

## **Appendix I**

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### **Highway 401 MTO Design Review**

**Date:** November 30, 2016      **Project:** Mavis Road EA Study  
**Location:** Boardroom 7B      **Mississauga PO #:** 4500442131  
                  159 Sir William Hearst Avenue      **MMM Project #:** 3215102-000  
                  MTO  
**Time:** 9:00 a.m. to 10:00 a.m.      **Author:** Stefan Sirianni, WSP|MMM

## Attendees:

Dana Glofcheskie	City of Mississauga
Paul Ahn	MTO
Bernie O'Brien	MTO
Chris Singh	MTO
Neil Ahmed	MMM Group Limited
Stefan Sirianni	MMM Group Limited

**Distribution:** All Attendees

**Purpose:** Meeting with MTO to review draft plan in vicinity of Highway 401

Item	Details	Action By
<b>1.0</b>	<b>Overview of Study and Study Status</b>	
1.1	MMM welcomed those in attendance and provided a brief overview of the study.	
1.2	<b>Background Information</b> Mavis Road is a major north-south arterial road within the Cities of Mississauga and Brampton, supporting both regional and local mobility and providing key transportation connections to 407ETR and Highway 401. Within the Study Area, which extends from Courtneypark Drive to Ray Lawson Boulevard, Mavis Road consists of four travel lanes, raised median, sidewalks on both sides and some sections of multi-use trails. Mavis Road was recently widened to six lanes both north of Ray Lawson Boulevard in Brampton and south of Courtneypark Drive in Mississauga. Mavis Road is a City of Mississauga road south of 407ETR and Regional road through the interchange and to the north.	
1.3	<b>Study Purpose</b> As an arterial road, Mavis Road is intended to carry higher traffic volumes to support both local and regional mobility. Existing traffic volumes are at capacity during the morning and afternoon rush hours through this section of Mavis Road. Projected traffic growth will worsen these conditions. As a result, there is a need and opportunity to improve Mavis Road to accommodate existing and future traffic demands and provide better connectivity for all modes within the overall Region / City road network. This includes the implementation of Region / City strategic objectives which promote sustainable and safe multi-modal transportation options that provide residents with opportunities to walk, cycle or use public transit as well as an opportunity	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	to improve community amenities / aesthetics for this corridor.	
1.4	<p><b>Preliminary Plan Status</b></p> <p>MMM has developed the preliminary preferred plan for improvements to Mavis Road. This plan involves widening Mavis Road from 4 to 6 lanes through the Study Area and provision of a multi-use trail (MUT) to the west and sidewalk to the east with various intersection and streetscape improvements.</p> <p>Mavis Road will be widened primarily into the median throughout the Study Area, with the existing edge of pavement being maintained with the exception of a few locations, such as intersections where turn lane improvements are proposed.</p>	
1.5	<p><b>Consultation Overview</b></p> <p>The Preliminary Plan was presented to the public on November 9, 2016 at Public Information Centre (PIC) #2. Overall, public/community support for the proposed improvements has been positive.</p> <p>The purpose of today's meeting is to get feedback from MTO on the proposed improvements as they pertain to the Mavis Road / Highway 401 interchange at the south extent of the Study Area.</p>	
<b>2.0</b>	<b>Review of Draft Plan at the Mavis Road / Highway 401 Interchange</b>	
2.1	Using a 1:500 roll plan MMM provided an overview of the preliminary plan in the vicinity of the Mavis Road / Highway 401 interchange.	
2.2	<p>Mavis Road is proposed to be widened from 4 to 6 lanes north of the Highway 401 interchange. These improvements will integrate with the Highway 401 crossing structure that was recently widened to 6 lanes.</p> <p>In addition to widening, improvements to the nearby Mavis Road and Courtenypark Drive / Sombrero Way intersection are being proposed that will require minor lane realignments on Mavis Road approaching the interchange. These improvements and associated impacts are as follows:</p> <ul style="list-style-type: none"> <li>• <b>Addition of a second Southbound (SB) Left Turn (LT) lane on Mavis Road</b> <ul style="list-style-type: none"> <li>○ In order to accommodate this change, the edge of pavement for Mavis Road SB through the intersection will need to be shifted 2.0m west and the raised median immediately south of the intersection will need to be widened.</li> <li>○ As a result, the through lanes approaching the Highway 401 interchange (and N-W on-ramp) will also need to be shifted 2.0m west</li> </ul> </li> <li>• <b>Extension of the Northbound (NB) LT lane on Mavis Road from 80m to 180m</b> <ul style="list-style-type: none"> <li>○ To accommodate this additional storage length, the Mavis Road NB lanes will need to be shifted east, to a maximum of 2.75m</li> </ul> </li> </ul> <p>The City noted the proposed MUT terminates at this intersection in order to</p>	

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Item	Details	Action By
	encourage utilization of the proposed 2 <sup>nd</sup> Line pedestrian crossing to the west.	
2.3	<b>Discussion on Proposed Improvements</b>	
2.3.1	<p>MTO noted their Traffic Section would likely have issues with the proposed lane realignments. Maintaining the existing tangent alignment through this section would therefore be ideal.</p> <p>To better manage these impacts MTO inquired whether the following options have been considered in place of the proposed 100 m extension to the single NB LT lane:</p> <ul style="list-style-type: none"> <li>Extended single NB LT lane with a reduced taper/length (for example, a reduction of even 10 m would be an improvement)</li> <li>Dual NB LT lanes of shorter length</li> </ul> <p>MMM replied there is not enough space available on Sombrero Way to accommodate a second LT receiving lane. Additionally, providing a second NB LT lane would require shifting the edge of pavement on Mavis Road further west, impacting private property in the process—which the Project Team is trying to minimize.</p> <p>MTO added that the alignment of the SB lanes and related modifications to the Highway 401 S-W on-ramp taper will need to be reviewed by MTO Traffic Section during review.</p>	
2.3.2	<p>MMM will work to develop options for a shortened NB LT lane.</p> <p>MTO requested that all information be sent to Bernie O'Brien to circulate to their Traffic Section for internal review/comment.</p>	MMM
2.3.3	<p>With respect to the Mavis Road SB lane alignments, MMM noted this area is heavily constrained. The provision of a dual SB LT lane on Mavis Road and MUT to the west leave little opportunity/space to refine lane configuration further without requiring a major intersection reconstruction or property impacts.</p> <p>MMM will provide MTO with a summary of the various constraints and design process associated with the proposed configuration of the Mavis Road and Courtney Drive / Sombrero Way intersection.</p>	MMM
2.3.4	<p>MMM inquired whether MTO has any ongoing/future initiatives to improve active transportation facilities through their interchanges.</p> <p>MTO replied they have no plans to do so at the moment.</p>	
3.0	<b>Timeline</b>	
3.1	<p>The Project Team anticipates filing the ESR in early 2017.</p> <p>The City then expects to file permits with MTO in 2017, with construction slated for 2018/2019, pending Council funding approval.</p>	
3.2	<p>MTO noted that their ongoing improvements to Highway 401 are expected to continue until 2019.</p>	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
<b>4.0</b>	<b>Next Steps</b>	
4.1	MMM to provide MTO with Synchro traffic analysis results.	MMM
4.2	MMM to send MTO design alternatives and a background of the proposed design as noted in Items 3.3.2 and 3.3.3, respectively.	MMM
<b>5.0</b>	<b>Next Meeting</b>	
5.1	A follow-up meeting, if necessary, will be arranged by the Project Team after relevant materials and additional design alternatives have been developed and distributed to MTO for review and comment.	Project Team
<b>Meeting adjourned at 10:00 a.m.</b>		

To:	Bernie O'Brien, MTO	Date:	January 18, 2017
From:	Stefan Sirianni, E.I.T., MMM Group	Job No.:	3215102 – Mavis Road EA Study
Subject:	Rationale Behind the Proposed Mavis Road and Sombrero Way/Courtneypark Drive Intersection Configuration	CC:	Paul Ahn, P.Eng., MTO; Dana Glofcheskie, City of Mississauga; Neil Ahmed, MMM

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The City of Mississauga is carrying out a Class Environmental Assessment (Class EA) Study for Mavis Road from Courtneypark Drive West to Ray Lawson Boulevard to examine existing and future (2041) traffic operations along the corridor. MMM has developed the preliminary preferred plan for improvements to Mavis Road which involves widening Mavis Road from 4 to 6 lanes through the Study Area and provision of a multi-use trail (MUT) to the west and sidewalk to the east with various intersection and streetscape improvements.

