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# **QEW CREDIT RIVER BRIDGE** **From Mississauga Road to west of** **Hurontario Street**

**DETAIL DESIGN STUDY**  
**G.W.P. 2186-07-00**

**PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL**  
**ASSESSMENT STUDY**  
**G.W.P. 08-20008**

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## **PUBLIC INFORMATION CENTRE #1** **JUNE 9, 2010**

### **SUMMARY REPORT**



**McCORMICK RANKIN**  
**CORPORATION**  
A member of  **MMM GROUP**



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## **1.0 INTRODUCTION**

The Ontario Ministry of Transportation (MTO) has initiated two studies in the vicinity of the QEW Credit River Bridge, which were both presented at Public Information Centre (PIC) #1 held on June 9, 2010.

### **1. QEW Credit River Detail Design Study**

The purpose of the Detail Design study is to develop and implement an interim rehabilitation strategy to maintain the safe use of the existing QEW Credit River Bridge until planning, design, and construction of the long term strategy for the bridge can occur.

### **2. QEW Credit River Bridge Preliminary Design and Class Environmental Assessment Study**

The second study is the Preliminary Design and Class Environmental Assessment (EA) Study. The purpose of the study is to determine a long-term strategy to address the rehabilitation needs of the QEW Credit River Bridge and to address the future requirements for the QEW from west of Mississauga Road to west of Hurontario Street.

The Detail Design Study is comprised of staff from MTO and SNC Lavalin. The Preliminary Design Study is comprised of staff from MTO and McCormick Rankin Corporation.

The Detail Design Study is being undertaken as Group "C" project under the Class Environmental Assessment for Provincial Transportation Facilities (2000). Group "C" projects are considered approved under the *Ontario Environmental Assessment Act*, subject to compliance with the Class EA and the application of necessary mitigation measures. A Transportation Environmental Study Report (TESR) is not required. Instead, an Environmental Screening Document (ESD) will be prepared, which will document all environmental impacts and mitigation measures. The ESD is available upon request. Group "C" projects are not eligible for bump-up requests.

The Preliminary Design Study is being undertaken as a Group "B" project under the *Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000)*, with the opportunity for public input throughout the study. Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared and filed for a 30-day public review period. Newspaper notices will be published at that time to explain the review process and identify the locations where the TESR is available for viewing.

This report documents the Public Information Centre (PIC) held on June 9, 2010, for both the Detail Design Study and Preliminary Design Study.

## **2.0 PURPOSE**

Public Information Centres (PICs) are informal meetings where area residents and other interested parties are provided the opportunity to review planning and project information, identify concerns and provide input.

The PIC was held as a 'drop-in' style session where representatives of MTO and members of the Consultant Teams were available to answer questions and discuss the projects. The main purpose of the PIC was to provide the public and interested parties with an opportunity to review and comment on the Detail Design and Preliminary Design project details with members of the Project Teams.

## **3.0 PIC SPECIFICS**

The PIC was held at the location, date and time noted below:

**Date:** Wednesday, June 9, 2010  
**Location:** Anapolis Christian Community Centre, Hall B  
2185 Stavebank Rd., Mississauga, ON  
**Time:** 4:00 p.m. to 8:00 p.m.

This location was universally accessible as per the requirements of the *Ontarians with Disabilities Act*.

## **4.0 NOTIFICATION**

The PIC notice was advertised in English and French newspapers. The notice was published in French in Toronto L'Express on Tuesday, June 1<sup>st</sup>, 2010 and in English in the Toronto Star and Mississauga News on Wednesday, June 2<sup>nd</sup>, 2010.

Notification letters were distributed by direct mail to the project mailing list on May 27, 2010, including government agencies, local municipalities and utilities companies. In addition, a bulk mailout of approximately 2300 brochures outlining the details of the PIC were sent to residents directly adjacent to the study area in postal codes L5B, L5C, L5H and L5G. Provincial political representatives were sent letter notification on May 26, 2009 and local councillors were sent letter notification on May 28, 2010.

