



City of Mississauga
Transportation and Works
201 City Centre Drive, Suite 800
MISSISSAUGA ON L5B 3C1
mississauga.ca

Terry Ricketts, P.Eng.
Director, Transportation Division
Region of Peel
10 Peel Centre Drive
BRAMPTON ON L6T 4G4

October 30, 2020

Re: QEW Credit River Bridge Project

Dear Terry,

In 2017, the Region of Peel and the City of Mississauga, in partnership, completed a Class Environmental Assessment (EA) and preliminary design for active transportation (AT) crossings over the QEW and the Credit River, including related network improvements. These crossings, referred to as the “N-S Crossing” and “E-W Crossing” will provide critical linkages for the Nine Creeks Trail system to allow pedestrians and cyclists to travel across the City and the Region from Oakville to Toronto, as well as from Lakeshore Road in the south to Brampton in the north along future AT routes on the Stavebank Road and Mavis Road corridors. With the approval of the Class EA, the City and Region established the intent to move forward with the design and construction of the AT and related network improvements, the Implementation phase of the EA process.

The Ministry of Transportation (MTO) subsequently agreed to include these works in its planned project to rehabilitate and twin its existing QEW bridge over the Credit River, including the detailed design and construction phases on condition that their costs would be recovered. Upon completion of the EA for the AT crossings, City and Region staff agreed in principle to equally share the design and construction costs of the AT and related network improvements, and to seek authority to enter into an agreement to share these costs.

The MTO, through its engineering consultant Morrison Hershfield, prepared a detailed design and cost estimate for the construction of these works, and is proceeding to the implementation of its QEW Credit River Bridge project through a Public-Private-Partnership process. A next step is the execution of an agreement between the MTO and the City to set out the terms and conditions that will govern the cost, design, construction, maintenance, rehabilitation and operation of the AT bridges and related network improvements. As such, the City hereby requests a formal commitment from the Region for its support in sharing the design and construction costs for these works.

It is noted that the agreed-upon design and construction costs will be fixed based on the detailed cost estimate prepared by Morrison Hershfield. The total cost will be approximately \$11.4 million, with the Region's share being approximately \$5.7 million. A detailed summary of the project element costs to be equally shared between the City and Region is appended to this letter.

Based on the City's arrangement with MTO, the MTO will invoice the City for the works following substantial completion of the entire project, with an anticipated timeframe of 2024 or 2025.

I trust this information is sufficient to obtain the Region's support for this project. Please feel reach to reach out to me at any time.

A handwritten signature in black ink, appearing to read 'H. Noehammer'.

Sincerely,

Helen Noehammer, M.A.Sc., P.Eng.

Director, Infrastructure Planning and Engineering Services

Attachment: Costs to be Shared between the City of Mississauga and Region of Peel

Appendix II
Queen Elizabeth Way Credit River Bridge – Active Transportation Crossings

Table 1: Costs to be Shared between the City of Mississauga and Region of Peel			
Item #	Item Description	Comment	Cost
1	N-S Crossing over QEW	New AT structure over QEW	\$ 4,262,660.00
2	E-W Crossing over Credit River	New AT structure beneath the existing QEW over the Credit River	\$ 3,710,775.00
3	Multi-Use Trail from Mississauga Road to E-W Crossing and from E-W Crossing to Stavebank Road	Trail connections to/from the E-W Crossing	\$ 691,276.39
4	Multi-Use Path along Mississauga Road from Mississauga Cres. to North Ramp Terminals	Provides connection to AT facilities along Mississauga Road west of the QEW on/off ramp terminals	\$ 457,952.89
5	Multi-Use Path along Premium Way from Stavebank Road to Lynchmere Avenue	MTO will partially relocate Premium Way as part of its project and agrees to include a MUP along the road (part of Nine Creeks Trail system)	\$ 170,060.63
6	Multi-Use Trail Illumination and Underpass Illumination for E-W Active Transportation Crossing	Illumination of Items 2 and 3	\$ 213,450.00
7	Widening of Mississauga Road Cross-Section beyond Existing	Accommodates AT connection along Mississauga Road from Mississauga Cres. to South Sheridan Way (part of Nine Creeks Trail system)	\$ 408,693.52
8	Enhanced Landscaping of the Multi-Use Paths, Multi-Use Trails, E-W and N-S Active Transportation Crossing Facilities	Includes trees and/or shrubs along the multi-use trails and paths referenced in this table	\$ 153,505.00
9	Subtotal Cost (items 1 through 8)		\$ 10,068,373.43
10	Contract Administration Fee (8.5%)	Is 8.5% of subtotal (item 9)	\$ 855,811.74
11	Contingency Costs (5.0%)	Is 5.0% of subtotal (item 9)	\$ 503,418.67
12	Total Cost to be shared (items 9 through 11)	This value includes both design and construction costs	\$ 11,427,603.84
13	City of Mississauga share	50%	\$ 5,713,801.92
14	Region of Peel share	50%	\$ 5,713,801.92