This memo focuses on the rationale behind proposed improvements to the Mavis Road and Sombrero Way / Courtneypark Drive intersection and associated modifications to lane alignments approaching the Highway 401 interchange. A description of an alternative design developed by MMM is also provided; overall, a 30 m reduction in storage length for the northbound left turn (NBL) lane has been proposed (from 180 m to 150 m). The partial plan for this alternative design is shown in Exhibit 2 (attached).

### **Problem Statement**

At the future horizon year, the southbound left turn (SBL) volume will require a double left turn lane at this intersection. This results from the additional through capacity of 6 lanes on Mavis Road to the north, which is currently 4 lanes.

As a result of the introduction of a double left turn lane, the following improvements to the Mavis Road and Sombrero Way / Courtneypark Drive intersection (Exhibit 1, attached) are currently proposed in the preliminary preferred plan:

- Dual SBL on Mavis Road
  - To accommodate this change, the edge of pavement for Mavis Road southbound (SB) through the intersection would need to be shifted 2.0 m west and the raised median immediately south of the intersection would need to be widened.
  - As a result, the through lanes approaching the Hwy 401 interchange (and N-W on-ramp) would also need to be shifted 2.0 m west
- Extension of the NBL on Mavis Road from 80m to 180m
  - To accommodate this additional storage length, the Mavis Road northbound (NB) lanes would need to be shifted east, to a maximum of 2.75 m

As noted above, these proposed improvements will require realignment of lanes approaching the Highway 401 crossing to enable suitable lane balance and geometrics. Note that the posted speed in this mature residential area will be reduced to 60 km/h (currently 70 km/h). Efforts were taken by MMM to minimize these impacts as much as possible in the preliminary plan; however the design process was influenced by a number of limiting factors which are described below.

### **Constraints, Traffic Analysis and Design Process**

The Mavis Road and Sombrero Way / Courtneypark Drive intersection is a highly constrained area with limited space between the existing edge of pavement and private property, as well as a relatively high level of pedestrians, transit users, and cyclists from the nearby high school and community centre during peak travel hours. As a result, in addition to resolving operational deficiencies, proposed intersection improvements considered the following:

- Accommodate proposed 3.50 m MUT to the west;
- Provide a safe, shared environment for pedestrians, cyclists, and transit users;

- Reinstall any existing transit features that are impacted (e.g. shelters and bus pads);
- Have minimal impacts to private property; and
- Avoid major reconstruction of the intersection.

The existing lane configuration for Mavis Road through the Sombrero Way / Courtneypark Drive intersection consists of 3 SB through lanes with a single SBL, and 3 NB through lanes with a single NBL. The traffic analysis completed by MMM for this existing configuration (results in Table 1) determined this intersection is currently operating above capacity (LOS F) during peak hours with queues for the NBL and SBL movements exceeding available storage.

As overall delays are expected to worsen through 2041, opportunities to address operational deficiencies through design and/or operational improvements were explored by MMM. A Synchro analysis with signal timings optimized for overall intersection operations was therefore conducted for the following scenarios:

- Single SBL and NBL on Mavis Road
- Dual SBL, single NBL on Mavis Road (A dual NBL movement was not explored as there is insufficient space for a second receiving lane on Sombrero Way)

The full results of this analysis can be found in Tables 2 and 3, respectively. Overall, it was determined that delays for the SBL movement would be significantly higher with a single turning lane (279s) as compared to dual turning lanes (73s). As a result, dual lanes were recommended for the SBL movement.

The resulting queue length for the NBL movement under a dual SBL configuration was found to be >175 m during the PM peak hour condition (higher than the AM peak hour condition). To prevent this queue from causing lane blockages and impacting operations at the Highway 401 crossing, an increase in storage length from 80 m (existing) to 180 m (as originally proposed in the preliminary plan, Exhibit 1) would be needed.

### **Alternative Solution**

As requested by MTO at a meeting with the Project Team on November 30, 2016, MMM further explored ways to minimize lane changes associated with proposed intersection improvements.

#### Northbound Lanes

In an attempt to relocate lane changes to the NB lanes further north (away from the Highway 401 crossing) MMM explored ways to achieve a minimized queue length and storage requirement for the NBL movement. To do so, the signal timings were refined for the Courtneypark Drive intersection. During this process, more green time was provided for the NBL movement by reducing green time for the opposing SB through movement. Based on the Synchro model calculations, the optimized signal timing for NBL movement is expected to provide v/c ratio at 0.86 and queue length at >148 m (see Table 4, attached), which would require a storage length of 150m. This would reduce the storage length by 30 m as compared to the previously proposed storage length of 180 m. A partial plan illustrating the lane alignments under this reduced NBL storage (with dual SBL) is attached for MTO's consideration (Exhibit 2).

It should be noted that the queue length for NBL movement could be further reduced by shortening green time for the SBT movement further and increasing the green time for NBL movement. However, this is not recommended as delays for the SBT movement reach undesirable levels beyond this threshold.

#### Southbound Lanes

Due to the constrained nature of this intersection (particularly to the west along Sombrero Way), it was determined that SB lane alignments cannot be further improved without requiring a major reconstruction of the intersection and/or significant impacts to private property. This therefore confirmed that the configuration as proposed is the most appropriate improvement for this intersection, with due consideration of the overall constraints through the area including the Highway 401 interchange.

Exhibits 3 and 4 provide examples of other Highway 401 crossing locations in MTO's network where lane alignments have been shifted due to nearby intersection configurations and constraints.

Table 1: Existing (2015) Intersection Operational Analysis Results

Location/Movement	Levels of Service							
	Weekday Morning Peak Hour				Weekday Afternoon Peak Hour			
	V/C	Delay (s)	LOS	Queue <sup>1</sup> (m)	V/C	Delay (s)	LOS	Queue <sup>1</sup> (m)
<b>Sombrero Way /Courtneypark Drive West</b>		<b>113</b>	<b>F</b>			<b>72</b>	<b>E</b>	
Eastbound Left	0.25	40	D	31	0.38	50	D	30
Eastbound Through	0.69	49	D	126	0.22	47	D	31
Eastbound Right	1.23	180	F	>209	0.28	48	D	36
Westbound Left	1.03	91	F	>126	1.43	246	F	>316
Westbound Through	0.20	25	C	>46	0.67	40	D	130
Westbound Right	0.15	25	C	>15	0.88	57	E	164
Northbound Left	3.50	1215	F	>133	0.97	93	F	>160
Northbound Through/Right	0.75	39	D	>83	0.98	39	D	>183
Southbound Left	1.62	321	F	>191	0.74	60	E	>72
Southbound Through/Right	0.95	39	D	>260	0.75	54	D	140

Note: 1. Queue length reflects 95<sup>th</sup> percentile conditions  
2. Calculated queue length is expected to be over (i.e., >) a specific value. However, the exact queue length could not be estimated/calculated due to the congestion.

