



December 7, 2012

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LEGISLATIVE SERVICES	
COPY TO:	PEEL:
Chair	<input checked="" type="checkbox"/> Committee
CAO	<input type="checkbox"/>
Corporate Services	<input checked="" type="checkbox"/> Council
Public Works	<input type="checkbox"/>
Employee and Business Services	Jan 10 / 2013
Health Services	File
Human Services	
Peel Living	

Dear Ms. Li:

Re: Highway 401 Improvements – From East of the Credit River to Trafalgar Road

This advises that Mississauga's General Committee of Council at its meeting of November 21, 2012 considered the above noted matter addressed in the Corporate Report dated November 6, 2012 from the Commissioner of Transportation and Works. From its consideration, the following recommendation was approved:

GC-0802-2012

1. That the report dated November 6, 2012 from the Transportation and Works Department entitled "Highway 401 Improvements – From East of the Credit River to Trafalgar Road" be forwarded to the Ontario Ministry of Transportation, Region of Peel, Region of Halton and City of Brampton.
2. That the Ontario Ministry of Transportation (MTO) be requested to further consider providing a full 12-lane Core-Distributor system on Highway 401 from the Credit River to Trafalgar Road and that City staff discuss the impacts associated with providing a full 12-lane Core-Distributor system with the MTO.
3. That MTO be requested to consider constructing the widening of Highway 401 from the Credit River to Trafalgar Road as soon as possible.

.../2

REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____ ✓

RECEIVED

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REGION OF PEEL
CLERKS DEPT.



Corporate Report

PW-D2-3

Clerk's Files

Originator's
Files

MG.23.REP

DATE: November 6, 2012

TO: Chair and Members of General Committee
Meeting Date: November 21, 2012

FROM: Martin Powell, P.Eng.
Commissioner of Transportation and Works

SUBJECT: **Highway 401 Improvements – From East of the Credit River to
Trafalgar Road**

General Committee NOV 21 2012

- RECOMMENDATION:**
1. That the report dated November 6, 2012 from the Transportation and Works Department entitled "*Highway 401 Improvements – From East of the Credit River to Trafalgar Road*" be forwarded to the Ontario Ministry of Transportation, Region of Peel, Region of Halton and City of Brampton.
 2. That the Ontario Ministry of Transportation (MTO) be requested to further consider providing a full 12-lane Core-Distributor system on Highway 401 from the Credit River to Trafalgar Road and that City staff discuss the impacts associated with providing a full 12-lane Core-Distributor system with the MTO.
 3. That MTO be requested to consider constructing the widening of Highway 401 from the Credit River to Trafalgar Road as soon as possible.

**REPORT
HIGHLIGHTS:**

- The Ontario Ministry of Transportation (MTO) held the second and final Public Information Centre (PIC) for the Highway 401 Improvements Preliminary Design and Class Environmental Assessment (EA) Study, from east of the Credit River to Trafalgar

Road, on October 3, 2012. The purpose of the PIC was to present findings and receive input on the evaluation of design alternatives, the preliminary details of the recommended plan and the proposed mitigation strategies to minimize potential environmental and community impacts

- This study is scheduled for completion in late 2012/early 2013. A Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public review period at the completion of the study. The TESR will document the transportation opportunities, the generation, assessment and evaluation of alternatives, the recommended plan, a summary of environmental issues and potential mitigation measures and a summary of consultation undertaken throughout the study
- This report provides a description of the proposed improvements to Highway 401 and an overview of City staff comments on the proposed recommended plan for the study
- MTO should be requested to construct a full 12-lane Core-Distributor system for the entire length of the highway under study (the Credit River to Trafalgar Road)

BACKGROUND:

In September 2010, the Ontario Ministry of Transportation (MTO) retained URS Canada Inc. to undertake a Preliminary Design and Class Environmental Assessment (EA) Study for improvements to 9.7 km (6 miles) of Highway 401 from east of the Credit River in the City of Mississauga to Trafalgar Road in the Town of Milton and the Town of Halton Hills. The Study Area is included in Appendix 1.

