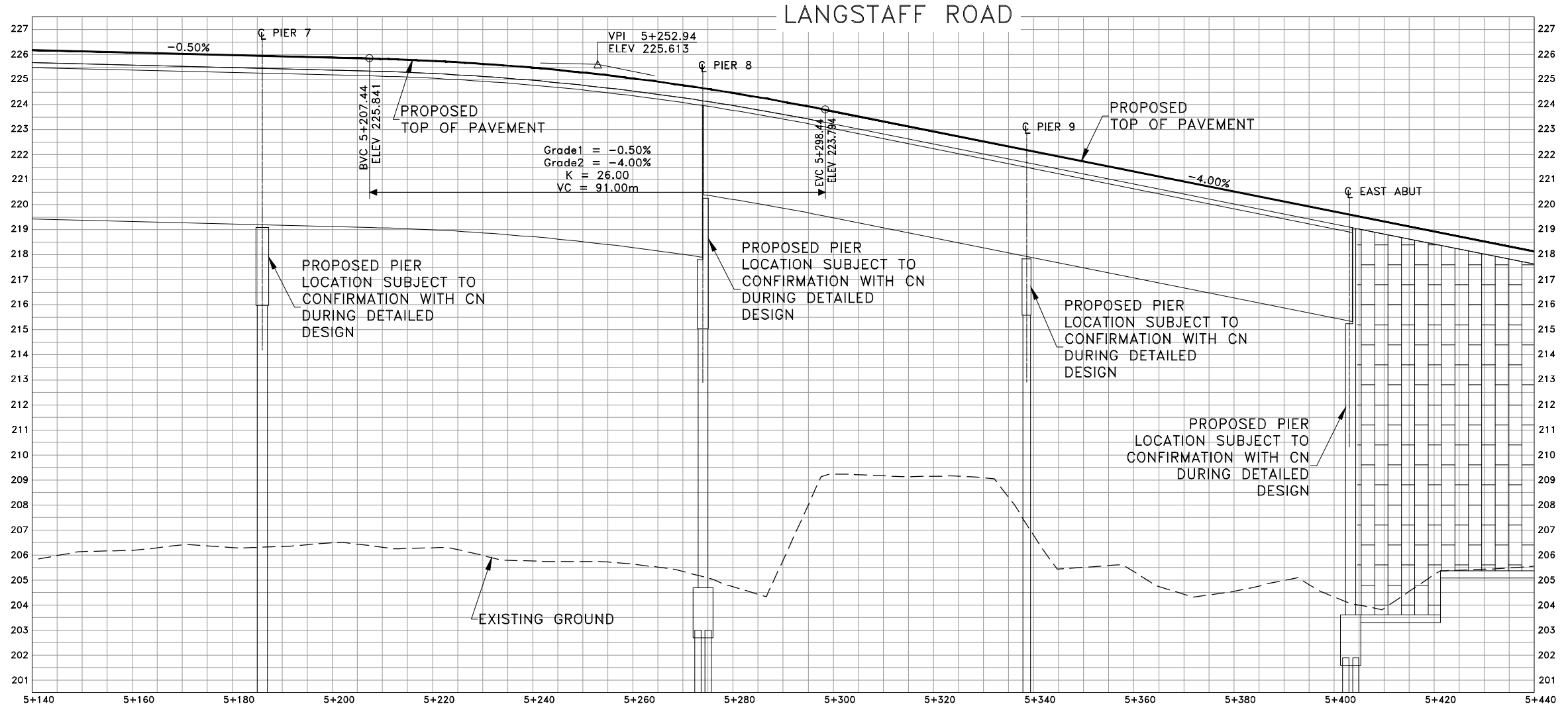
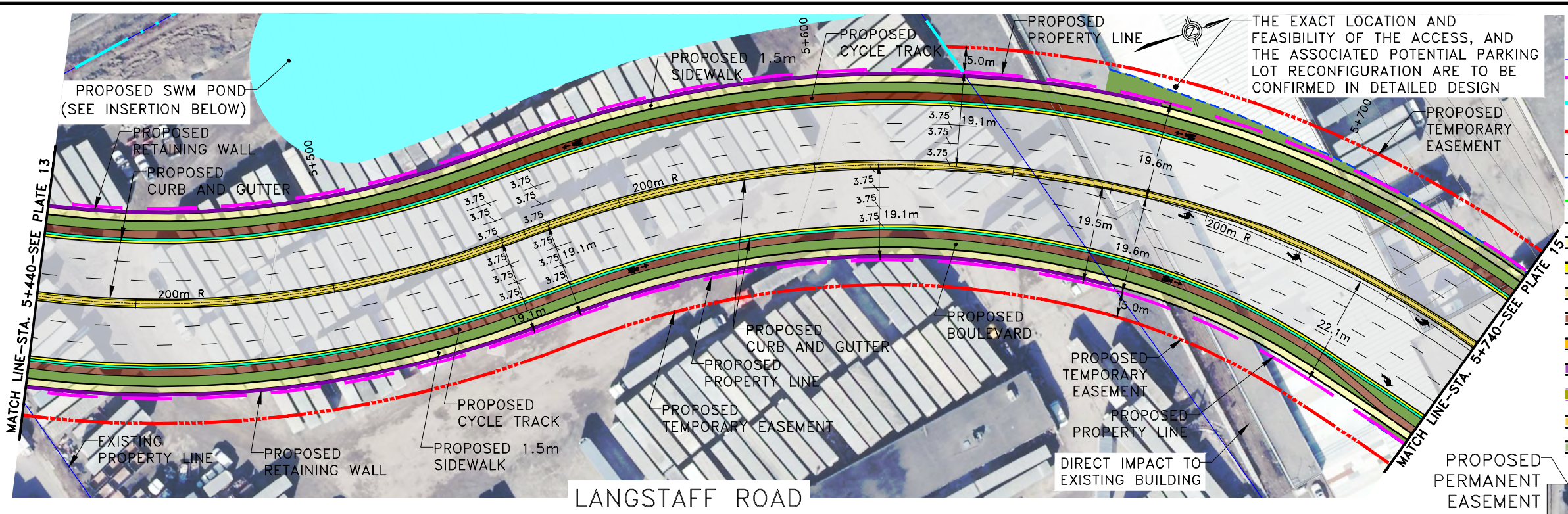
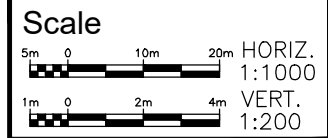


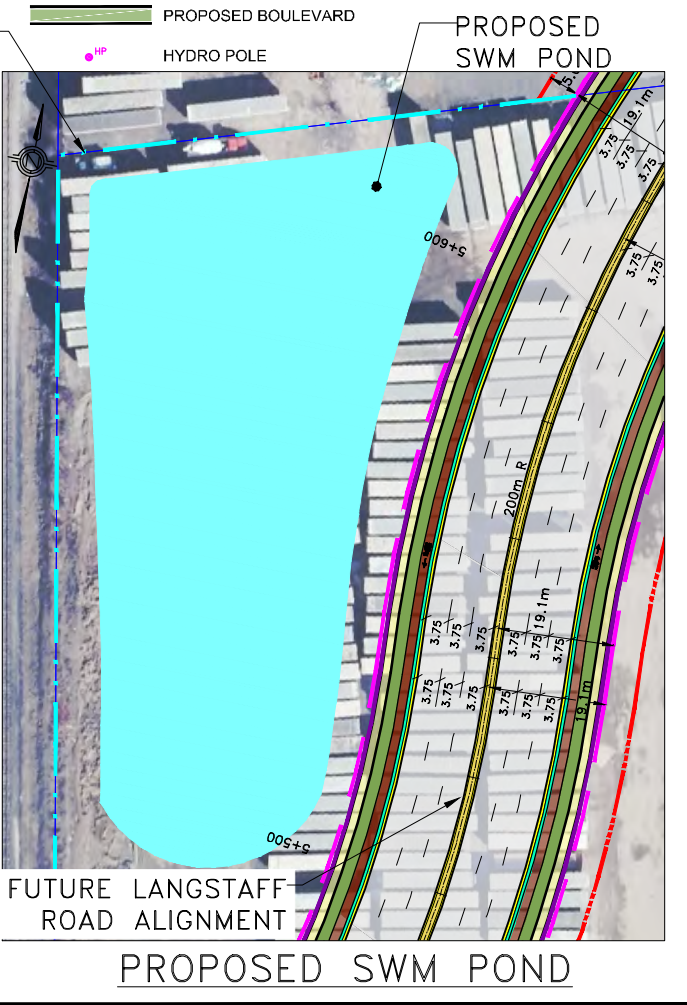
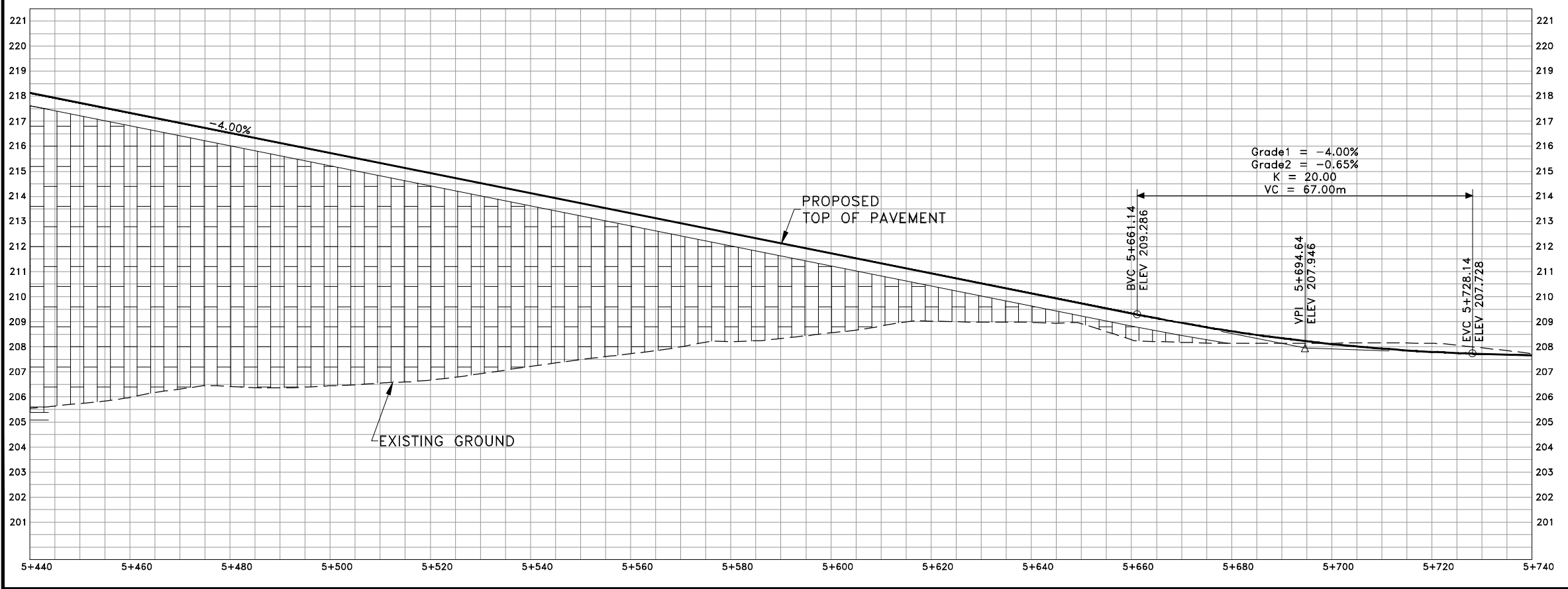
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  - PROPOSED CONCRETE BARRIER