Table 2: Future (2041) Intersection Operational Analysis Results with Single SBL Lane on Mavis Road

Location/Movement	Levels of Service							
	Weekday Morning Peak Hour				Weekday Afternoon Peak Hour			
	V/C	Delay (s)	LOS	Queue <sup>1</sup> (m)	V/C	Delay (s)	LOS	Queue <sup>1</sup> (m)
<b>Sombrero Way /Courtneypark Drive West</b>		<b>168</b>	<b>F</b>			<b>143</b>	<b>F</b>	
Eastbound Left	0.32	46	D	35	0.33	56	E	18
Eastbound Through	0.91	75	E	>157	0.14	52	D	18
Eastbound Right	1.25	181	F	>213	0.32	34	C	49
Westbound Left	1.75	388	F	>237	1.71	374	F	>386
Westbound Through	0.17	30	C	37	0.83	54	D	163
Westbound Right	0.27	18	B	38	0.90	52	D	198
Northbound Left	0.97	100	F	>97	0.96	85	F	>172
Northbound Through/Right	0.93	45	D	>145	1.29	168	F	>333
Southbound Left	1.50	279	F	>249	0.65	36	D	>78
Southbound Through/Right	1.39	209	F	>420	1.10	102	F	>253

Note: 1. Queue length reflects 95<sup>th</sup> percentile conditions  
2. Calculated queue length is expected to be over (i.e., >) a specific value. However, the exact queue length could not be estimated/calculated due to the congestion.



Table 3: Future (2041) Intersection Operational Analysis Results with Dual SBL Lanes on Mavis Road

Location/Movement	Levels of Service							
	Weekday Morning Peak Hour				Weekday Afternoon Peak Hour			
	V/C	Delay (s)	LOS	Queue <sup>1</sup> (m)	V/C	Delay (s)	LOS	Queue <sup>1</sup> (m)
<b>Sombrero Way /Courtneypark Drive West</b>		<b>153</b>	<b>F</b>			<b>137</b>	<b>F</b>	
Eastbound Left	0.32	46	D	35	0.33	56	E	18
Eastbound Through	0.91	75	E	>157 <sup>2</sup>	0.14	52	D	18
Eastbound Right	<b>1.23</b>	<b>170</b>	<b>F</b>	>206	0.32	34	C	49
Westbound Left	<b>1.75</b>	<b>388</b>	<b>F</b>	>237	<b>1.72</b>	<b>379</b>	<b>F</b>	>388
Westbound Through	0.17	30	C	37	0.83	54	D	163
Westbound Right	0.27	18	B	38	0.95	64	E	204
Northbound Left	0.97	<b>98</b>	<b>F</b>	>97	0.99	<b>94</b>	<b>F</b>	>175
Northbound Through/Right	0.96	50	D	>172	<b>1.26</b>	<b>155</b>	<b>F</b>	>291
<b>Southbound Left</b>	<b>0.93</b>	<b>73</b>	<b>E</b>	<b>&gt;106</b>	<b>0.53</b>	<b>47</b>	<b>D</b>	<b>&gt;47</b>
Southbound Through/Right	<b>1.39</b>	<b>209</b>	<b>F</b>	>425	<b>1.08</b>	<b>89</b>	<b>F</b>	>249

Note: 1. Queue length reflects 95<sup>th</sup> percentile conditions  
2. Calculated queue length is expected to be over (i.e., >) a specific value. However, the exact queue length could not be estimated/calculated due to the congestion.

Table 4: Future (2041) Intersection Operational Analysis Results with Shortened NBL Lane and Dual SBL on Mavis Road

Location/Movement	Weekday Afternoon Peak Hour			
	V/C	Delay (s)	LOS	Queue <sup>1</sup> (m)
<b>Sombrero Way /Courtneypark Drive West</b>		<b>144</b>	<b>F</b>	
Eastbound Left	0.35	56	E	18
Eastbound Through	0.14	52	D	18
Eastbound Right	0.30	31	C	46
Westbound Left	<b>1.75</b>	<b>392</b>	<b>F</b>	>393 <sup>2</sup>
Westbound Through	0.85	56	E	167
Westbound Right	0.98	72	E	227
<b>Northbound Left</b>	<b>0.86</b>	<b>66</b>	<b>E</b>	<b>&gt;148</b>
Northbound Through/Right	<b>1.23</b>	<b>141</b>	<b>F</b>	>320
Southbound Left	0.57	57	E	>51
Southbound Through/Right	<b>1.18</b>	<b>132</b>	<b>F</b>	>272

Note: 1. Queue length reflects 95<sup>th</sup> percentile conditions  
2. Calculated queue length is expected to be over (i.e., >) a specific value. However, the exact queue length could not be estimated/calculated due to the congestion.



