APPENDIX G:

Transportation Planning Policy Excerpts

TOWN OF HALTON HILLS

TRANSPORTATION MASTER PLAN REPORT

November 2011

Hatch Mott MacDonald

in association with

Halcrow

approximate doubling of transit use in Halton Hills. The Halton EMME data base was further complemented with the development of a 2031 p.m. peak hour truck origin-destination trip table that was derived from existing truck volume traffic counts entering and exiting at the Town‟s boundaries. Origin and destination pairings were developed from these counts and grown to reflect the increase in truck traffic between 2011 and 2031. It is also of note that the 2031 road network lanes, speeds and capacities were reviewed and adjusted to reflect the rural and urban environments in Halton Hills.

As the Town of Halton Hills moves to the future, the Halton Region 2031 EMME p.m. peak period travel demand model indicates that approximately 56% of the estimated 35,100 p.m. peak period trips will start and end in the Town. Trips originating in Halton and destined to the Town of Halton Hills will increase significantly from what was observed in the 2006 TTS, increasing to 15% by 2031 as compared to 7% in 2006. The percentage of trips from the City of Mississauga will be reduced to 7% from a high of 13% observed in 2006. Although the percentage of p.m. peak period trips from the City of Mississauga decreases significantly, the actual number of trips increases due to the increase in forecast population for the Town of Halton Hills.

In 2031, the Halton Region EMME model reflects an increase in transit utilization as a result of transit initiatives identified in Metrolinx‟s "Big Move", which includes all day service on the Georgetown GO Line with GO Stations located in both Acton and Georgetown.

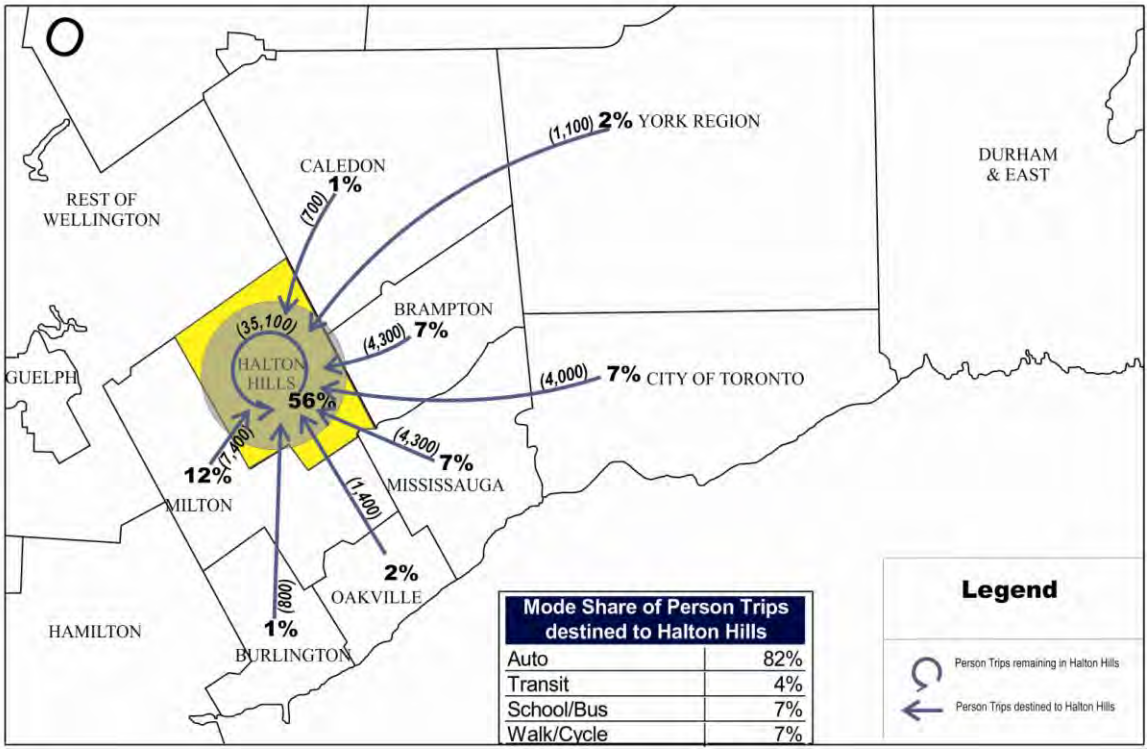
A summary of the 2031 p.m. peak period person trips originating from and destined to the Town of Halton Hills is presented in Figure 8 and the mode of travel utilized for these trips as follows:

- 82% will utilize the automobile;
- 4% will utilize transit (which represents approximately 1400 transit person trips occurring in the p.m. peak period). The majority of the transit trips will be inter-municipal transit trips serviced by GO, the remainder would be Halton Hills intra-municipal transit trips being serviced by municipal supported services for students, seniors and persons with disabilities;
- 7% walk and cycle; and
- 7% will utilize the school bus.