## **5.0 STAFF ATTENDANCE**

The following key Ministry and Consultant staff was in attendance at the PIC:

- Rina Kulathinal, P. Eng., MTO Project Manager
- Sarah Merriam, MTO, Environmental Planner
- Graziano Masiello, MTO, Environmental Planner – Acoustics

- Chris Blaney, MTO, Senior Environmental Planner – Acoustics
- Michael Chiu, P. Eng., MRC, Consultant Project Manager
- Heather Templeton, P. Eng., MRC, Consultant Assistant Project Manager
- Dana Lam Watt, MRC, Consultant Assistant Engineer-in-Training
- Mike Bricks, MCIP, RPP, BPE Inc., Consultant Environmental Planner
- Catherine Christiani, Ecoplans Limited, Consultant Assistant Environmental Planner
- Bing Wong, P. Eng., SNC Lavalin, Project Manager
- Larry Ng, P. Eng., SNC Lavalin, Structural Lead
- Stanley Shui, P. Eng., SNC Lavalin, Project Engineer (Highways)
- Ian Upjohn, MCIP, RPP, SNC Lavalin, Environmental Lead

## **6.0 MATERIAL DISPLAYED**

The following exhibits were displayed at the PIC:

1. Welcome (text and key map)

### QEW Credit River Bridge Detail Design Study

2. Study Purpose and Objective
3. QEW/Credit River Bridge Area Existing Condition
4. Existing QEW/Credit River Bridge Condition
5. Key Design Features of Rehabilitation Holding Strategy
6. Rehabilitation Holding Strategy Construction Staging
7. Construction Staging
8. QEW Credit River Bridge Rehabilitation – Key Design Features
9. Installation of Working Platform for Under Deck Shoring System
10. Potential Access Road Construction Area
11. Proposed Under Deck Shoring System Potential Impacts and Possible Protection/Mitigation Treatments
12. Expected Benefits
13. Next Steps

### QEW Credit River Bridge Preliminary Design and Class Environmental Assessment Study

14. Preliminary Design and Class Environmental Assessment Study
15. Background and Study Purpose
16. Environmental Assessment Process
17. Study Process and Schedule
18. Existing Bridge Conditions
19. Existing Transportation Conditions - 1
20. Existing Transportation Conditions - 2
21. Existing Conditions – National Environment & Social
22. Existing Conditions – Heritage
23. Problems and Opportunities – 1
24. Problems and Opportunities – 2
25. Functional Planning Process
26. Alternatives to the Undertaking

27. Assessment of Alternatives to the Undertaking
28. Alternatives to the Undertaking
29. Rationale for the Preferred Alternative to the Undertaking
30. Design Alternatives
31. Evaluation Criteria
32. Generation of Bridge Design Alternatives
33. Bridge Design Alternatives Cross-Sections
34. Long list of Bridge Design Alternatives
35. Short List Bridge Alternatives – 1
36. Short List Bridge Alternatives – 2
37. Screened out Bridge Alternatives
38. Mainline Alignment Concepts (plans)
39. Mississauga Road Interchange Alternatives
40. Community Workshops
41. Next Steps
42. Please Complete a Comment Sheet
43. Some Congestion is Good?
44. Why HOV Lanes?

## **7.0 FORMAT**

Individuals attending the Public Information Centre were asked to sign a register when they entered the PIC venue. The public and various agencies were also informed of the availability of comment sheets, which they were encouraged to complete.

Staff from MTO, SNC Lavalin and MRC were available to answer questions and provide information regarding the two projects along this stretch of the QEW. Individuals who expressed specific concerns or comments were directed to the appropriate staff person for an explanation of how the concerns or comments were being addressed. If individuals wished to take comment sheets home they were requested to provide their responses to the contact information outlined on the comment sheets by June 30, 2010.

## **8.0 SUMMARY OF COMMENTS RECEIVED**

Of the approximately 70 people who attended the PIC, 63 people chose to sign in at the register. The following agencies also attended the PIC:

- City of Mississauga
- Region of Peel

First Nations did not attend the PIC. Also, members of the newspaper organizations or media did not attend the PIC.

The following table provides a summary of the number of people who attended the PIC and the number of comment sheets submitted. The table also includes the number of comments which were submitted by mail, fax or email after the event.

<b>TABLE 1. PUBLIC INFORMATION CENTRE ATTENDANCE AND COMMENTS</b>					
	<b>Anapolis Christian Community Centre</b>	<b>Mail</b>	<b>Fax</b>	<b>Email</b>	<b>Total</b>
<b>Comment Sheets</b>	17	2	1	2	<b>22</b>

The most frequent comments provided include:

- Concerns regarding noise impacts and requests for the installation of noise barriers along the Credit River Bridge in the short term;
- Requests for increased pedestrian / cycling connections across the QEW (connecting Stavebank Rd (North-South) and across the Credit River (East-West));
- General concerns regarding air quality impacts;
- Opposition towards extending Premium Way; and,
- General concerns about property value and other potential neighbourhood impacts.

Comments could be submitted up to the comment deadline, June 30, 2010. All comments were responded to via letter/email on September 2, 2010.