**Exhibit 3: Hurontario Street alignment north of Highway 401 Interchange**



**Exhibit 4: Weston Road alignment south of Highway 401 Interchange**



# Exhibit 1.1

NBL 180 m

 $10 + 500$ ~~10 + 400~~

# MAVIS ROAD ENVIRONMENTAL ASSESSMENT STUDY

## Courtneypark Drive to Ray Lawson Boulevard

# Preliminary Plan for Mavis Road at Courtneypark Drive Intersection

1:500

November 3, 2016

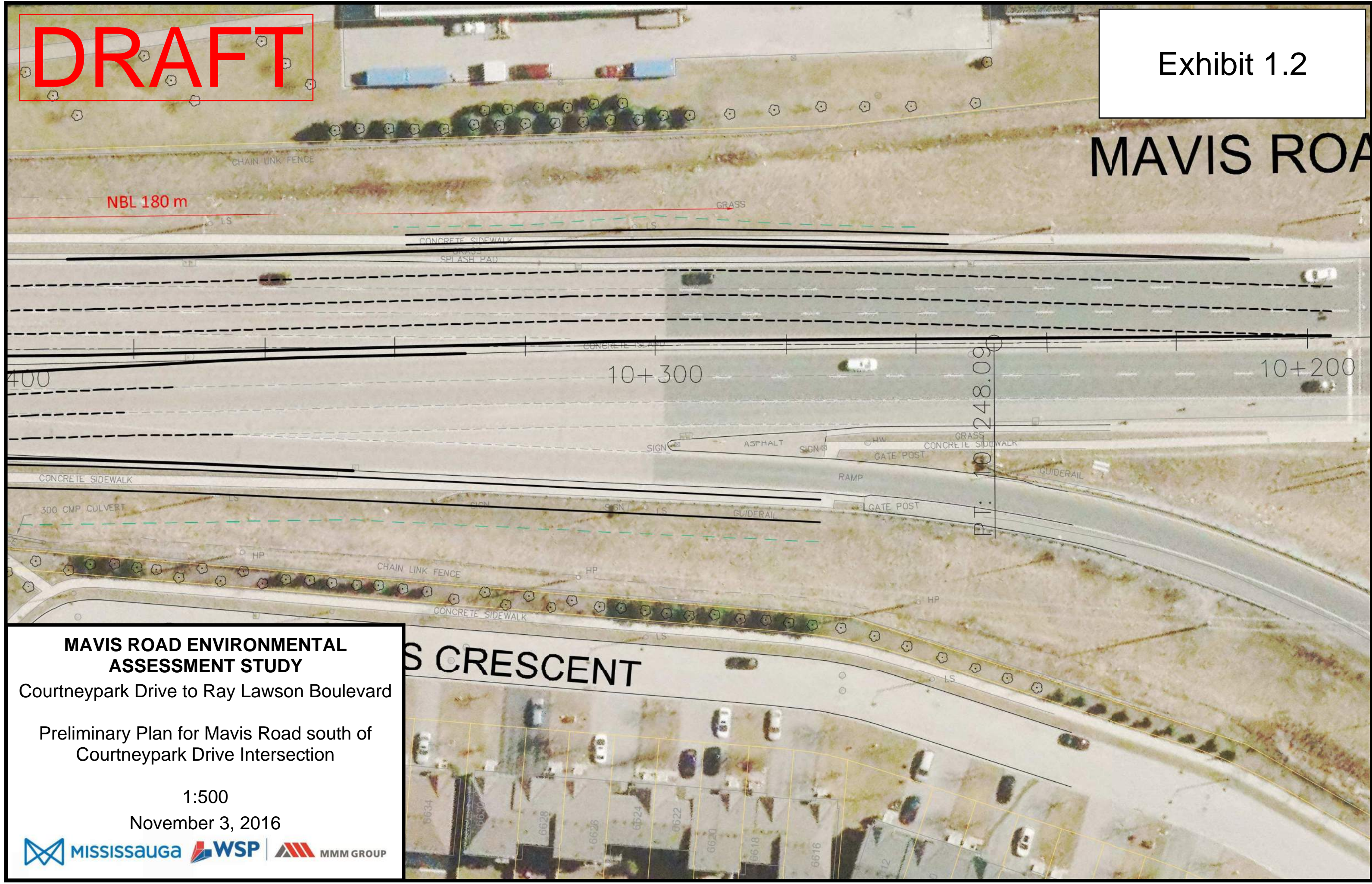




DRAFT

Exhibit 1.2

MAVIS ROAD



**MAVIS ROAD ENVIRONMENTAL  
ASSESSMENT STUDY**

Courtneypark Drive to Ray Lawson Boulevard

Preliminary Plan for Mavis Road south of  
Courtneypark Drive Intersection

1:500

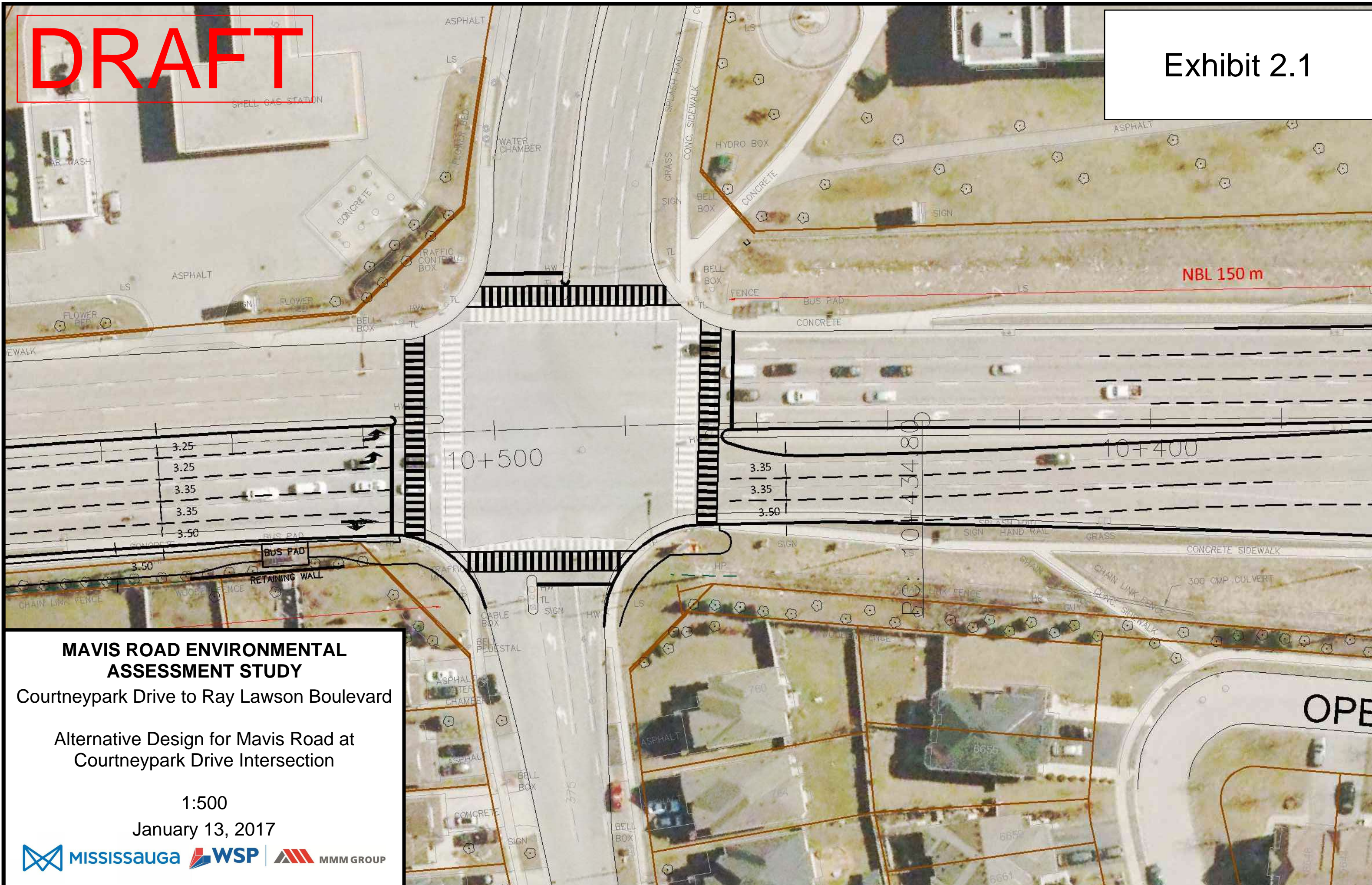
November 3, 2016

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Exhibit 2.1



## MAVIS ROAD ENVIRONMENTAL ASSESSMENT STUDY

Courtneypark Drive to Ray Lawson Boulevard

Alternative Design for Mavis Road at  
Courtneypark Drive Intersection

1:500

January 13, 2017



DRAFT

Exhibit 2.2

MAVIS ROAD

NBL 150 m

CHAIN LINK FENCE

GRASS

CONCRETE SIDEWALK

GRASS

SPLASH PAD

CONCRETE ISLAND

10+300

DT: 10+248.09

10+200

CONCRETE SIDEWALK

300 CMP CULVERT

LS

SIGN

SIGN

SIGN

GUIDERAIL

ASPHALT

SIGN

RAMP

LGATE POST

LGATE POST

CONCRETE SIDEWALK

GUIDERAIL

CHAIN LINK FENCE

CONCRETE SIDEWALK

S CRESCENT

## MAVIS ROAD ENVIRONMENTAL ASSESSMENT STUDY

Courtneypark Drive to Ray Lawson Boulevard

Alternative Design for Mavis Road south of  
Courtneypark Drive Intersection

1:500

January 13, 2017



**Date:** February 23, 2017      **Project:** Mavis Road EA Study  
**Location:** 4th Floor Corner Boardroom      **Mississauga PO #:** 4500442131  
 159 Sir William Hearst Avenue      **MMM Project #:** 3215102-000  
 MTO  
**Time:** 10:00 a.m. to 10:40 a.m.      **Author:** Stefan Sirianni, WSP|MMM

**Attendees:**

Leslie Green	City of Mississauga
Bernie O'Brien	MTO
Shawn Butler	MTO
Neil Ahmed	MMM Group Limited
Stefan Sirianni	MMM Group Limited

