

Public Information Centre Presentation Transcript

Slide 1 – Title Slide

Hello and thank you for joining us for the Highway 401 Expansion Public Information Centre. I'll be presenting on behalf of West Corridor Constructors, or WCC, for short. WCC was the consortium selected by the Ministry of Transportation and Infrastructure Ontario to design and construct the Highway 401 Expansion Project.

Slide 2 – Purpose of this Public Information Centre (PIC)

The purpose of this Public Information Centre (or PIC) is to provide an overview of the Project, describe the Environmental Assessment process, summarize the traffic and environmental impacts and mitigation, identify next steps, and outline how you can stay informed and involved.

This video presentation will briefly take you through some of the key features and details of the Highway 401 Expansion.

In addition to this video, we have additional PIC resources available for download on the Project website, as noted on this slide, so that you can review the information in more detail. A comment form is on the website to provide comments and summary from the Question and Answer sessions held on October 17th will also be available.

Slide 3 – Project Limits

The Highway 401 Expansion Project is approximately 18 km long and located in the western GTA, from east of the Credit River in Mississauga to west of Regional Road 25 in Milton. As shown on the map, the Project includes widening the existing six lane configuration of the highway to:

- 12-lanes from the Credit River to Winston Churchill Boulevard
- 10-lanes from Winston Churchill Boulevard to the Highway 407 ETR/Highway 401 Interchange
- 12-lanes from the Highway 407 ETR/Highway 401 Interchange to James Snow Parkway
- 10-lanes from James Snow Parkway to Regional Road 25

The highway will also include High Occupancy Vehicle lanes (HOV lanes) and include improvements to the drainage system, lighting, signage, Advanced Traffic Management System, commuter carpool lots, and landscaping.

Slide 4 - Benefits of the Project

Benefits of the project include improved travel through the corridor by reducing congestion and travel times, and more carpooling options through new and expanded Commuter Carpool Lots and the inclusion of HOV lanes. Economic benefits include better movement of people and goods through the corridor and providing employment opportunities.

Slide 5 – Project Background and Environmental Assessment

This Project is following the MTO Class Environmental Assessment for Provincial Transportation Facilities, which is a planning and decision-making process that requires projects to consider, avoid, minimize and mitigate environmental impacts.

The Preliminary Design for this section of Highway 401 was completed in 2013.

In 2015, the Detail Design was completed for three of the structures in the corridor—the Regional Road 25, Fifth line and Oakville Creek West structures—and was documented in a Design and Construction Report. Construction of these three structures has already been completed.

All these works bring us to Spring 2019, when WCC was selected to design and build the Highway 401 Expansion Project. WCC is an all-Canadian, fully integrated team comprised of Aecon Infrastructure Management Inc., Parsons Inc., and Amico Design Build Incorporated.

Slide 6 – EA and Design Build Process

This graphic describes the Design-Build approach for this Project, which allows the designer and constructor to work together collaboratively.

As the detail design progresses, Design and Construction Reports, or DCRs, will be prepared to document the design, consultation and work to be constructed and these will be made available for 30-day public review periods.

In August, WCC published DCR No. 1 which documented early works for the Project, including vegetation clearing and grubbing and replacement of the CN Rail, Trafalgar Road, and CP Rail bridges. Environmental clearance has been issued for some of the works in DCR No. 1 and construction for those works has started.

While works in DCR No. 1 are being constructed, the design for the rest of the works will progress and be documented in DCR No. 2 and DCR No. 3. And once the works in DCR No. 2 and No. 3 receive environmental clearance they will also move into construction.

Slide 7 – Highway 401 Widening

The Highway is being widened from six lanes to either a 10-lane or 12-lane configuration. These graphics show a typical cross section of a 10 and 12 lane highway and both configurations will have one HOV lane in each direction. As you can see, the 12-lane configuration utilizes the “Express” and Collector system that is already in place on sections of Highway 401 in the GTA.

Slide 8 – Interchanges and Road Realignment

To accommodate the widening, some interchanges, including the on and off ramps, will need to be reconfigured. As well, Sixth Line, Trafalgar Road and Creditview Road also require slight realignment north and south of Highway 401 to accommodate expansion.

Slide 9 - Structures

A key part of the expansion includes bridge replacements to accommodate the widened highway. In addition to the bridge replacements in DCR No. 1, this Project also includes relocation of an existing Highway 407 ETR ramp, replacement of the Sixth line and Creditview Road bridges, and replacement of the Credit River and Oakville Creek East Watercourse crossings.