  - PROPOSED BUS PAD
  - PROPOSED BOULEVARD
  - HYDRO POLE

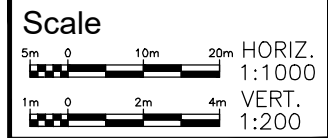




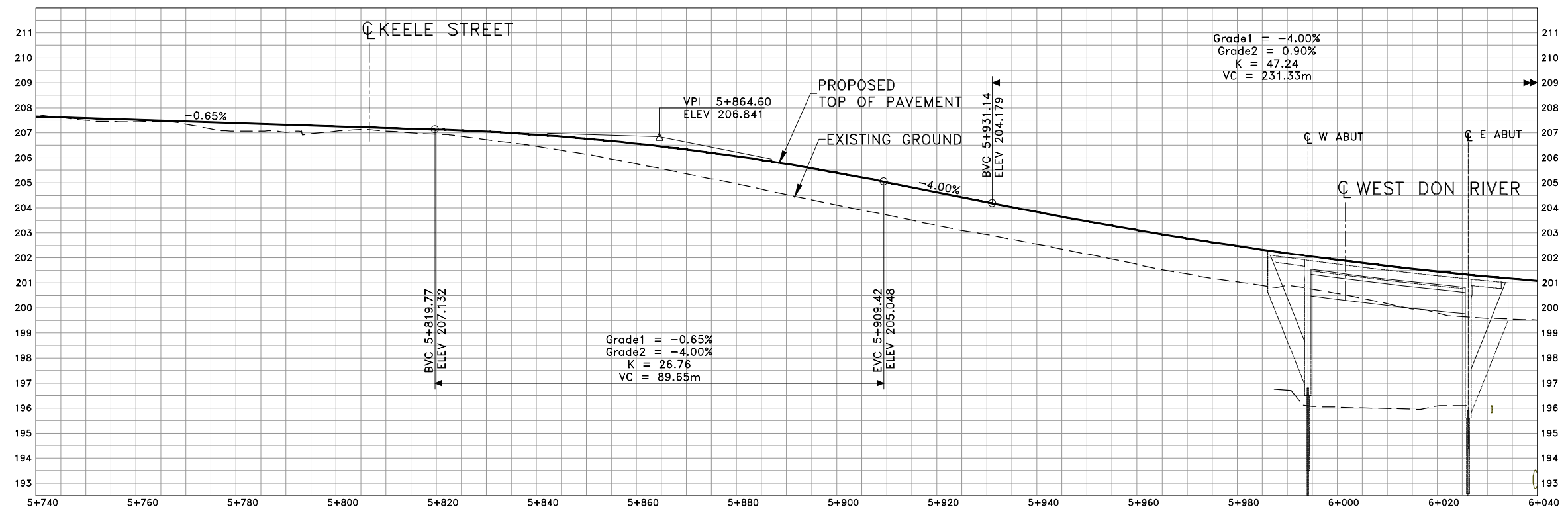
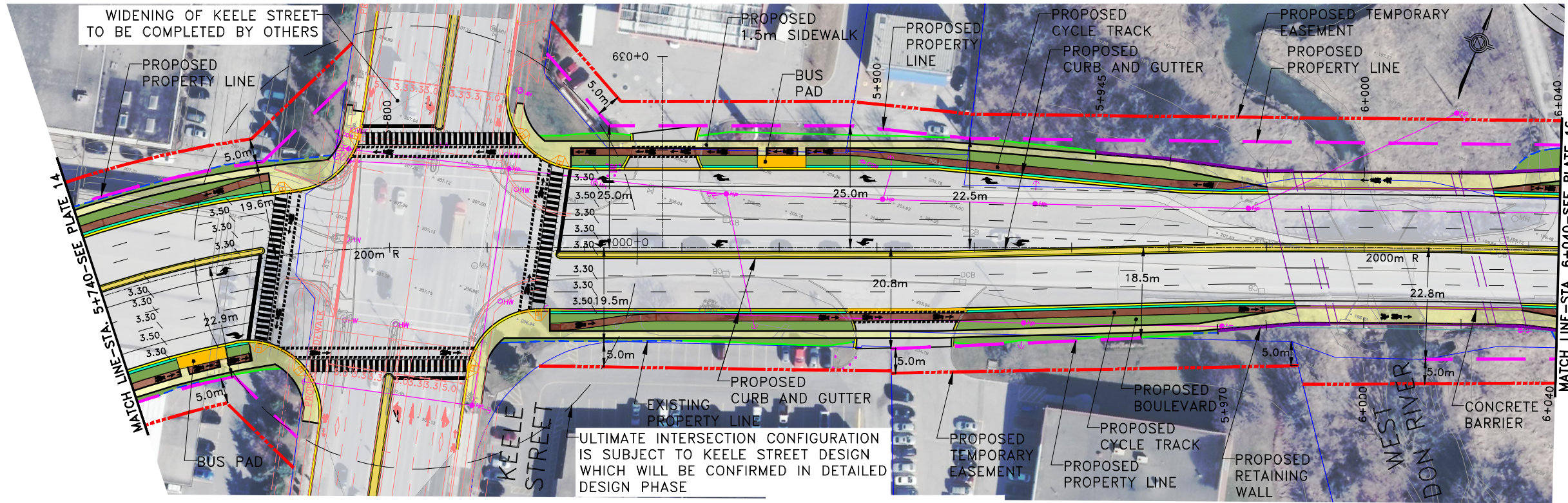
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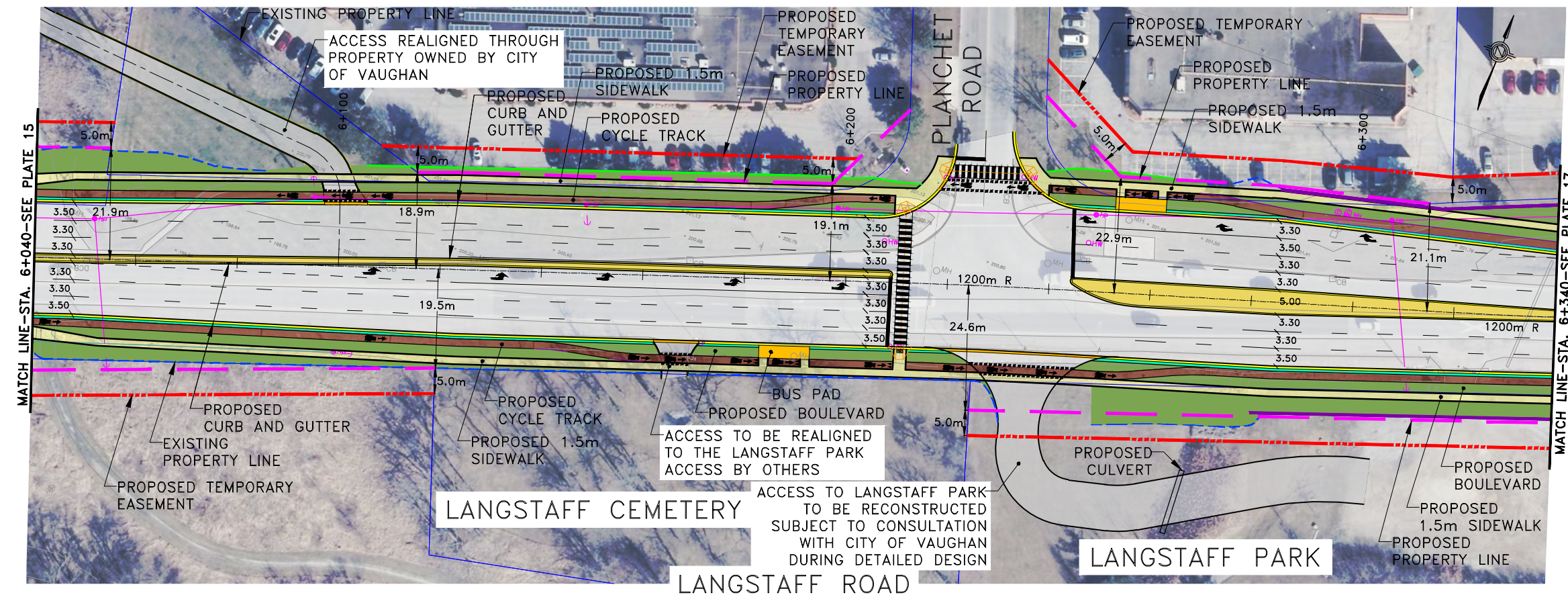