**Distribution:** All Attendees

**Purpose:** Meeting with MTO to review revised plan in vicinity of Highway 401

Item	Details	Action By
<b>1.0</b>	<b>Previous Meeting and Related Actions Items</b>	
1.1	<ul style="list-style-type: none"> <li>MTO previously met with the Project Team on November 30, 2016 to discuss proposed improvements to the Mavis Road corridor and associated lane realignments on Mavis Road in vicinity of the Highway 401 Interchange.</li> <li>At that meeting, MTO noted their Traffic Section would likely have issues with the proposed lane realignments and that maintaining the existing tangent alignment through this section would be ideal.</li> <li>To better manage these impacts, MTO requested that MMM explore the possibility of reducing the length of the NB LT lane. MTO noted that a reduction of even 10 m would help.</li> <li>MMM subsequently issued a revised plan along with a technical memo to MTO on January 18, 2017 for review by their traffic group.</li> <li>The purpose of today's meeting is to review this updated plan and technical memo with MTO and discuss MTO's comments/feedback with the goal of reaching an agreement on a configuration moving forward.</li> </ul>	
<b>2.0</b>	<b>Review of Updated Plan at the Mavis Road / Highway 401 Interchange</b>	
2.1	<ul style="list-style-type: none"> <li>Using a 1:500 roll plan and a technical memo (reduced plan and memo attached) MMM provided an overview of the updated preliminary plan in the vicinity of the Mavis Road / Highway 401 interchange.</li> </ul>	
2.2	<ul style="list-style-type: none"> <li>Mavis Road is proposed to be widened from 4 to 6 lanes north of the Highway 401 interchange. These improvements will integrate with the Highway 401 crossing structure that was recently widened to 6 lanes.</li> <li>In addition to widening, improvements to the nearby Mavis Road and Courtneypark Drive / Sombrero Way intersection are being proposed that will require minor lane realignments on Mavis Road approaching the</li> </ul>	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	<p>interchange.</p> <ul style="list-style-type: none"> <li>As outlined in the attached technical memo, these improvements involve extending the NB LT lane on Mavis Road from 80 m to 180 m based on analysis of future requirements. Under the revised plan, the proposed NB LT lane length has been reduced by 30 m to a total of 150 m, establishing a compromise between addressing MTO requirements and intersection capacity requirements.</li> </ul>	
	<ul style="list-style-type: none"> <li>MTO noted that they do not have any immediate issues with the design; however their traffic group is still in the process of conducting their review and may have additional comments/feedback in the coming weeks.</li> <li>In order to complete their review, MTO's traffic group requested that MMM provide AM peak hour Synchro analysis files and results for the shortened NB LT lane design.</li> <li>It was agreed that MTO's traffic group would review the proposed design further and provide their comments to the Project Team by March 10, 2017.</li> <li>The Project Team will then follow-up with MTO to discuss the results of their review and determine appropriate next steps.</li> </ul>	
<b>3.0</b>	<b>Next Steps</b>	
3.1	<p>MMM to provide MTO with Synchro traffic analysis results.</p> <p><i>[Post-Meeting Note: MMM provided the following materials to MTO on February 24, 2016:</i></p> <ul style="list-style-type: none"> <li><i>Synchro and LOS Summary Files for original and alternative designs – include 2041 AM peak hour files/table for the Sombrero Way / Courtneypark Drive intersection</i></li> <li><i>PDF versions of the following plans:</i> <ul style="list-style-type: none"> <li><i>Original Preliminary Plan for Mavis Road in vicinity of the Highway 401 Interchange</i></li> <li><i>Design Alternative for lane alignments in vicinity of the Highway 401 Interchange]</i></li> </ul> </li> </ul>	
3.2	<p>MTO to provide Traffic Section comments to the Project Team by March 10, 2017. <i>[Post-Meeting Note: MTO provided their Traffic Section's comments to MMM via email on March 13, 2017]</i></p>	
<b>4.0</b>	<b>Next Meeting</b>	
4.1	No meeting was arranged and need will be pending results of the review.	
<b>Meeting adjourned at 10:40 a.m.</b>		



LOS Summary at Mavis Road and Sombrero Way/Courtneypark Drive West  
2041 with Dual SBL Lanes and Shortened NBL Storage Length

Location/Movement	Levels of Service							
	Weekday Morning Peak Hour				Weekday Afternoon Peak Hour			
	V/C	Delay (s)	LOS	Queue <sup>1</sup> (m)	V/C	Delay (s)	LOS	Queue <sup>1</sup> (m)
<b>Sombrero Way /Courtneypark Drive West</b>		<b>153</b>	<b>F</b>			<b>145</b>	<b>F</b>	
Eastbound Left	0.32	46	D	35	0.35	56	E	18
Eastbound Through	0.91	75	E	>157 <sup>2</sup>	0.14	52	D	18
Eastbound Right	1.23	170	F	>206	0.30	31	C	46
Westbound Left	1.75	388	F	>237	1.75	392	F	>393
Westbound Through	0.17	30	C	37	0.85	56	E	167
Westbound Right	0.27	18	B	38	0.98	72	E	>227
Northbound Left	0.97	98	F	>92	0.86	56	E	>148
Northbound Through/Right	0.96	50	D	>172	1.23	147	F	>400
Southbound Left	0.93	74	E	>106	0.57	47	D	>51
Southbound Through/Right	1.39	210	F	>427	1.18	132	F	>269

Note: 1. Queue length reflects 95<sup>th</sup> percentile conditions

2. Due to the congestion, Synchro reported the maximum queue length after two cycles. The actual queue length could be longer than the reported value.



**DRAFT**

# Exhibit 2.1

NBL 150 m

 $10 + 500$ ~~10-400~~

# MAVIS ROAD ENVIRONMENTAL ASSESSMENT STUDY

## Courtneypark Drive to Ray Lawson Boulevard

# Alternative Design for Mavis Road at Courtneypark Drive Intersection

1:500

January 13, 2017



OPEN



DRAFT

Exhibit 2.2

MAVIS ROAD

NBL 150 m

CHAIN LINK FENCE

GRASS

CONCRETE SIDEWALK

GRASS

SPLASH PAD

CONCRETE ISLAND

10+300

DT: 10+248.09

10+200

CONCRETE SIDEWALK

300 CMP CULVERT

LS

SIGN

SIGN

SIGN

GUIDERAIL

ASPHALT

SIGN

RAMP

LGATE POST

LGATE POST

CONCRETE SIDEWALK

GUIDERAIL

CHAIN LINK FENCE

CONCRETE SIDEWALK

S CRESCENT

## MAVIS ROAD ENVIRONMENTAL ASSESSMENT STUDY

Courtneypark Drive to Ray Lawson Boulevard

Alternative Design for Mavis Road south of  
Courtneypark Drive Intersection

1:500

January 13, 2017



## Sirianni, Stefan

---

**From:** O'Brien, Bernard (MTO) <Bernard.O'Brien@ontario.ca>  
**Sent:** March-17-17 7:27 AM  
**To:** Sirianni, Stefan  
**Subject:** RE: City of Mississauga Mavis Road EA Study - Re: Proposed Lane Realignment Approaching Hwy 401 Interchange + Minutes of Nov-30-16 Meeting

Stefan. I forwarded you email to Paul Ahn for comment.

Bernie

---

**From:** Sirianni, Stefan [mailto:SirianniS@mmm.ca]  
**Sent:** March 16, 2017 3:55 PM  
**To:** O'Brien, Bernard (MTO)  
**Cc:** Ahmed, Neil  
**Subject:** RE: City of Mississauga Mavis Road EA Study - Re: Proposed Lane Realignment Approaching Hwy 401 Interchange + Minutes of Nov-30-16 Meeting

Hi Bernie,

Thank you for providing us with MTO's comments. I left a voicemail for you just now on this, but I wanted to confirm that I was interpreting everything correctly in the email thread you forwarded.

My understanding is that MTO would like us to complete the following:

- Extend the length of the taper only for the NB LT lane by 15m, in order to provide for the 15m tangent that MTO requires adjacent to intersections.
- Review plan to ensure that no existing signage in the area will be impacted by proposed improvements to Mavis (i.e. signage relocations, or changes to sign content such as directional arrows and/or wording)

If you could please confirm that this is the case, we will then proceed with updating the plan and will forward MTO a revised version for approval in the coming days.

Best,  
Stefan



**Stefan Sirianni, E.I.T.**  
Designer  
Transportation – Planning

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T 289.835.2604  
F 905.823.8503  
SirianniS@mmm.ca

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---

**From:** O'Brien, Bernard (MTO) [mailto:Bernard.O'Brien@ontario.ca]  
**Sent:** March-13-17 2:21 PM  
**To:** Sirianni, Stefan <[SirianniS@mmm.ca](mailto:SirianniS@mmm.ca)>

**Subject:** FW: City of Mississauga Mavis Road EA Study - Re: Proposed Lane Realignment Approaching Hwy 401 Interchange + Minutes of Nov-30-16 Meeting

Stefan please read Paul's and Branko's comments below and respond.