This report provides an overview of the EA study and the comments identified by City of Mississauga staff.

Study Recommendations

Based on the analysis from the study, this section of Highway 401 does not meet current or future traffic demands and improvements are needed to support projected growth. The study has identified the capacity and operational needs for this section, and recommends the following improvements to this section of the Highway 401 corridor:

- Widen Highway 401 to a 12-lane Core-Distributor system from the

- Credit River to Winston Churchill Boulevard
- Widen Highway 401 to a 10-lane Simple Freeway (no collectors) from Winston Churchill Boulevard to 407ETR
 - Widen Highway 401 to a 12-lane Core-Distributor system from 407ETR to Trafalgar Road
 - Provide bridge replacements at the Credit River, Creditview Road and CP Rail
 - Widen the Derry Road bridge
 - Construct a new bridge west of 407ETR for Highway 401 westbound transfer lanes
 - Provide for a sidewalk and a multi-use trail on the Creditview Road Bridge (subject to cost-sharing agreements with the City)
 - Implement geometric improvements to the Winston Churchill Boulevard interchange ramps
 - Implement adjustments to ramps at the 407ETR and Mississauga Road interchanges to accommodate the widened Highway 401 cross-section
 - Expand and improve the carpool lot at Mississauga Road
 - Construct a new carpool lot at Winston Churchill Boulevard
 - Extend the Mullet Creek Culvert including minor channel relocation
 - Implement various drainage improvements and culvert extensions
 - Provide Intelligent Transportation Systems (ITS), installation of high mast illumination and overhead signing upgrades

The study considered the alternative of providing a continuous Core-Distributor system for this entire section of the Highway 401. It was found that, although a continuous Core-Distributor system optimizes operations by marginally improving travel time and minimizing slow down areas and weave areas, this would result in greater impacts to the natural environment (vegetation communities, stormwater management ponds and culvert extensions), properties adjacent to Highway 401 and lands that have archaeological potential. Traffic demand forecast work indicated that 10 lanes between Winston Churchill Boulevard and 407ETR would be sufficient. Additional traffic analysis undertaken indicated that the relative speed reductions associated with a localized 10-lane basic cross-section through the 407ETR interchange area on Highway 401 would not significantly affect the expected travel times through this section of the Highway 401 corridor as compared to a continuous Core-Distributor system. In addition, the 10-lane section

would optimize the use of existing infrastructure by utilizing the existing bridges at the Highway 401/407ETR and Winston Churchill Boulevard interchanges, result in fewer utility impacts, present considerably fewer construction challenges, and provide a cost savings of approximately \$150M compared to a Core-Distributor system through this area.

Public Consultation

The second and final Public Information Centre (PIC) for the Highway 401 improvements was held in Mississauga on October 3, 2012. The purpose of the PIC was to present findings and receive input on the evaluation of alternatives, the preliminary details of the recommended plan and the proposed mitigation strategies to minimize potential environmental and community impacts. Approximately 37 visitors attended the PIC, including municipal representatives. Most of the attendees supported the widening of Highway 401.

MTO staff also held a meeting with City of Mississauga staff on September 17, 2012.

COMMENTS:

Following review of the material presented at Public Information Centre #2, staff has the following comments:

Transportation and Works

It is recommended that MTO further consider providing a continuous 12-lane Core-Distributor system for this entire section of Highway 401. Highway 401 is a key goods movement corridor and a continuous Core-Distributor system would be supportive of the efficient movement of goods, which is important to the economic vitality of the City and, more broadly, the province. In addition, the continuous Core-Distributor system would support the additional connections proposed at the Highway 407/Highway 401 Interchange as part of the GTA West Study. With the surrounding land uses from the City's emerging Meadowvale Business Park Corporate Centre and employment areas associated with Halton Region, the proposed 10-lane section between Winston Churchill Boulevard and Highway 407 has the potential for bottlenecks and pressures on the system. In addition, considering long-term growth, widening to 12 lanes may be required, which will result in the highway between Winston Churchill Boulevard and Highway 407

being disrupted and reconstructed twice. City staff would like to further discuss the impacts associated with providing a full 12-lane Core-Distributor system with the MTO.