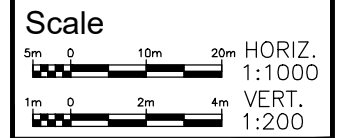
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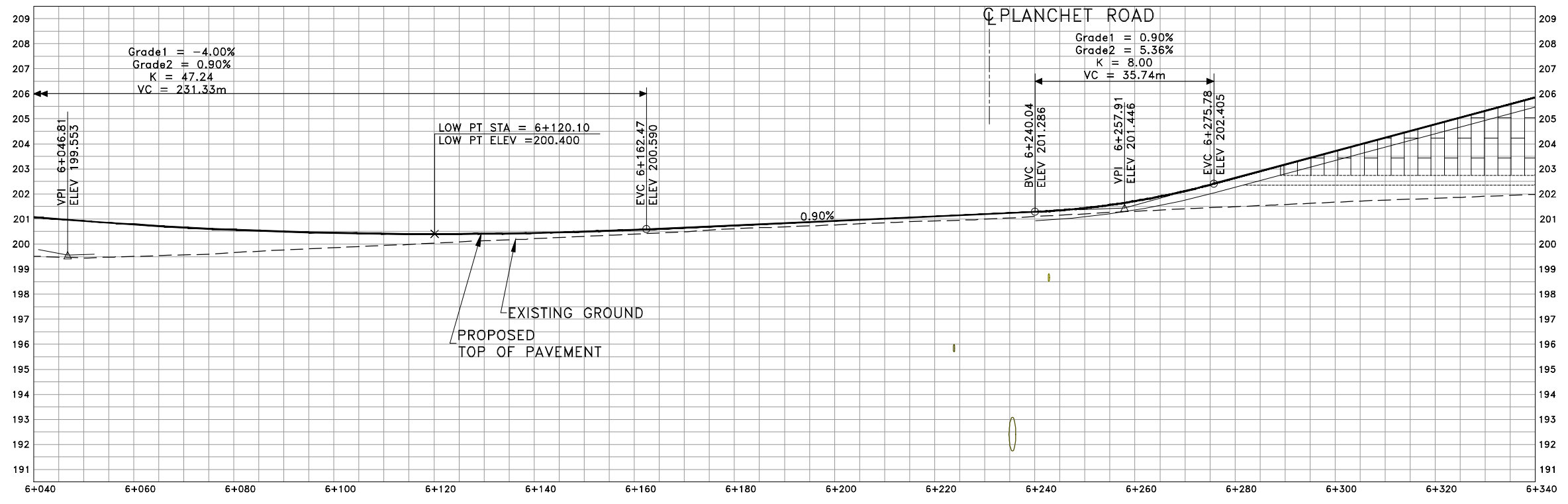


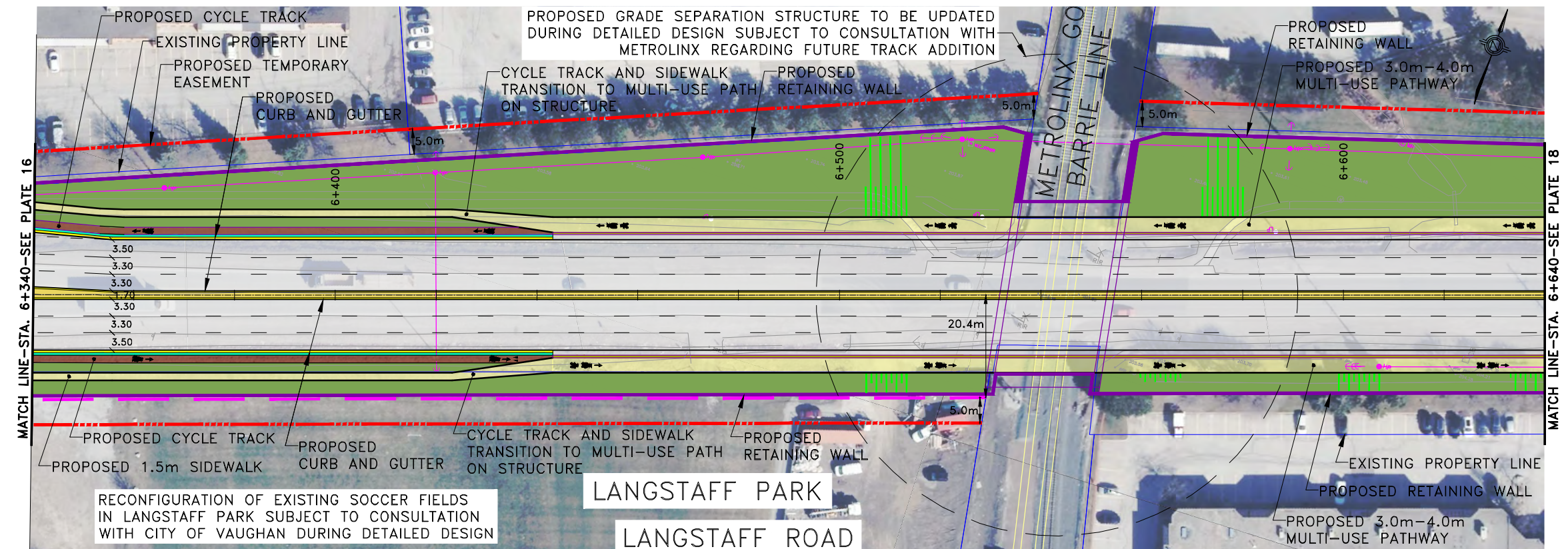
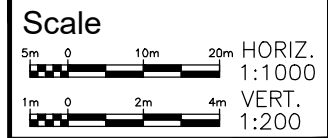