Thanks

Bernie O'Brien – Permit Officer  
MTO - Corridor Management Section  
416-235-4491

---

**From:** Ahn, Paul (MTO)  
**Sent:** March 13, 2017 2:01 PM  
**To:** Zivkovic, Branko (MTO); Butler, Shawn (MTO)  
**Cc:** O'Brien, Bernard (MTO); Singh, Christian (MTO); Saccon, Fabio (MTO)  
**Subject:** RE: City of Mississauga Mavis Road EA Study - Re: Proposed Lane Realignment Approaching Hwy 401 Interchange + Minutes of Nov-30-16 Meeting

Branko,  
The approach makes sense.

Bernie/Chris,  
Please note the additional 15m tangent and additional 15m to the taper to the City as per Branko's email below. Also, have the city review the existing signage around the interchange and highlight any changes will be required.

Thanks,

**Paul Ahn, P. Eng**  
Project Engineer  
Highway Engineering Peel/Halton



---

**Ministry of Transportation**  
159 Sir William Hearst Ave  
4<sup>th</sup> Floor, Building D  
Toronto, ON M3M 0B7  
Tel: 416 235-4949  
Fax: 416 235-3576  
E-mail: [paul.ahn@ontario.ca](mailto:paul.ahn@ontario.ca)

---

**From:** Zivkovic, Branko (MTO)  
**Sent:** March-13-17 12:04 PM  
**To:** Ahn, Paul (MTO); Butler, Shawn (MTO)  
**Cc:** O'Brien, Bernard (MTO); Singh, Christian (MTO); Saccon, Fabio (MTO); Zivkovic, Branko (MTO)  
**Subject:** RE: City of Mississauga Mavis Road EA Study - Re: Proposed Lane Realignment Approaching Hwy 401 Interchange + Minutes of Nov-30-16 Meeting

Hi Paul:

We met internally here in Traffic. Shawn will fill you in. Basically, start the NB left turn taper 15m North of the tip of the median island. It's the best we can do. We strive to have 15m of tangent on either end of the signalized ramp terminal intersection, so a motorist crosses the intersection on a tangent and does not have to veer left or right. The posted speed should probably be dropped to 60km/h.

Thanks

Branko

---

**From:** Ahn, Paul (MTO)  
**Sent:** March 10, 2017 11:10 AM  
**To:** Zivkovic, Branko (MTO); Butler, Shawn (MTO)  
**Cc:** O'Brien, Bernard (MTO); Singh, Christian (MTO)  
**Subject:** RE: City of Mississauga Mavis Road EA Study - Re: Proposed Lane Realignment Approaching Hwy 401 Interchange + Minutes of Nov-30-16 Meeting

Hi Branko,

The City noted that they wish to reduce the posted speed of Mavis from 70km/hr to 60km/hr. I believe this will require a formal design criteria submission. This raises the question what design speed will we accept or direct the City to use?

I agree that the kink looks pretty sharp due to the short taper. I measure the proposed taper for the NB LT at around +/- 80m which meets Design Speed of 50km/hr according to our standards for LT tapers. There's still another 40m till the bullnose of the median at the north intersection of Mavis and 401. We can request to extend the proposed taper to meet a higher design speed and smooth out the kink.

Should we have a quick discussion about this before reaching back to the City with our comments?

Let me know.

Thanks,

**Paul Ahn, P. Eng**  
Project Engineer  
Highway Engineering Peel/Halton



---

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159 Sir William Hearst Ave  
4<sup>th</sup> Floor, Building D  
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Tel: 416 235-4949  
Fax: 416 235-3576  
E-mail: [paul.ahn@ontario.ca](mailto:paul.ahn@ontario.ca)

---

**From:** Zivkovic, Branko (MTO)  
**Sent:** March-09-17 2:23 PM  
**To:** Butler, Shawn (MTO); Ahn, Paul (MTO)  
**Cc:** O'Brien, Bernard (MTO); Singh, Christian (MTO)  
**Subject:** RE: City of Mississauga Mavis Road EA Study - Re: Proposed Lane Realignment Approaching Hwy 401 Interchange + Minutes of Nov-30-16 Meeting

Hi Paul:

Is P&D OK with the resulting kink in the NB thru lane alignment for the required design speed. I'm guessing the design speed is 70km/h??

Thanks

Branko

---

**From:** Butler, Shawn (MTO)  
**Sent:** March 9, 2017 2:20 PM  
**To:** Ahn, Paul (MTO)  
**Cc:** O'Brien, Bernard (MTO); Singh, Christian (MTO); Zivkovic, Branko (MTO)  
**Subject:** RE: City of Mississauga Mavis Road EA Study - Re: Proposed Lane Realignment Approaching Hwy 401 Interchange + Minutes of Nov-30-16 Meeting

Hi Paul:

If P&D finds the change in alignment acceptable for the Design Speed, Traffic finds the extension of storage lane from 80 to 150 metres adequate.

Regards,

S. Butler

---

**From:** Ahn, Paul (MTO)  
**Sent:** February 8, 2017 9:02 AM  
**To:** Butler, Shawn (MTO)  
**Subject:** RE: City of Mississauga Mavis Road EA Study - Re: Proposed Lane Realignment Approaching Hwy 401 Interchange + Minutes of Nov-30-16 Meeting

Hi Shawn,  
Are you available today at 1:30 to sit down with CMO to go over the City's EA?

Did Branko fwd you the City's submission?

Paul Ahn, P. Eng  
Project Engineer  
Highway Engineering Peel/Halton



---

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159 Sir William Hearst Ave  
4<sup>th</sup> Floor, Building D  
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Tel: 416 235-4949  
Fax: 416 235-3576  
E-mail: [paul.ahn@ontario.ca](mailto:paul.ahn@ontario.ca)

---

**From:** Zivkovic, Branko (MTO)  
**Sent:** February-08-17 8:40 AM  
**To:** Ahn, Paul (MTO); Butler, Shawn (MTO)  
**Cc:** Zivkovic, Branko (MTO)  
**Subject:** FW: City of Mississauga Mavis Road EA Study - Re: Proposed Lane Realignment Approaching Hwy 401 Interchange + Minutes of Nov-30-16 Meeting

Hi Paul / Shawn:

Paul, the traffic rep will be Shawn Butler. Shawn, please review and provide comments and take care of this project going forward.

Thanks

Branko

---

**From:** Ahn, Paul (MTO)  
**Sent:** February 2, 2017 9:46 AM  
**To:** Zivkovic, Branko (MTO); Saccon, Fabio (MTO)  
**Cc:** Babary, Tariq (MTO); O'Brien, Bernard (MTO); Singh, Christian (MTO)  
**Subject:** FW: City of Mississauga Mavis Road EA Study - Re: Proposed Lane Realignment Approaching Hwy 401 Interchange + Minutes of Nov-30-16 Meeting

Branko,  
We need a traffic rep on this to review the Synchro files and the traffic impact to Mavis/401.

Could you let us know who would be looking into this?

**Paul Ahn, P. Eng**  
Project Engineer  
Highway Engineering Peel/Halton



---

**Ministry of Transportation**  
159 Sir William Hearst Ave  
4<sup>th</sup> Floor, Building D  
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Tel: 416 235-4949  
Fax: 416 235-3576  
E-mail: [paul.ahn@ontario.ca](mailto:paul.ahn@ontario.ca)

---

**From:** Sirianni, Stefan [<mailto:SirianniS@mmm.ca>]  
**Sent:** January-18-17 6:11 PM  
**To:** O'Brien, Bernard (MTO)  
**Cc:** Ahn, Paul (MTO); Ahmed, Neil; Dana Glofcheskie; Singh, Christian (MTO); Thompson, Gillian  
**Subject:** City of Mississauga Mavis Road EA Study - Re: Proposed Lane Realignment Approaching Hwy 401 Interchange + Minutes of Nov-30-16 Meeting

Hello Bernie,

The minutes of MTO's November 30, 2016 meeting with the Mavis Road EA Project Team are attached for MTO's records.

