

South & Central Sections

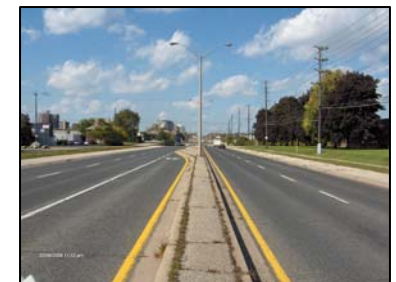
Through Lakeview Park (Waterfront Trail), private property and Region of Peel lands.

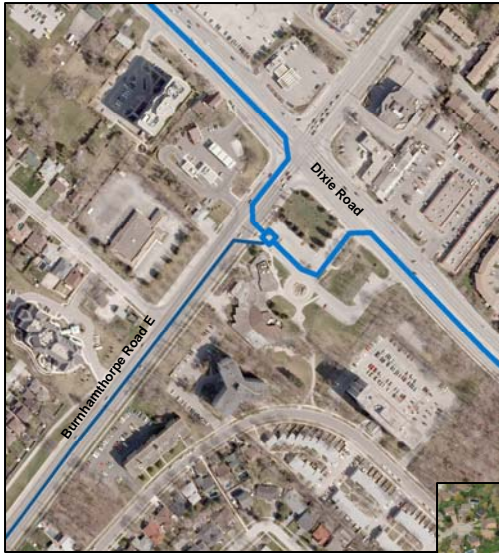
- Avoids business impacts and utility and municipal infrastructure relocation:
 - Rangeview Road has a narrow right-of-way (ROW) that is already crowded with infrastructure; and
 - Lakeshore Road has large diameter sanitary sewers.
- Avoids significant land fragmentation (former Lakeview Generating Plant property).
- Significant cost savings versus tunnelling Lakeshore Road.
- Minimizes impacts on traffic.



Dixie Road

- Less traffic compared to Cawthra Road:
 - Not a major thoroughfare for the QEW or Highway 403.
- Less social disruption:
 - Avoids construction of temporary haul roads and/or use of residential side streets; and
 - Relatively few residential side streets and residences with direct road access.
- Large ROW and median areas (central section):
 - Large infrastructure 'clear zones' for pipe installation; and
 - Opportunity to create temporary traffic lanes during construction.
- Opportunity to coordinate with other planned construction projects on Dixie Road.





Burnhamthorpe Road Interconnection

- Technically preferred:
 - Provides operational flexibility (allows shut down of the entire existing feedermain for inspection and repair);
 - Provides surge protection at the Silverthorn Pumping Station; and
 - Hydraulically provides improved flows (energy savings) to the Hanlan Reservoir & Pumping Station.
- Opportunity to co-ordinate with the City's planned Burnhamthorpe Road improvements.



Eastgate Parkway

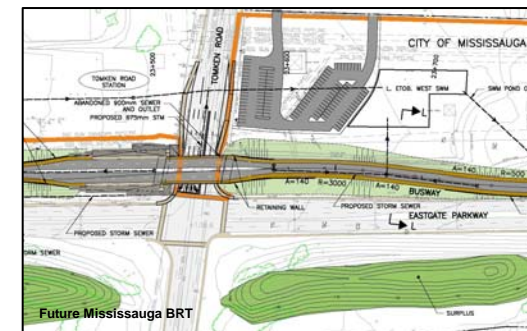
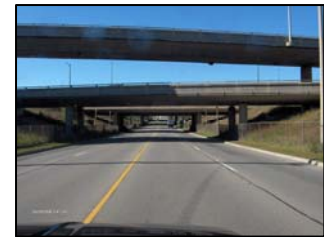
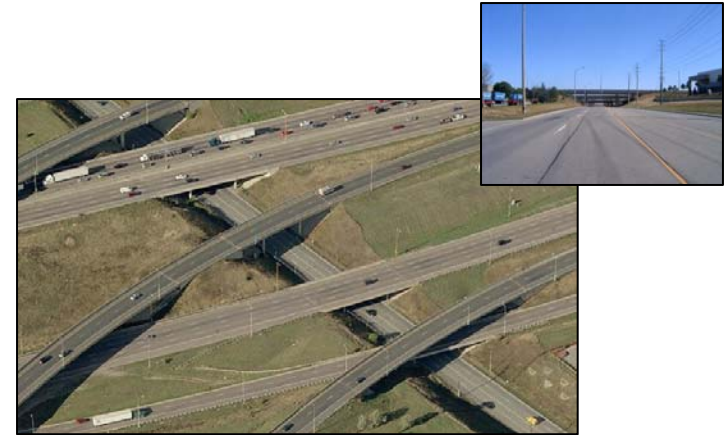
- Large right-of-way (ROW) and infrastructure 'clear zones' allow minimal traffic impacts:
 - Only requires reduction of 1 lane in the eastbound direction.
- Limited residential impacts and social disruption:
 - Reverse lot frontages with berms.
- Opportunity for future second interconnection with the existing Hanlan Feedermain.



North Section

Tomken Road

- Less traffic compared to Dixie Road:
 - Not a major thoroughfare for Highway 401; and
 - Access can be maintained for all businesses.
- Less social disruption:
 - Predominantly commercial/industrial area means night-time construction is possible under Highway 401 and at major intersections such as Eglinton Ave and Matheson Blvd.
- Technically preferred:
 - Cost savings possible with open cut construction under Highway 401;
 - Does not require deep bury under the future Mississauga Bus Rapid Transitway; and
 - Pipe remains below water level at the Hanlan Reservoir (hydraulically preferred).