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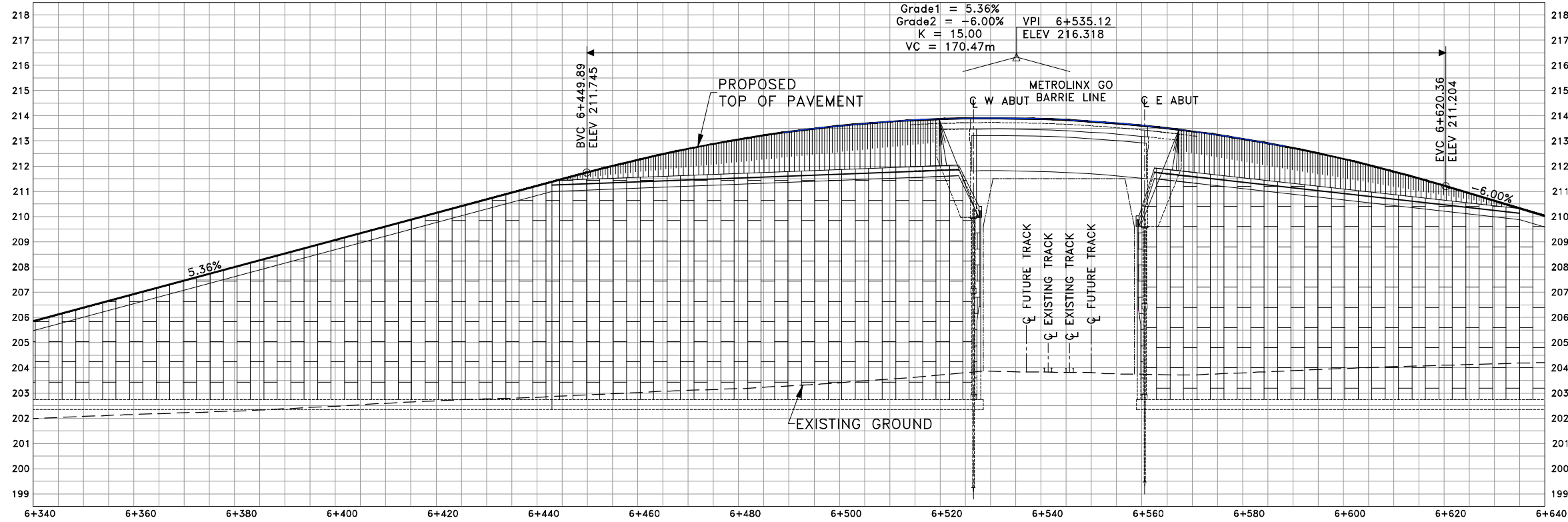


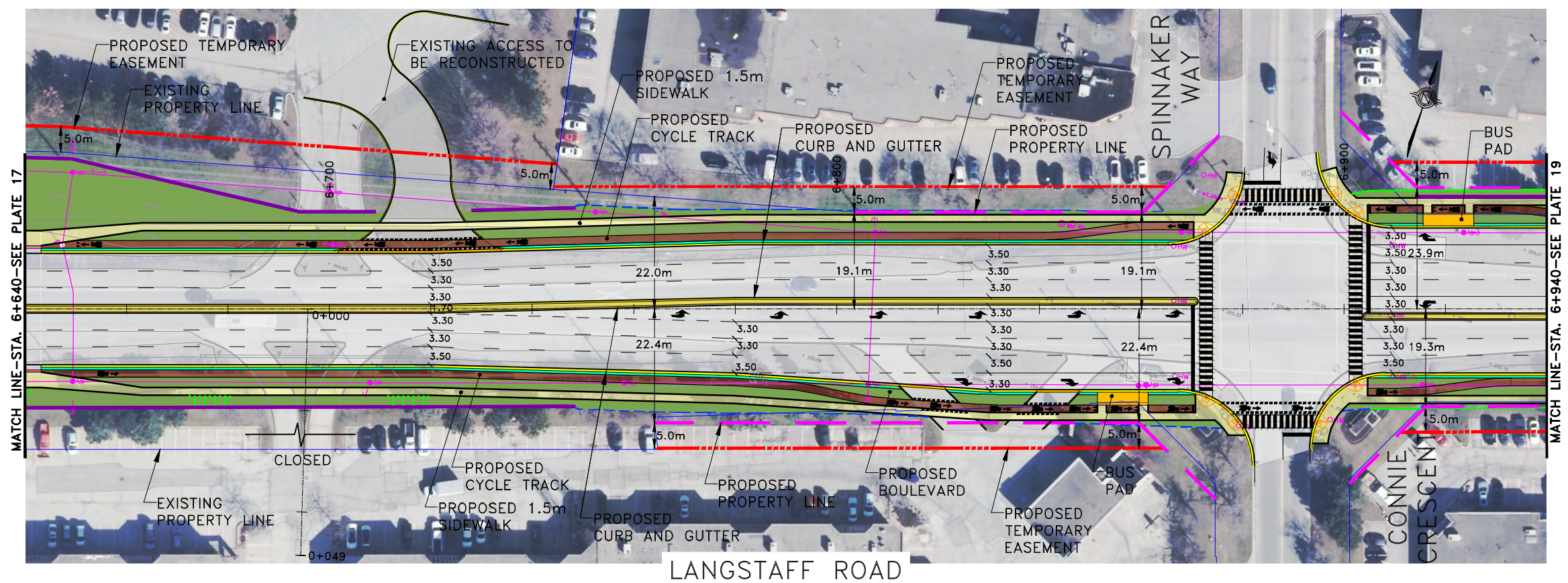
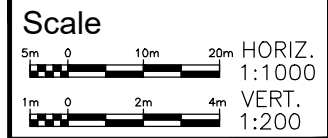
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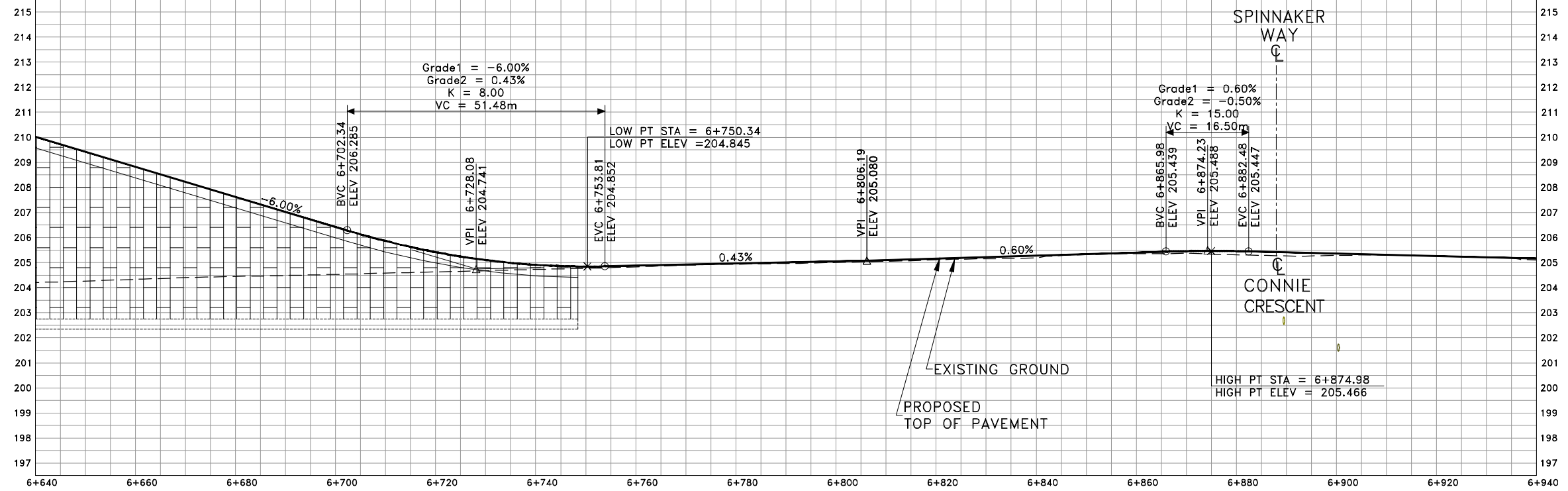


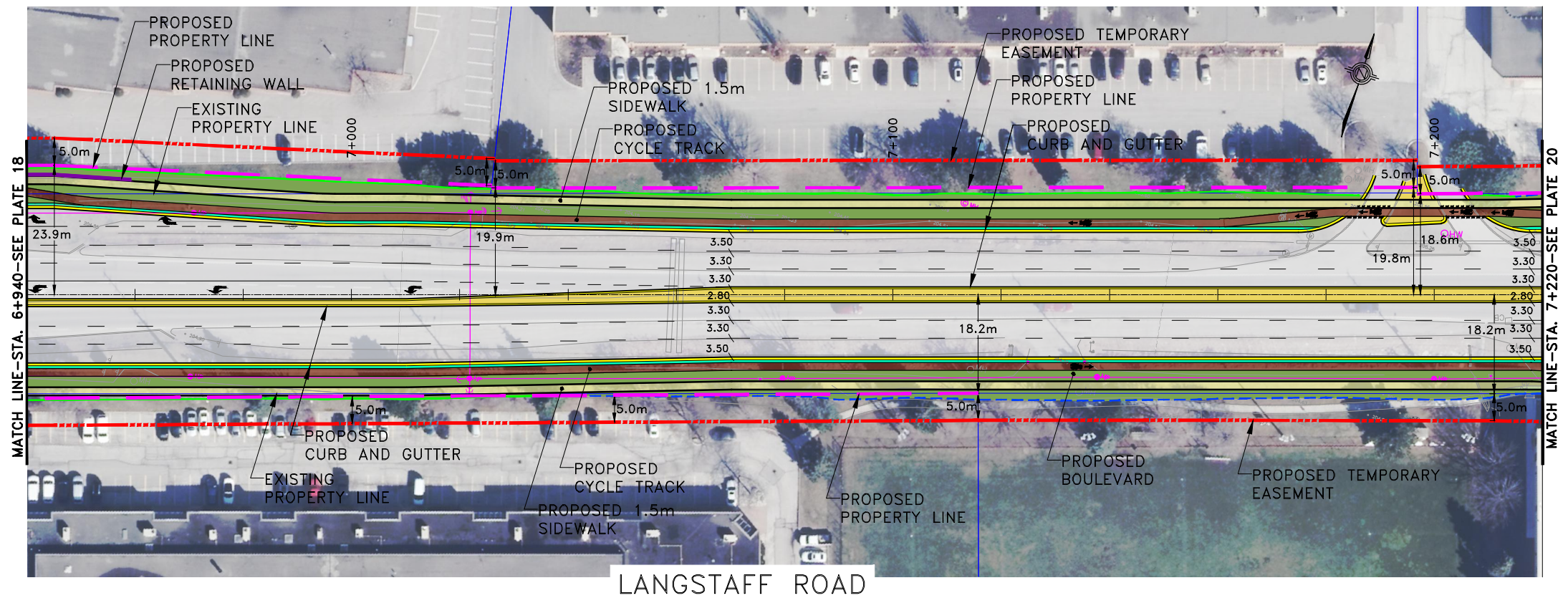