As per the action items that were discussed at this meeting, MMM has prepared the following documents for MTO's review and comment:

- **Design Memo** highlighting the design process and constraints behind the original Preliminary Plan at this location, along with a proposed alternative design
- **Original Preliminary Plan** for Mavis Road in vicinity of the Highway 401 Interchange (as presented at the Nov-30-2016 meeting)
- **Design Alternative** for lane alignments in vicinity of the Highway 401 Interchange
- **Synchro Analysis Results** for original and alternative designs

Please circulate these files to appropriate MTO staff for review and comment.



In order to complete the design for the impending ESR filing, the Project Team would like to arrange a follow-up meeting, if necessary, in the coming weeks to discuss any comments that arise through MTO's internal review process. If you could please advise on MTO's availability towards the end of January that would be greatly appreciated.

In the meantime, if MTO requires any additional information or clarifications to complete their review please do not hesitate to contact me.

Regards,  
Stefan



**Stefan Sirianni, E.I.T.**  
Designer  
Transportation – Planning

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## Sirianni, Stefan

---

**From:** Sirianni, Stefan  
**Sent:** March-10-17 4:30 PM  
**To:** 'O'Brien, Bernard (MTO)'  
**Cc:** 'Ahn, Paul (MTO)'; 'shawn.butler@ontario.ca'; 'Dana Glofcheskie'; 'Singh, Christian (MTO)'; 'Leslie Green'; Ahmed, Neil; Thompson, Gillian  
**Subject:** RE: City of Mississauga Mavis Road EA Study - Re: Proposed Lane Realignment Approaching Hwy 401 Interchange - Requested Synchro Files

Good afternoon Bernie,

I wanted to follow-up with you regarding the status of MTO's review – re: the revised plan for Mavis Road in the vicinity of the Highway 401 Interchange.

As discussed at our meeting on February 23<sup>rd</sup>, MTO's traffic group were to provide MMM with their comments on the revised plan by Friday, March 10<sup>th</sup>. Could you please confirm whether any additional comments may be forthcoming?

The draft ESR will soon be issued for agency review and the Project Team would like to ensure there is adequate time to address/incorporate any further comments that MTO might have.

Best Regards,  
Stefan



**Stefan Sirianni, E.I.T.**  
Designer  
Transportation – Planning

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Oakville, ON L6J 4A5 Canada  
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SirianniS@mmm.ca

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---

**From:** Sirianni, Stefan  
**Sent:** February-24-17 3:53 PM  
**To:** 'O'Brien, Bernard (MTO)' <Bernard.O'Brien@ontario.ca>  
**Cc:** 'Ahn, Paul (MTO)' <Paul.Ahn@ontario.ca>; 'shawn.butler@ontario.ca' <shawn.butler@ontario.ca>; 'Dana Glofcheskie' <Dana.Glofcheskie@mississauga.ca>; 'Singh, Christian (MTO)' <Christian.Singh@ontario.ca>; 'Leslie Green' <Leslie.Green@mississauga.ca>; Ahmed, Neil <AhmedN@mmm.ca>; Thompson, Gillian <ThompsonG@mmm.ca>  
**Subject:** City of Mississauga Mavis Road EA Study - Re: Proposed Lane Realignment Approaching Hwy 401 Interchange - Requested Synchro Files

Good afternoon Bernie,

Please find attached the following files for use by MTO's traffic group in their review, if you could please circulate accordingly:

- **Synchro and LOS Summary Files** for original and alternative designs – now includes 2041 AM peak hour files/table for the Sombrero Way / Courtneypark Drive intersection

- **Digital versions of roll plans provided at yesterday's meeting:**
  - **Original Preliminary Plan** for Mavis Road in vicinity of the Highway 401 Interchange
  - **Design Alternative** for lane alignments in vicinity of the Highway 401 Interchange

As was agreed at yesterday's meeting, we ask that you please provide MTO's response in 2 weeks' time (by Friday, March 10<sup>th</sup>). This will provide us with ample time to address any additional comments that MTO might have prior to distributing the draft ESR to agencies in mid-March.

If you have any questions during this review process please do not hesitate to contact me.

Thank you!  
Stefan



**Stefan Sirianni, E.I.T.**  
Designer  
Transportation – Planning

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SirianniS@mmm.ca

www.mmmgrouplimited.com | www.wspgroup.ca

---

**From:** Sirianni, Stefan  
**Sent:** January-18-17 5:58 PM  
**To:** O'Brien, Bernard (MTO) <Bernard.O'Brien@ontario.ca>  
**Cc:** Ahn, Paul (MTO) <[Paul.Ahn@ontario.ca](mailto:Paul.Ahn@ontario.ca)>; Ahmed, Neil <[AhmedN@mmm.ca](mailto:AhmedN@mmm.ca)>; Dana Glofcheskie <[Dana.Glofcheskie@mississauga.ca](mailto:Dana.Glofcheskie@mississauga.ca)>; Singh, Christian (MTO) <[Christian.Singh@ontario.ca](mailto:Christian.Singh@ontario.ca)>; Thompson, Gillian <[ThompsonG@mmm.ca](mailto:ThompsonG@mmm.ca)>  
**Subject:** City of Mississauga Mavis Road EA Study - Re: Proposed Lane Realignments Approaching Hwy 401 Interchange + Minutes of Nov-30-16 Meeting

Hello Bernie,

The minutes of MTO's November 30, 2016 meeting with the Mavis Road EA Project Team are attached for MTO's records.

As per the action items that were discussed at this meeting, MMM has prepared the following documents for MTO's review and comment:

- **Design Memo** highlighting the design process and constraints behind the original Preliminary Plan at this location, along with a proposed alternative design
- **Original Preliminary Plan** for Mavis Road in vicinity of the Highway 401 Interchange (as presented at the Nov-30-2016 meeting)
- **Design Alternative** for lane alignments in vicinity of the Highway 401 Interchange
- **Synchro Analysis Results** for original and alternative designs

Please circulate these files to appropriate MTO staff for review and comment.

In order to complete the design for the impending ESR filing, the Project Team would like to arrange a follow-up meeting, if necessary, in the coming weeks to discuss any comments that arise through MTO's internal review process. If you could please advise on MTO's availability towards the end of January that would be greatly appreciated.

In the meantime, if MTO requires any additional information or clarifications to complete their review please do not hesitate to contact me.

Regards,  
Stefan



**Stefan Sirianni, E.I.T.**  
Designer  
Transportation – Planning

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## Sirianni, Stefan

---

**From:** O'Brien, Bernard (MTO) <Bernard.O'Brien@ontario.ca>  
**Sent:** February-02-17 9:55 AM  
**To:** Sirianni, Stefan  
**Subject:** RE: City of Mississauga Mavis Road EA Study - Re: Proposed Lane Realignment Approaching Hwy 401 Interchange + Minutes of Nov-30-16 Meeting

Stefan. Please call me either today or Monday before 2:30 p.m. to discuss.

Bernie O'Brien – Permit Officer  
MTO – Highway Corridor Management Section  
416-235-4491

---

**From:** Sirianni, Stefan [mailto:SirianniS@mmm.ca]  
**Sent:** February 1, 2017 1:02 PM  
**To:** O'Brien, Bernard (MTO)  
**Cc:** Ahn, Paul (MTO); Ahmed, Neil; 'Dana Glofcheskie'; Singh, Christian (MTO); Thompson, Gillian  
**Subject:** RE: City of Mississauga Mavis Road EA Study - Re: Proposed Lane Realignment Approaching Hwy 401 Interchange + Minutes of Nov-30-16 Meeting

Good afternoon Bernie,

In follow-up to my previous email below, has MTO had an opportunity to review the proposed changes to the preliminary plan at the Mavis Road / Courtneypark drive intersection?

If you have any questions or comments in the meantime please let me know.