Tomken Road (cont'd):

- Opportunity to coordinate construction of both the Hanlan Feedermain and Mississauga City Centre (MCC) Watermain:
 - Avoids spreading out temporary construction impacts along two major north-south corridors;
 - Provides opportunity to replace aging infrastructure and can provide some 'clear zones' for future infrastructure; and
 - Tunnelling the Hanlan Feedermain from Eastgate Parkway to north of Eglinton Avenue allows for open cut of the MCC Watermain.
- Avoids significant natural areas, wetlands and potential artesian conditions (flowing groundwater) during construction and future maintenance.



Cawthra Road

- Suitable infrastructure 'clear zones' along Cawthra Road for MCC Watermain.
- Few social impacts:
 - Construction of temporary roads not required; and
 - Few residences affected.
- Access can be maintained for all residences and businesses.



South & Central Sections

Hydro Corridor

- Significant social disruption:
 - Requires construction of temporary haul roads and use of residential side streets; and
 - Requires permanent road for access to underground chambers.
- Significant tunnelling requirements:
 - Requires tunnelling along the North Service Road parallel to the QEW.
- Significant land requirements, including increased costs and approvals complexity:
 - Requires a permanent easement from the Province; and
 - The Province could request that the Region move the pipe in the future.



Tomken Road, including Alexandra Avenue

- Significant social disruption:
 - Requires complete closure of Alexandra Avenue for open cut construction; and
 - Located near multiple schools in the central section (construction timing issues).
- Difficult engineering requirements:
 - Multiple crossings of existing significant infrastructure;
 - Extensive utility relocations; and
 - Tunnel crossing of CPR.



Little Etobicoke Creek (Top-of-Valley)

- Significant social and environmental disruption:
 - Requires construction of temporary haul roads along Little Etobicoke Creek and Applewood Trail; and
 - Requires significant removal of mature trees.
- Compromises security of supply:
 - Construction immediately adjacent to the existing Hanlan Feedermain.
- Conflicts with Toronto and Region Conservation Authority (TRCA) policies.



Cawthra Road

- Significant social disruption:
 - Numerous residences with direct road access and residential side streets;
 - Major thoroughfare for the QEW and Highway 403; and
 - Recently completed roadway improvements.
- Difficult engineering requirements:
 - Multiple crossings of existing significant infrastructure;
 - Lengthy tunnel crossings of the QEW and CPR-Dundas Street;
 - Smaller 'clear zones' relative to Dixie Road; and
 - Deep bury under the future Mississauga Bus Rapid Transitway.
- Proximity to Cawthra Woods Environmentally Significant Area.



North Section

Dixie Road

- Significant social disruption:
 - High traffic volumes, including major Canada Post facility;
 - Major thoroughfare for Highway 401; and
 - Potential traffic back-ups on Highway 401 on/off ramps.
- Significant tunnelling requirements:
 - Requires tunnelling under Highway 401; and
 - Deep bury under the future Mississauga Bus Rapid Transitway (BRT).



Tomken Road Option: Eglinton Avenue

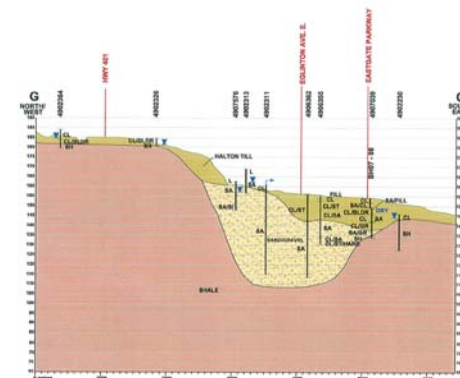
- Ministry of Transportation (MTO) right-of-way (ROW) conflicts (corridor setbacks):
 - Requires relocation of existing large hydro infrastructure and trenchless installation; and
 - Requires vegetation removal from the adjacent Mississauga Natural Area.
- Requires deep bury under the future Mississauga BRT.

Tomken Road Option: Matheson Blvd

- Difficult installation under Highway 403.
- Directs the remainder of the route to the Parkway Belt West corridor or Kennedy Road.

Parkway Belt West Corridor

- Existing elevations make this route hydraulically unsuitable for the Hanlan Feedermain:
 - Pipe would be above water level at the Hanlan Reservoir; and
 - Potential transient concerns (could lead to pipeline breaks) for the Mississauga City Centre Watermain.
- Significant social disruption:
 - Requires construction of temporary haul roads and use of residential side streets.
- Significant tunnelling requirements:
 - Requires tunnelling under three major highways and the wetland south of Iceland.
- Significant water-taking requirements due to artesian conditions (flowing groundwater):
 - Concerns with trench stability during construction;
 - Maintenance issues; and
 - Complex permits and approvals.
- Significant land requirements, including increased costs and approvals complexity:
 - Requires a permanent easement from the Province; and
 - Temporary easements affecting multiple City recreational facilities.



Kennedy Road

- Poor soil conditions:
 - Former landfill nearby.
- Significant water-taking requirements due to artesian conditions (flowing groundwater):
 - Concerns with trench stability during construction;
 - Maintenance issues; and
 - Complex permits and approvals.
- Significant tunnelling requirements:
 - Requires tunnel crossing under three major highways.
- Narrow ROW and limited infrastructure ‘clear zones’ along Central Parkway.
- Potential transient concerns due to existing ground elevations.
- Recently completed resurfacing north of Matheson Blvd:
 - Resurfacing south of Matheson Blvd soon to be completed.