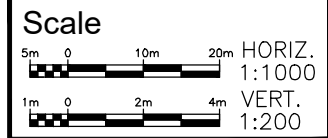
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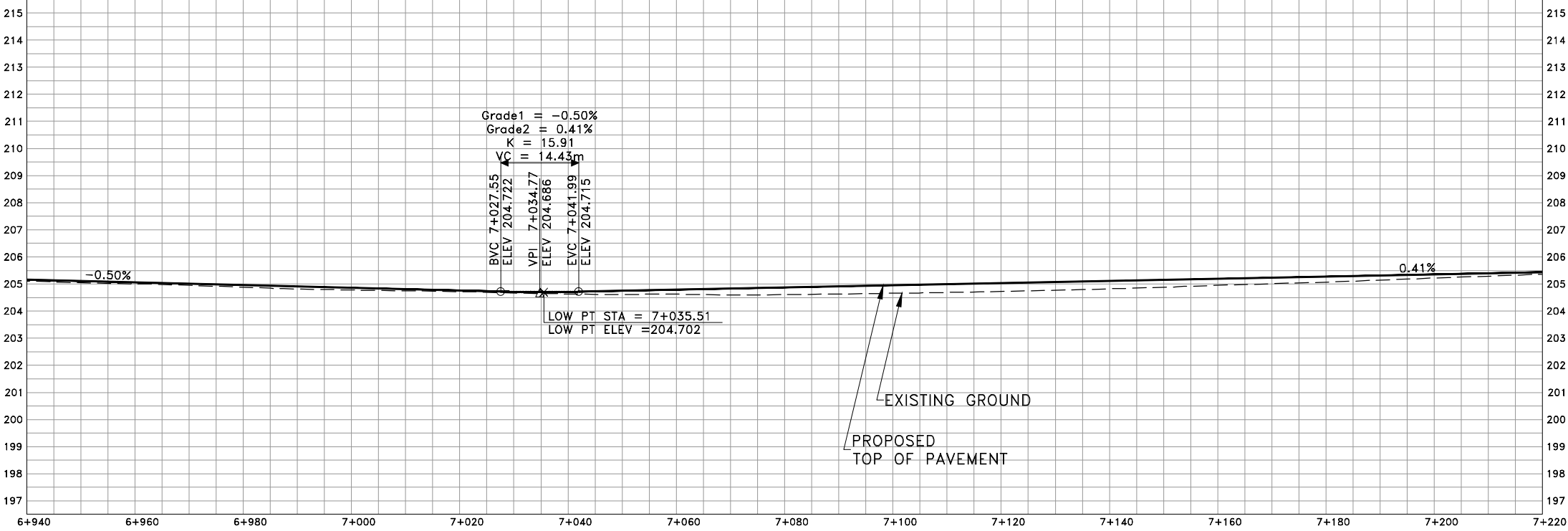


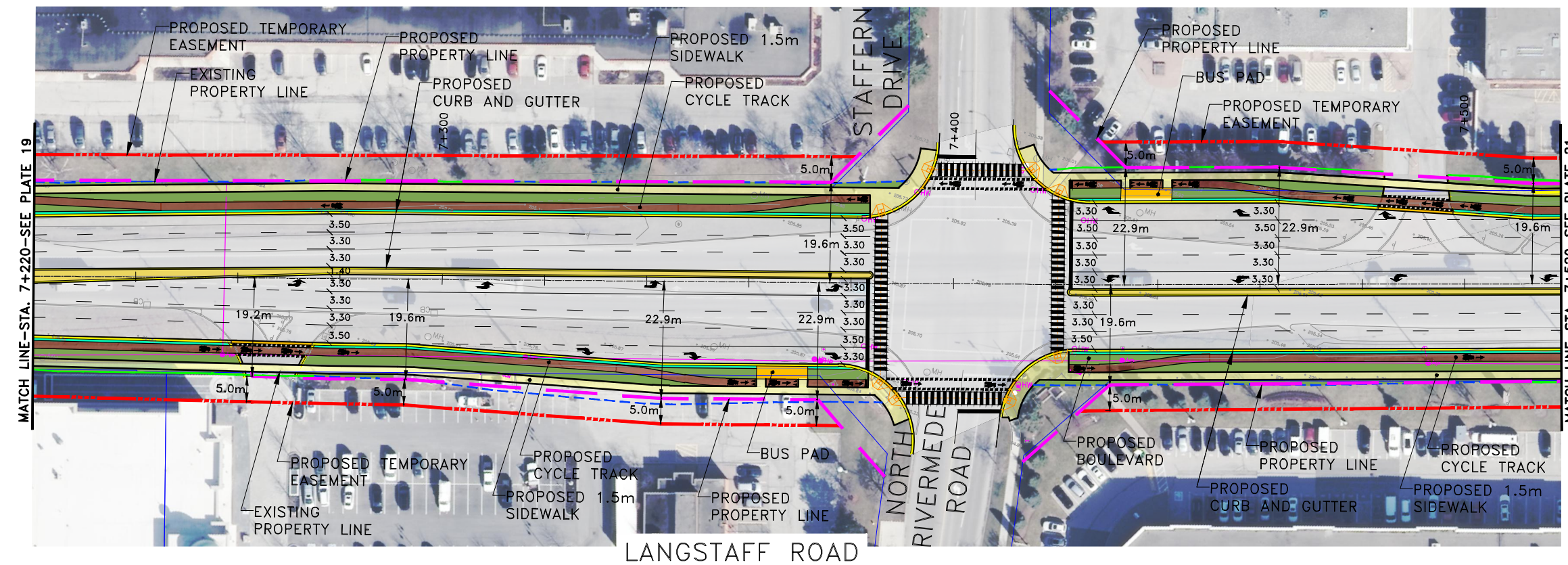
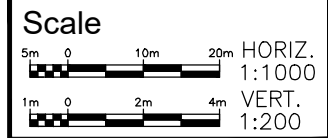
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