Best,  
Stefan



**Stefan Sirianni, E.I.T.**  
Designer  
Transportation – Planning

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---

**From:** Sirianni, Stefan  
**Sent:** January-18-17 5:58 PM  
**To:** O'Brien, Bernard (MTO) <Bernard.O'Brien@ontario.ca>  
**Cc:** Ahn, Paul (MTO) <[Paul.Ahn@ontario.ca](mailto:Paul.Ahn@ontario.ca)>; Ahmed, Neil <[AhmedN@mmm.ca](mailto:AhmedN@mmm.ca)>; Dana Glofcheskie <[Dana.Glofcheskie@mississauga.ca](mailto:Dana.Glofcheskie@mississauga.ca)>; Singh, Christian (MTO) <[Christian.Singh@ontario.ca](mailto:Christian.Singh@ontario.ca)>; Thompson, Gillian <[ThompsonG@mmm.ca](mailto:ThompsonG@mmm.ca)>  
**Subject:** City of Mississauga Mavis Road EA Study - Re: Proposed Lane Realignment Approaching Hwy 401 Interchange + Minutes of Nov-30-16 Meeting

Hello Bernie,

## Sirianni, Stefan

---

**From:** O'Brien, Bernard (MTO) <Bernard.O'Brien@ontario.ca>  
**Sent:** February-02-17 7:33 AM  
**To:** Sirianni, Stefan  
**Cc:** Ahn, Paul (MTO); Ahmed, Neil; 'Dana Glofcheskie'; Singh, Christian (MTO); Thompson, Gillian  
**Subject:** RE: City of Mississauga Mavis Road EA Study - Re: Proposed Lane Realignment Approaching Hwy 401 Interchange + Minutes of Nov-30-16 Meeting

Paul please provide comments.

Thanks

Bernie O'Brien – Permit Officer  
MTO – Corridor Management Section  
416-235-4491

---

**From:** Sirianni, Stefan [mailto:SirianniS@mmm.ca]  
**Sent:** February 1, 2017 1:02 PM  
**To:** O'Brien, Bernard (MTO)  
**Cc:** Ahn, Paul (MTO); Ahmed, Neil; 'Dana Glofcheskie'; Singh, Christian (MTO); Thompson, Gillian  
**Subject:** RE: City of Mississauga Mavis Road EA Study - Re: Proposed Lane Realignment Approaching Hwy 401 Interchange + Minutes of Nov-30-16 Meeting

Good afternoon Bernie,

In follow-up to my previous email below, has MTO had an opportunity to review the proposed changes to the preliminary plan at the Mavis Road / Courtneypark drive intersection?

If you have any questions or comments in the meantime please let me know.

Best,  
Stefan



**Stefan Sirianni, E.I.T.**  
Designer  
Transportation – Planning

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**From:** Sirianni, Stefan  
**Sent:** January-18-17 5:58 PM  
**To:** O'Brien, Bernard (MTO) <Bernard.O'Brien@ontario.ca>  
**Cc:** Ahn, Paul (MTO) <[Paul.Ahn@ontario.ca](mailto:Paul.Ahn@ontario.ca)>; Ahmed, Neil <[AhmedN@mmm.ca](mailto:AhmedN@mmm.ca)>; Dana Glofcheskie <[Dana.Glofcheskie@mississauga.ca](mailto:Dana.Glofcheskie@mississauga.ca)>; Singh, Christian (MTO) <[Christian.Singh@ontario.ca](mailto:Christian.Singh@ontario.ca)>; Thompson, Gillian <[ThompsonG@mmm.ca](mailto:ThompsonG@mmm.ca)>

The minutes of MTO's November 30, 2016 meeting with the Mavis Road EA Project Team are attached for MTO's records.

As per the action items that were discussed at this meeting, MMM has prepared the following documents for MTO's review and comment:

- **Design Memo** highlighting the design process and constraints behind the original Preliminary Plan at this location, along with a proposed alternative design
- **Original Preliminary Plan** for Mavis Road in vicinity of the Highway 401 Interchange (as presented at the Nov-30-2016 meeting)
- **Design Alternative** for lane alignments in vicinity of the Highway 401 Interchange
- **Synchro Analysis Results** for original and alternative designs

Please circulate these files to appropriate MTO staff for review and comment.

In order to complete the design for the impending ESR filing, the Project Team would like to arrange a follow-up meeting, if necessary, in the coming weeks to discuss any comments that arise through MTO's internal review process. If you could please advise on MTO's availability towards the end of January that would be greatly appreciated.

In the meantime, if MTO requires any additional information or clarifications to complete their review please do not hesitate to contact me.

Regards,  
Stefan



**Stefan Sirianni, E.I.T.**  
Designer  
Transportation – Planning

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## Sirianni, Stefan

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**From:** Ahn, Paul (MTO) <Paul.Ahn@ontario.ca>  
**Sent:** November-18-16 4:48 PM  
**To:** Sirianni, Stefan; Lai, Joseph (MTO); O'Brien, Bernard (MTO); Singh, Christian (MTO)  
**Cc:** Dana Glofcheskie; Dela Cruz, Gino; Leslie Green; Ahmed, Neil; Thompson, Gillian  
**Subject:** RE: City of Mississauga Mavis Road EA Study - Proposed SB Lane Realignment Approaching Hwy 401 Interchange  
**Attachments:** image001.png; image002.png

Hi Stefan,

I reviewed the drawings in conjunction with our corridor section and we would like to meet with the project team to get a primer of the proposed improvements.

Please let me know what dates you had in mind and invite Bernard and Chris from our corridor section as well.

Thanks,

Paul

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From: Sirianni, Stefan [SirianniS@mmm.ca]  
Sent: November 18, 2016 4:33 PM  
To: Ahn, Paul (MTO); Lai, Joseph (MTO)  
Cc: Dana Glofcheskie; Dela Cruz, Gino; Leslie Green; Ahmed, Neil; Thompson, Gillian  
Subject: RE: City of Mississauga Mavis Road EA Study - Proposed SB Lane Realignment Approaching Hwy 401 Interchange

Hello Paul,

In follow-up to the email below, I was wondering if MTO has had an opportunity to review the proposed lane realignments and whether you have any comments?

If you believe a meeting will be required to discuss the matter further, please let me know and we can work to arrange something with the Project Team. Should you have any questions in the meantime please feel free to contact me.

Thank you,  
Stefan

[cid:image001.png@01D241B9.718E44B0]

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From: Sirianni, Stefan

Sent: November-03-16 4:41 PM

To: 'paul.ahn@ontario.ca'; 'joseph.lai@ontario.ca'

Cc: 'Dana Glofcheskie'; 'Dela Cruz, Gino'; Leslie Green; Ahmed, Neil; Thompson, Gillian

Subject: City of Mississauga Mavis Road EA Study - Proposed SB Lane Realignments Approaching Hwy 401 Interchange

Good afternoon Paul,

I'm writing to provide you with an update on the Mavis Road Class EA Study, and to notify MTO of proposed lane realignments on Mavis Road approaching the Highway 401 interchange. The subject area is covered in two adjoining sheets that are attached to this email.

The preferred preliminary plan for the Mavis Road EA Study involves widening Mavis Road from four to six lanes throughout the study area along with intersection improvements and the provision of a multi-use trail to the west. At the Mavis Road / Courtney Drive intersection in particular (see attached), proposed improvements include the following:

- Addition of a second SB LT lane on Mavis Road
  - o In order to accommodate this change, the edge of pavement for Mavis Road SB through the intersection will need to be shifted 2.0m west and the raised median immediately south of the intersection will need to be widened.
  - o As a result, the through lanes approaching the Hwy 401 interchange (and N-W on-ramp) will also need to be shifted 2.0m west
- Extension of the NB LT lane on Mavis Road from 80m to 180m
  - o To accommodate this additional storage length, the Mavis Road NB lanes will need to be shifted east, to a maximum of 2.75m

If you could please review and provide the Project Team with MTO's comments on these proposed changes that would be greatly appreciated. Should you have any questions during your review please let me know; the Project Team would be glad to arrange a meeting with MTO to discuss these details further.

Best,  
Stefan

[cid:image002.png@01D241B9.718E44B0]

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