An assessment of the magnitude of future traffic congestion that would be experienced if there were no road improvements is represented by a "Do Nothing" scenario where the 2031 p.m. peak hour auto and truck volumes are assigned to the existing (2006) transportation network. A road segment congestion level was determined comparing the assigned forecast traffic volumes to the road segment capacity to determine the locations of significant congestion (volume/capacity ratio greater than 0.90) and moderate congestion (volume/capacity ratio greater than 0.80 and less than .90). A summary of the 2031 p.m. peak hour "Do Nothing" system congestion

assessment, presented in Figure 9, indicates that the majority of the transportation network south of 17 Side Road will experience significant congestion as well as the transportation network serving Acton.

Figure 8. Future 2031 P.M. Peak Period Total Person Travel Patterns



The **Road** to **Change**

Halton Region Transportation Master Plan

2031

Halton REGION

September 2011

that could be expected to generate increased transit ridership given planned land use and density patterns or opportunities to introduce higher order transit services such as express routes, transit signal priority, or full Bus Rapid Transit in dedicated or semi-dedicated lanes.

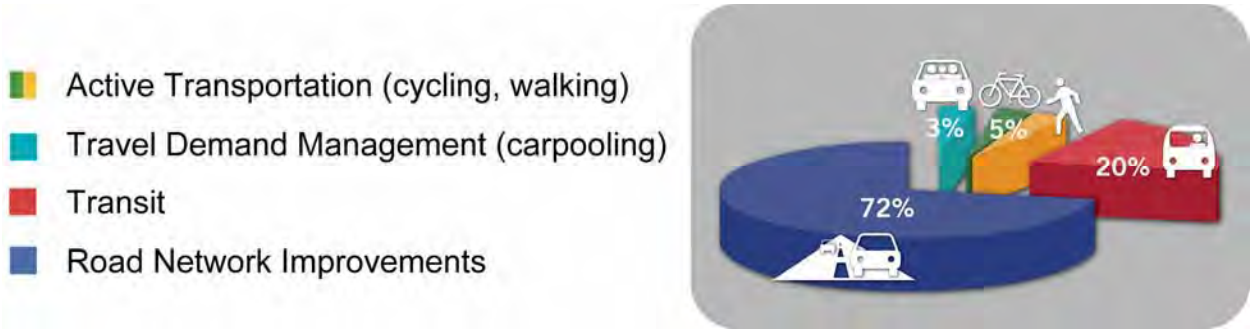
A large component of the projected increase in 2031 transit ridership in Halton Region is associated with trips to and from external municipalities, particularly Toronto, Mississauga, and Hamilton. These external transit trips (which represent an estimate of 29% of the external person trips) will be provided primarily through the GO Rail service along the Lakeshore West, Milton and Georgetown corridors. To achieve the increase in external transit mode share required to achieve level of service objectives within the transportation system, the significant increase in inter-regional transit service, recommended in the Metrolinx Regional Transportation Plan, The Big Move, will have to be implemented by 2031. This includes the new transit routes/facilities identified by Metrolinx along Dundas Street and Trafalgar Road.

The increase in external transit trips associated with the enhanced transit mode share targets will also increase pressure on the local transit services to carry passengers to and from the GO Stations, as there is limited capacity beyond current plans at these stations to accommodate large increases in the number of parking spaces.

5.7 New Roadway Capacity

The alternative solutions reviewed provided options to address the 2031 forecasted travel demand, however TDM, AT, and public transit, on their own, do not fully address the deficiencies identified. The total demand forecasted to 2031 is estimated to be reduced by 3 percent through TDM initiatives, by 5 percent through Active Transportation and 20 percent by public transit. The 72 percent of travel demand expected to be generated through auto trips needs to be addressed through additional capacity in Halton's roadway network. **Figure 5.1** illustrates the forecasted 2031 transportation mode split for the four modes assessed in the TMP.

Figure 5.1 Transportation Mode Split



The need for roadway capacity enhancements was addressed using the Region's demand forecasting model.

Different service strategies can accommodate the projected ridership for internal and external trips carried by local transit:

1. **Corridor Service** – Higher order routes providing service between municipalities in Halton and to adjacent municipalities in Peel Region and the City of Hamilton using local transit; and
2. **Local Service** – Fixed route service provided in each of Halton's Local Municipalities representing an origin and destination within the municipality.

Higher Order Transit corridors were identified within Halton Region that would increase the attractiveness of transit service and help achieve transit mode share targets. As identified above, two types of corridors were considered, each providing a different level of service for transit.