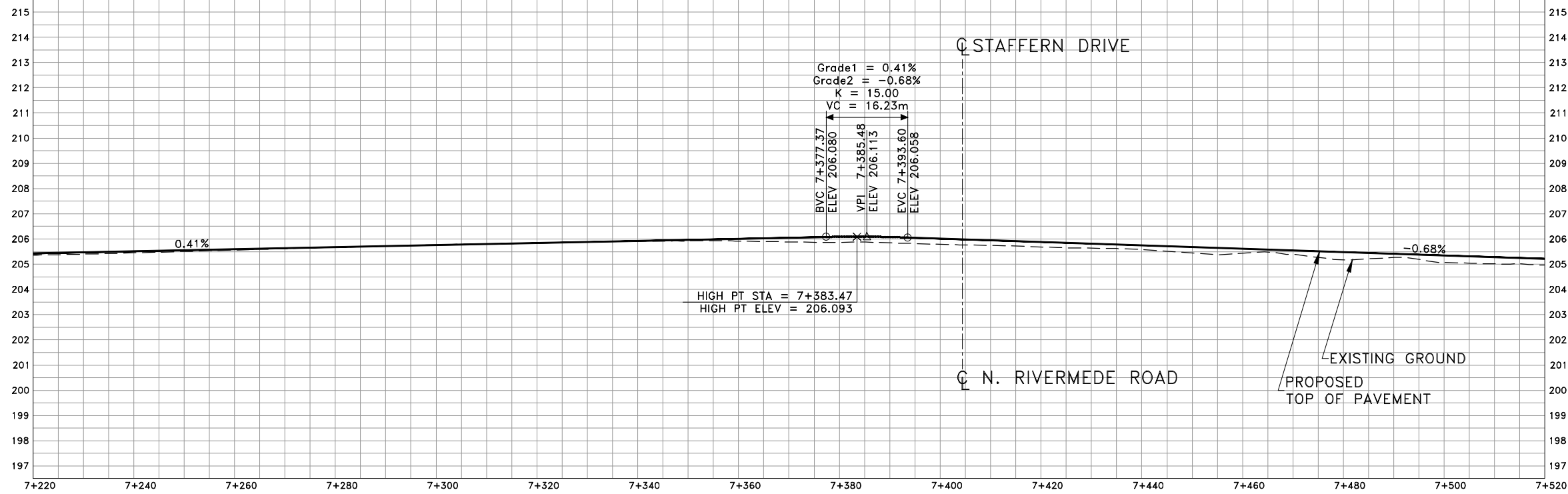


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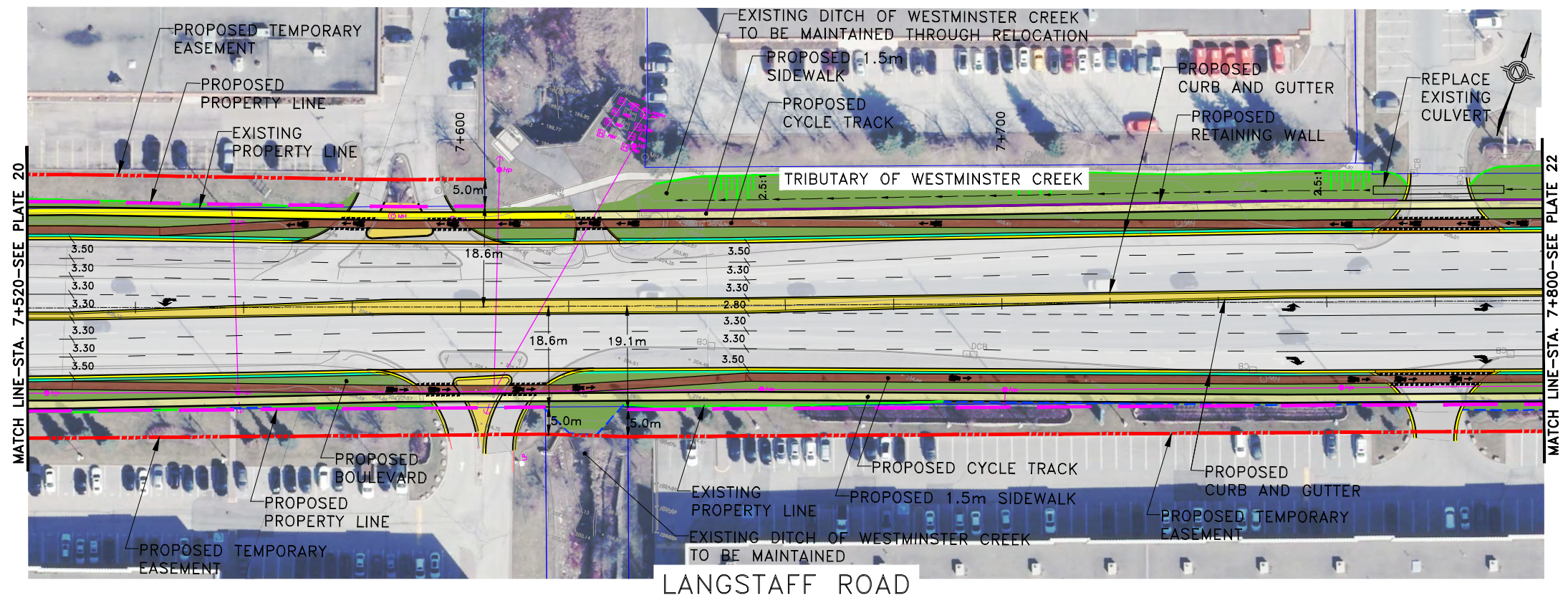
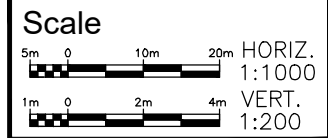




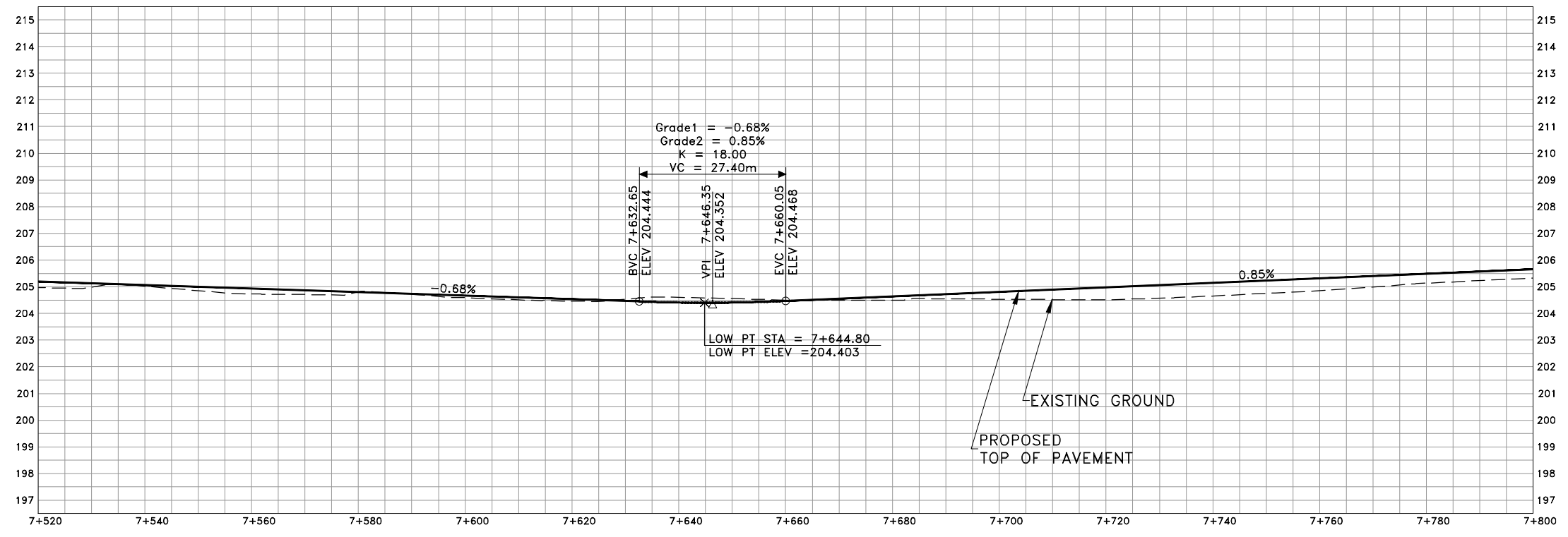