Slide 10 - Structures

Several bridges require rehabilitation and/or widening to accommodate additional lanes on Highway 401, including Ninth Line, Winston Churchill Boulevard and Derry Road Bridges. Other structural work includes replacement and extension of culverts and construction of retaining walls.

Slide 11 – Bridge Aesthetics

Trafalgar Road bridge, Sixth Line bridge and Creditview Road bridge will have architectural detailing on the parapet walls in this brick-like pattern you see here. Embossment options on the wingwalls of each bridge are also being considered. Options include:

- Monarch Butterfly, Black Walnut tree, and Salmon which are common in the surrounding natural environment
- Agricultural embossments as a nod to the historical farming operations in the area

Slide 12 – Drainage and Stormwater Management

In addition to roadway works, WCC will be using a combination of sewers, culverts, ditches and stormwater management ponds to address drainage and stormwater quantity and quality control.

New stormwater management ponds will be built west of Fifth Line and west Sixth Line and two of the Highway 407ETR stormwater management ponds will be modified.

Slide 13 – Supplementary Works

The Project will also include the creation of two new Commuter Carpool Lots by Trafalgar Road and Winston Churchill Boulevard and the expansion of one existing Commuter Carpool Lot along Mississauga Road.

WCC's design also considers opportunities for active transportation on local roads by accommodating future bike lanes planned on Regional Road 25 and Trafalgar Road. As well a multi-use path will be constructed along the west side of Creditview Road.

We will also be installing high mast lighting throughout the corridor.

Slide 14 – Traffic Impacts

Construction work for this project will result in some traffic impacts. We look to minimize these disruptions wherever we can, and we do appreciate your cooperation and support while intense construction activities occur.

Some of the key details we want to highlight are that 6 Lanes on mainline Highway 401 will be maintained during peak traffic hours, as per the existing conditions. During off peak hours, there may be short term closures and lane reductions.

There will also be lane reductions to accommodate construction, including some of the off-ramps, Ninth Line, Derry Road and Winston Churchill Boulevard. Lane closures along Creditview Road are still being confirmed.

For all disruptions, detours will be communicated in advance, as required, and signage will be in place.

Communication of traffic disruptions to the public is a very important part of this Project. We will be posting updates and information on the Project website and also sending email blasts with traffic updates to those subscribed by email to the Project contact list.

Slide 15 – Landscaping and Restoration

Landscaping and restoration will occur corridor wide and includes habitat enhancement for species at risk and wildlife passage features. These activities will take place near the end of the Project, when construction is closer to completion.

The corridor will be planted with a mix of native deciduous and coniferous trees and shrubs.

Images shown here depict typical landscaping design for interchange areas, and stormwater management ponds. These two landscape concepts, along with additional images for the roadside and valley areas are posted on the website in a sperate file so you can better see the details and review.

Slide 16 – Environmental Mitigation

WCC recognizes that there will be impacts to the environmental as a result of the highway widening.

We will look to avoid or minimize impacts and provide mitigation measures, such as minimizing vegetation removals, providing wildlife passage, installing and maintaining erosion and sediment control measures.

Slide 17 – Environmental Mitigation

WCC will be producing overarching environmental guidance materials for construction works and obtaining relevant permits and approvals for works to proceed.

Please review the environmental impacts and mitigation measures on these slides, which are on the website for download, and if you have any questions feel free to contact the project team.

Slide 18 – Next Steps and How to Stay Informed

So with that, onto next steps:

- WCC will be continuing with construction and you will start to see more activity along the corridor.
- Consultation, including review and response to comments, will also be ongoing
- We will be developing DCR 2 and 3, which are anticipated to be available for public review in early 2020.
- It is anticipated that travelers will have full use of the expanded highway corridor by late 2022.

We encourage you to review all the PIC materials available on our website. If you would like to submit comments or questions, please fill out a PIC Comment Form and send it back to us by October 31, 2019.

You can also submit comments at any time through the Contact Us page of the website, by email or phone as listed on this slide. If you would like to receive notifications about the project, including traffic updates and when the DCRs are available for review, please subscribe on the website.

On behalf of the entire West Corridor Constructor Team thank you for your interest in the Highway 401 Expansion Project and for participating in this PIC.