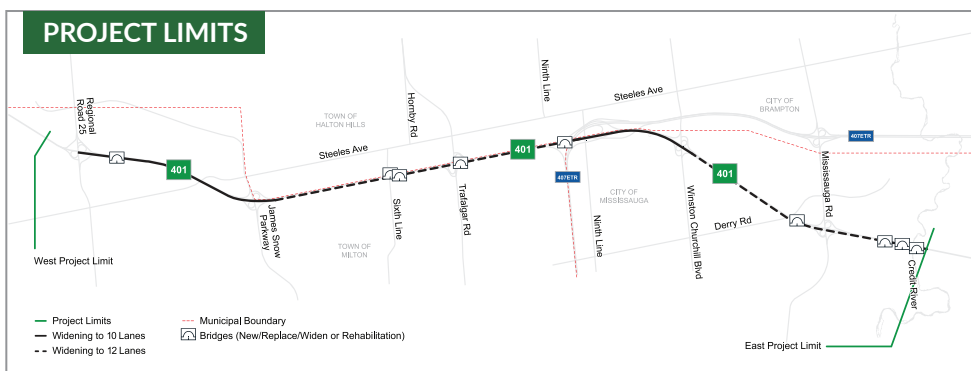


ABOUT THE PROJECT

- 12 lane core-collector system from the Credit River to Winston Churchill Boulevard;
- 10 lanes from Winston Churchill Boulevard to Highway 407 ETR/Highway 401 interchange;
- 12 lane core-collector system from Highway 407 ETR/ Highway 401 interchange to east of the James Snow Parkway;
- 10 lanes from the James Snow Parkway to west of Regional Road 25;
- Median High Occupancy Vehicle (HOV) lanes; and
- Support facilities and features including drainage, lighting, signage, Advanced Traffic Management System and carpool lots.



The expansion will also involve modifications to existing infrastructure to accommodate the proposed widening, including nine new, replaced or widened bridges, five bridge rehabilitations, retaining wall rehabilitation and five structural culvert replacements, extensions or rehabilitations.

ABOUT US

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. The Ministry of Transportation Ontario (MTO) and Infrastructure Ontario (IO) has selected WCC to design, build and finance the Highway 401 Expansion Project.

Parsons will act as the Lead Design Engineer, while Aecon and Amico will provide skilled labour and operators to self-perform construction. Assembly of these firms in an integrated Joint Venture has created an Ontario-based team with long-term presence, in which each member brings relevant and specific capabilities to deliver all required scopes of work.

QUICK FACTS

18 km
expansion



9 Bridge replacements & rehabilitations



Up to **400**
unionized
trade workers



3 Lanes of traffic maintained in each direction at peak times.



GROUND BREAKING

In the Fall of 2019, West Corridor Constructors hosted a group of area MPPs and the Associate Minister of Transportation, Kinga Surma for the event to mark the official groundbreaking of the Highway 401 Expansion Project.



From left to right, Sheref Sabawy (MPP, Mississauga – Erin Mills), Nina Tangri (MPP, Mississauga – Streetsville), Kinga Surma, Associate Minister of Transportation, Deepak Anand (MPP, Mississauga – Malton), Rudy Cuzzetto (MPP, Mississauga – Lakeshore) and Amarjot Sandhu (MPP, Brampton – West).

SIXTH LINE BRIDGE

The Sixth Line Bridge was constructed in 1958 in advance of the opening of the segment of Highway 401 through Milton in 1960. On July 4, 2020, the 62-year-old bridge was demolished to accommodate the accelerated construction of a new underpass bridge that will allow motorists in this rural area of Milton to cross over the 401.



Excavators equipped with jack hammers in the process of demolishing the bridge.

WCC and contractors worked through the night during a full highway closure to ensure the safe and clean demolition of the bridge. Over the course of the next year WCC will be constructing a new three-span continuous bridge that will be 94 meters in length with a deck width of 12 meters. This new bridge will be wider and include parapet walls and railings and improved roadway geometry. The bridge will also include a bridge embossment.

WILDLIFE MANAGEMENT



Wildlife Fencing and Eco-passages

Wildlife can be attracted to roads for many reasons; to sun themselves on the warm pavement, to access food sources, or an attempt to cross the road. An animal crossing can be a dangerous endeavor to both animals and motorists. The design of the Highway 401 expansion project has incorporated measures to improve wildlife safety and movement. WCC will be installing wildlife fencing to keep both large and small wildlife off the Highway 401 corridor. As well, six wildlife escape ramps will be installed along the wildlife fencing to provide a safe exit for wildlife that may become accidentally trapped inside the fencing along the highway.



For animals to safely access either side of the highway, WCC will be constructing ecopassages, which will allow passage away from traffic and provide critical connections between habitat on both sides of the highway. The wildlife fence will direct wildlife towards these ecopassages which have been incorporated into the design. These ecopassages are dedicated to the crossing of wildlife and the design has been developed with the animals in mind. Once installed, ecopassages and escape ramps will be monitored for wildlife activity.

Wildlife fencing, escape ramps and ecopassage locations have been chosen based on areas within the corridor that are known to be used by wildlife and provide suitable wildlife habitat, such as Credit River, Hornby Creek and Oakville Creek East valley crossing locations.