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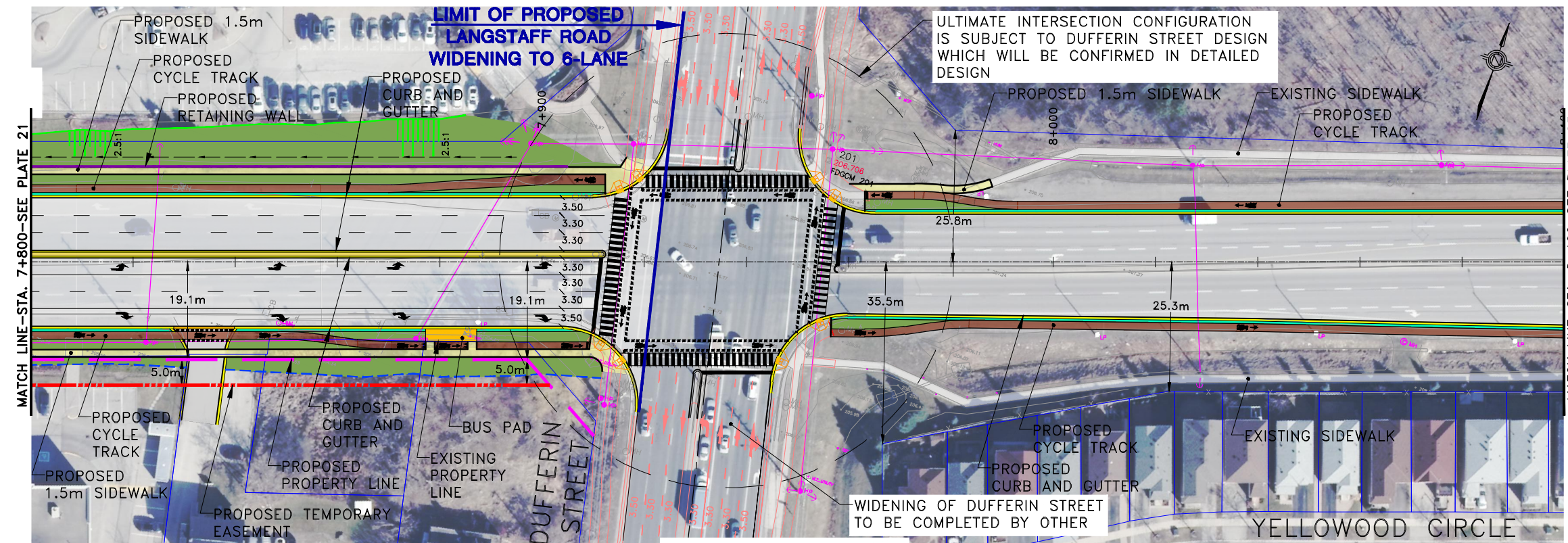
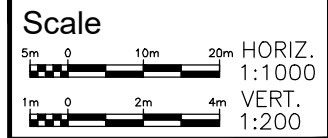






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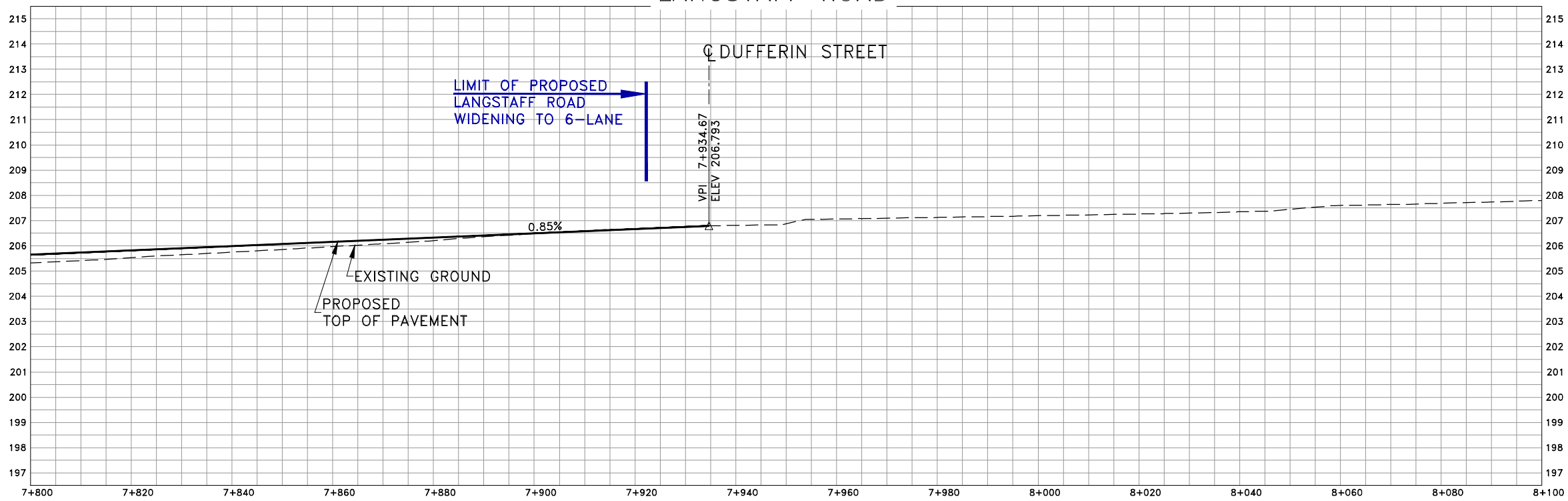


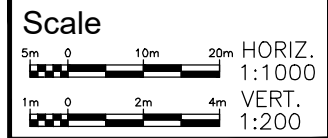