MiWay (Mississauga Transit) currently provides service along Highway 401 within the study area. Current transit service levels along Highway 401 are modest due to congestion issues that prohibit the City from considering further transit improvements (additional transit routes, frequency, etc.). The proposed transit improvements (e.g. HOV lanes) will allow Mississauga Transit as well as other transit agencies to consider improving frequency as well as hours of service along this corridor. During the construction phase, Mississauga Transit cannot reroute buses to an alternate route, therefore, two-way traffic must be maintained at all times.

Transportation and Works requests further details regarding the lengthened conveyance structures and any corresponding creek corridor works that may fall within the full extent of work limits for the proposed Highway 401 improvements, at the appropriate future project stage. We request that the City be included in the future circulation of any documents and/or drawings pertaining to the above.

The MTO's recommended plan includes an "extension of the Mullet Creek Culvert including minor channel relocation." Additional details of this proposed work, including any engineering drawings, should be provided to Transportation and Works.

The MTO's recommended plan proposes the re-alignment of Mullet Creek and extension of the Highway 401 box culvert. It is to be noted that Mullet Creek from Derry Road West to Highway 401 is considered a stormwater management facility for quantity control. Specifically, flows are controlled by the conveyance capacity of the Highway 401 box culvert, resulting in the temporary detention of larger storm events in the upstream engineered channel. As such, the City requests that the stormwater management function of this area be maintained in the proposed works.

As the study progresses into preliminary and detail design, construction staging and traffic management measures to reduce local traffic impacts during construction are to be identified and reviewed by the

Transportation and Works Department.

The MTO's recommended plan has identified replacing the existing Creditview Road 2-lane bridge with a new 2-lane bridge. The City's future plans for this roadway include a 4-lane cross-section with provisions for both a multi-use trail and sidewalk. Although the City's future plans will not be included as part of this study, MTO has advised that the design of the new 2-lane bridge will accommodate the future bridge widening, sidewalk and multi-use trail. The City will be undertaking a Class Environmental Assessment for the widening of the Creditview Road bridge from 2 to 4 lanes, which is scheduled to commence early 2013. The widening of the Creditview Road bridge to address the City's future plans as well as a cost-sharing agreement will be discussed with MTO during the detail design stage of this project.

The City requests consideration to fast-track the removal and replacement of the Creditview Road bridge in advance of the permanent removal of the Second Line bridge over Highway 401.

Goods movement is considered important to the economic vitality of the City. It is understood that while designated truck lanes are not being considered as part of this study, it does not preclude the potential future implementation of truck lanes on Highway 401. MTO has advised that it is currently funding a research initiative with the University of Toronto that is exploring the effect of exclusive truckway facilities in central Ontario. MTO is also undertaking a jurisdictional review of truckway facilities to help develop a framework for the application of truck lanes along key provincial highways. In addition, there is a Transportation Association of Canada (TAC) study that is emerging on this subject and MTO is actively involved in defining the study's scope.

The widening of Highway 401 from the Credit River to Trafalgar Road is not included in MTO's 2011 to 2015 Southern Ontario Highway Program. To maintain Mississauga's and Ontario's economic competitiveness it is critical that improvements to Highway 401 through Mississauga support the movement of goods. In this respect, the City encourages MTO to expedite the EA for this study and construct the widening of Highway 401 from the Credit River to Trafalgar Road as soon as possible to support broader provincial interests of goods movement, economic sustainability and job creation.

