



## Highway 401 Expansion Project Credit River to Regional Road 25

### Online Public Information Centre (PIC) Question & Answer Summary

#### Introduction

An Online Public Information Centre (PIC) for the Highway 401 Expansion Project was held on October 17, 2019 and hosted on the project website. There were three live one-hour Q&A sessions held throughout the day at 10:00AM, 1:00PM, and 7:00PM, which were hosted on a live webcast presentation and a teleconference line. The questions and answers provided at the Q&A sessions are summarized below.

#### Summary of Questions and Answers

##### General

Q: What is WCC?

West Corridor Constructors (WCC) is a consortium comprised of Aecon Infrastructure Management Inc. (Aecon), Parsons Inc. (Parsons), and Amico Design Build Inc. (Amico) integrated in a Joint Venture. WCC was selected by The Ministry of Transportation Ontario (MTO) and Infrastructure Ontario (IO) to design, build and finance the Highway 401 Expansion Project.

Q: What is the cost of the project?

WCC signed a \$639.8 million fixed-price contract to design, build, and finance the Highway 401 Expansion Project.

Q: What does mainline mean?

The mainline refers to the existing six lanes on Highway 401, excluding the on and off ramps and the crossing roads (local roads that cross over or under the highway).

##### Design and Construction

Q: How will the decision making around the final lane configurations be determined? / Why are some parts 10 lanes and some parts 12 lanes?

Determination of the lane requirements was completed during preliminary design in 2013 using a travel demand forecast exercise. Based on the existing traffic conditions and projected traffic volume growth for this section of the Highway 401 corridor, it was determined which sections were recommended for 10 lanes and 12 lanes in order to meet the projected 2031 travel demand. Other constraints that limit the number of lanes include property and geographic constraints of existing structures and buildings that prevent widening to 12 lanes throughout the entire 18km.

Q: Is the detail design available at Credit River bridge?

The Credit River bridge will be included in Design and Construction Report No. 2, which is anticipated to be available for public review in Winter 2020. The Design and Construction Report will provide details of the new Credit River bridge, including design drawings.

Q: What is the sequence of construction / staging of works? / When will construction begin?

For this project, we have divided some work into what we are calling "Early Works". Design and Construction Report No. 1 details these early works, which include clearing and grubbing of the entire Project corridor, and work on CN Rail bridge, Trafalgar Road bridge, and CP Rail bridge. In terms of this Project's construction schedule, these are the construction activities that are starting first – some of which are already in progress. Clearing and grubbing activities are to start in key areas, which include the three bridges covered in DCR No. 1 and areas where silt fencing or new fencing for property is to be installed.

In terms of the construction sequence, or staging, for work on mainline Highway 401, there will be two construction stages. The first stage of construction includes constructing new lanes on the outside of the highway (i.e. north and south). Once the new lanes are complete, stage 2 will commence, which



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includes diverting traffic to the new constructed lanes on the outside and commencing construction on the existing, inside lanes.

The most current information about traffic disruptions will be available on the Project website and WCC will also distribute email traffic updates as required to communicate key disruptions and updates to the public.

**Q: How long will construction be going on for? / When do you forecast completion of all construction?**

Travelers can expect to have full use of the expanded facility by late 2022.

**Q: Will HOV Lanes be built?**

Yes, High Occupancy Vehicle (HOV) lanes will be constructed through the corridor, with one HOV lane in each direction.

**Q: Are there any carpool lots being built?**

Yes, the following construction activities are related to carpool lots:

- New Trafalgar Road Commuter Carpool Lot (Northwest Quadrant) – minimum 330 new parking stalls
- New Winston Churchill Boulevard Commuter Carpool Lot (Northwest Quadrant) – minimum 146 new parking stalls
- Expansion of existing Mississauga Road Commuter Carpool Lot (Northwest Quadrant) – Currently has 73 parking spaces and will be expanded to a minimum of 128 parking spaces

**Q: Where can I see the design of the expansion?**

The corridor map available online with the PIC materials provides a draft of the roadway design. Future Design and Construction Reports will provide additional details of the roadway and structure design.

#### **Traffic, Access, Property**

**Q: Is all widening occurring within lands owned by MTO? Or will appropriation be required? Has this process been completed?**

All property for this project has been acquired by MTO following the preliminary design that was undertaken in 2013. Thus, no additional property is required for the works that WCC is constructing.

**Q: How will you ensure that my daily commute is not impacted?**

Unfortunately, construction has impacts, especially for those living or commuting in the immediate area. WCC will consider how our activities affect local traffic and communities, provide advance notice of all temporary closures and lane reductions, and always strive to be mindful of reducing the impacts of construction. Updates about all temporary and permanent road closures and lane reductions will be posted on the website.

WCC does appreciate your cooperation and support while intense construction activities occur.

**Q: How many lanes are being affected during construction?**

During peak traffic hours, six lanes will be maintained on mainline Highway 401, as per existing conditions. During off-peak hours, there will be some short-term closures and lane reductions which include some interchange ramps. The PIC displays available online have further information on the anticipated lane closures on local roads impacted by the highway widening. The most current information about traffic disruptions will be available on the Project website and WCC will also distribute email traffic updates as required to communicate key disruptions and updates to the public.



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Q: Can you define off-peak and on-peak hours? / What are the off-peak hours?

Off-peak hours on mainline Highway 401 is generally from 10:00 PM – 5:00AM / 6:00 AM, depending on the direction of traffic.

#### **Environmental**

Q: What are the environmental impacts?

As the Project requires widening of the highway and interchanges, there will be some environmental impacts. Environmental impacts include the natural, socio-economic, and cultural environments. We will look to avoid or minimize environmental impacts and provide mitigation measures, such as minimizing vegetation removals, providing wildlife passage, installing and maintaining erosion and sediment control measures. WCC will be producing overarching environmental guidance materials for construction works and obtaining relevant permits and approvals for works to proceed. The DCRs will also document environmental impacts and mitigation measures.

Q: Are there any species that will face extinction because of this project?

No species face extinction because of this Project. However, there are four Species at Risk (shortened to SAR) within our Project limits. There are Redside Dace located in several watercourses at Highway 401 and Regional Road 25, American Eel in the Credit River, and two bat SAR throughout the corridor. There are potential for impacts to these SAR, however the relevant permits and approvals are being obtained from regulatory agencies. Construction staging and timing has also been developed to avoid critical timing windows for each SAR (such as no vegetation removal during bat roosting window, completing in-water works during the permitted timing window) so that impacts are minimized.