ULTIMATE INTERSECTION CONFIGURATION IS SUBJECT TO DUFFERIN STREET DESIGN WHICH WILL BE CONFIRMED IN DETAILED DESIGN

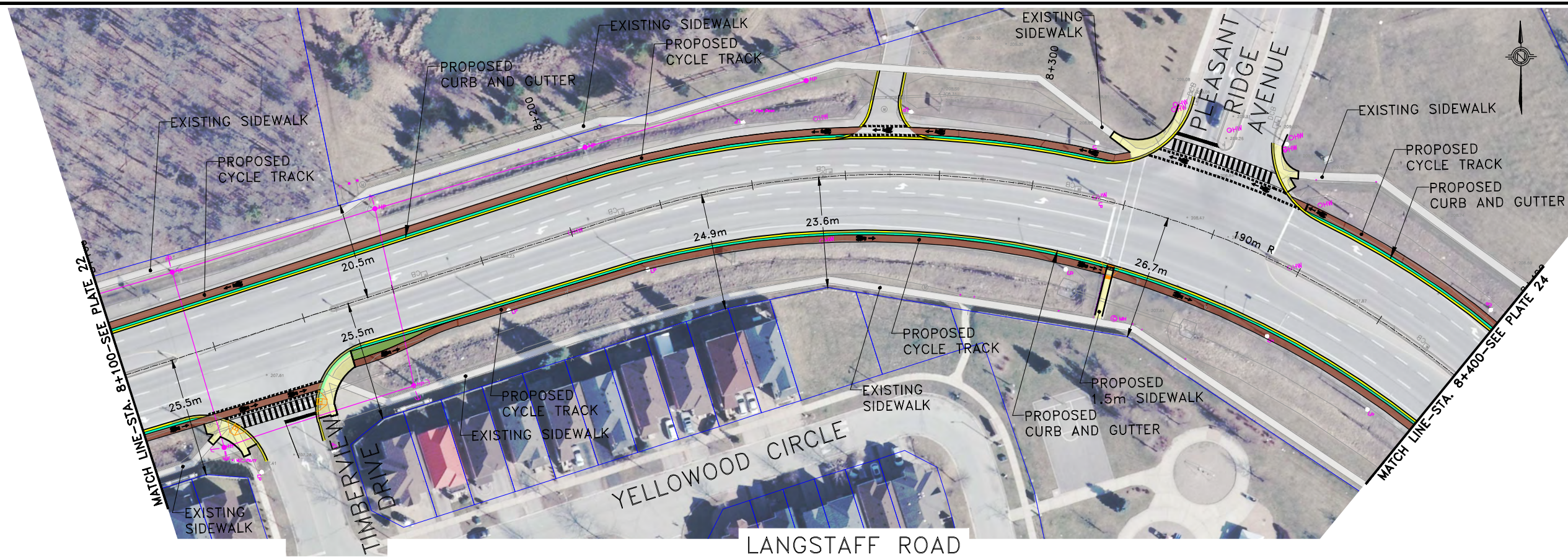
WIDENING OF DUFFERIN STREET TO BE COMPLETED BY OTHER

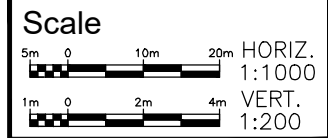
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