Planning and Building

As part of the detail design stage of this project, the Planning and Building Department should be included in the future circulation of any documents and/or drawings pertaining to the Mullett Creek and Credit River crossings, to ensure that the natural areas associated with these features are protected, enhanced and expanded in accordance with the City of Mississauga Official Plan policies.

Community Services

As part of the Transportation Environmental Study Report, Heritage Planning requires that a Heritage Impact Statement and Archaeological Assessment be included for this project. Depending on the final scope of work, the following heritage properties would potentially be impacted:

- Hustler Farm, 7564 Tenth Line (designated under the Ontario Heritage Act)
- Sanford Farm, 1220 Old Derry Road (designated under the Ontario Heritage Act)
- Harris Farm, 6545 Creditview Road
- Mississauga Road Scenic Route (cultural landscape)
- Creditview Road Scenic Route (cultural landscape)
- Credit River Corridor (cultural landscape)

The City's Credit River Parks Strategy Master Plan Concept and Cycling Master Plan identify a multi-use trail under the Highway 401 bridge along the east side of the Credit River as a "Proposed Primary Off-Road Route". This future route will be an extension of the Culham Trail and will provide a connection through the Credit Valley in this area. The Transportation Environmental Study Report should document the provisions to accommodate the City's future multi-use trail and it should be included on the preliminary design plans. A cost-sharing agreement will be discussed with MTO during the detail design stage of this project.

Corporate Services

Following finalization of the design plans, Corporate Services (Realty Services) should be advised if any City lands will be impacted by this project. If so, MTO should identify which parcels will be impacted and type of property impact (i.e. acquisition, permanent easement or temporary easement).

STRATEGIC PLAN: **MOVE:** Developing a Transit-Oriented Study -
Connecting Mississauga to adjacent municipalities and increasing transportation capacity to alleviate overall congestion.

PROSPER: Cultivating Creative and Innovative Businesses -
Promoting Mississauga as a global hub of creative and innovative activity.

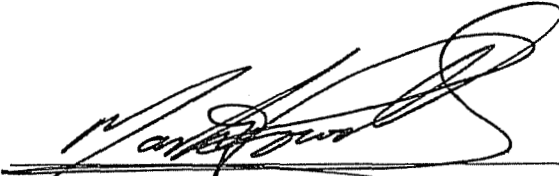
FINANCIAL IMPACT: The City's future plans for Creditview Road include a 4-lane cross-section with provisions for both a multi-use trail and sidewalk. Although the City's future plans will not be included as part of this study, MTO has advised that the design of the new 2-lane bridge will accommodate the future bridge widening, sidewalk and multi-use trail. The widening of the Creditview Road bridge to address the City's future plans and cost-sharing will continue to be discussed with MTO during the detail design stage of this project. The City's contribution for this project would be funded by Development Charges.

The City's Credit River Parks Strategy Master Plan Concept and Cycling Master Plan identify a multi-use trail under the Highway 401 bridge along the east side of the Credit River as a "Proposed Primary Off-Road Route". This future route will be an extension of the Culham Trail and will provide a connection through the Credit Valley in this area. A cost-sharing agreement will be discussed with MTO during the detail design stage of this project. The City's contribution for this project would be funded by Development Charges.

CONCLUSION: As indicated in the City's Official Plan, the City supports the widening of Highway 401. Staff will continue to work with the MTO on this study and will ensure that City comments are addressed in the final TESR.

ATTACHMENTS:

Appendix 1: Highway 401 Improvements – From East of the Credit River to Trafalgar Road: Study Area



Martin Powell, P.Eng.
Commissioner of Transportation and Works

*Prepared By: Leslie Green, P.Eng.
Transportation Project Leader, Transportation Planning*

Appendix 1: Highway 401 Improvements Preliminary Design and Class Environmental Assessment Study (East of the Credit River to Trafalgar Road)
Study Area