- Transit in reserved right-of-way; and
- Transit in semi-exclusive/exclusive right-of-way.

In addition to higher order transit corridors, additional use of transit priority measures is anticipated and should be protected along key corridors and nodes. This should include access and egress points at each transit terminal and support connections within Halton Region and to adjacent municipalities (Hamilton and Peel Region). These measures will be identified as corridor specific Class Environmental Assessment and operational studies are undertaken.

7.4 Roads

Roadway network improvements required within Halton Region by 2031 are described below by roadway jurisdiction.

7.4.1 Provincial Roadway Improvements

Provincial roadway improvements are assumed based on current plans by the Ontario Ministry of Transportation. The QEW widening to incorporate new HOV lanes is complete as of December 2010. This will promote TDM and transit travel as buses will have a semi-exclusive lane to travel and jump queues formed during peak times on the freeway. The Ministry has recently initiated a Preliminary Design and Class EA study for the widening of Highway 401 through the Milton area to consider an ultimate 12-lane cross section to James Snow Parkway and a 10-lane cross section west to Regional Road 25. It is assumed through the TMP that more freeway capacity will be available by 2031 via additional improvements to Highway 401.

The future lane requirements noted on Highway 401 through Milton are subject to the final recommendation of the Province's GTA-W study.

Highway 407 widening has been identified as a provincial project, although it is recognised that the proponent of this work is 407ETR, the private company that owns and operates Highway 407. Decisions on the need for and timing of future widening are made in consultation with the province. **Table 7.2** identifies the provincial infrastructure requirements assumed to be in place by 2031. Each of these projects is subject to its respective environmental assessment process and resulting analyses.

Table 7.2 - Provincial Infrastructure Requirements by 2031

Roadway	Improvement and General Limits	Comment
QEW widening	6 lanes and 2 HOV from Highway 403 to Highway 407 ETR	Implemented Dec 2010
Highway 403 / QEW interchange	Implementation of new E-N and N-E ramps	Under study by MTO
Highway 401 widening	12 lanes from Highway 401/407 ETR to James Snow Parkway	Under study by MTO
Highway 401 widening	10 lanes James Snow Parkway to Regional Road 25	Under study by MTO
Highway 401 widening	10 lanes Regional Road 25 to Regional Boundary	Subject to MTO study and approval
Highway 407 ETR widening	6 lanes from Highway 401 to Highway 403	Assumed
Acton Alternate Route	4 lanes from Highway 7 east of Acton to Highway 7 west of Acton	Subject to MTO study and approval
Highway 7 widening	4 lanes from Acton Alternate Route to 32 Side Road	Subject to MTO study and approval
Highway 7 widening	4 lanes from Trafalgar Road to Acton Alternate Route	Subject to MTO study and approval
HPBATS Corridor	6 lanes from Mayfield Road to Bovaird Drive	Recommended by HPBATS
HPBATS Corridor	8 lanes from Bovaird Drive to Highway 401 interchange	Recommended by HPBATS
"5 ½ Line"	Interchange at Highway 401 (generally between 5th and 6th Line)	Subject to MTO study and approval

HOV = High Occupancy Vehicle Lanes

7.4.2 Local Roadway Improvements

Local road improvements identified through the Region's network analysis (as identified in **Table 7.3**) are recommended for consideration by the Local Municipalities in addition to planned improvements contained in their current transportation master plans. Some of the recommendations are only required to accommodate concepts for the provision of higher order transit and are subject to further detailed study and approval by the Local Municipality.

Table 7.3 - Recommended Local Road Improvements

Jurisdiction / Road	General Limits	Improvement
Burlington		
Harvester Road	Brant Street to Burloak Drive	Widening from 4 to 6 lanes for provision of exclusive transit services only
Halton Hills		
None		
Milton		
Third Line extension	James Snow Parkway to Steeles Avenue including new structure across Highway 401	Extension across Highway 401 - 4 lanes for general purpose travel
Ontario Street	Derry Road to Steeles Avenue	Widening from 4 to 6 lanes for provision of exclusive transit services only
Oakville		
Speers Road	Bronte Road to Trafalgar Road	Widening from 4 to 6 lanes for provision of exclusive transit services only
Wyecroft Road	Burloak Drive to Bronte Road	Widening from 4 to 6 lanes for provision of exclusive transit services only

7.4.3 Regional Roadway Improvements

Halton Region roadway network improvements required between 2021 and 2031 are presented in **Table 7.4**. These improvements are in addition to the planned improvements identified in the current Halton Region Capital Roads Program, 2011 to 2021 and studies by others, as presented in Section 3.3.

With the 2021 and 2031 programs in place, the Regional road network in most of the urban areas will have the maximum six-lane cross-section where practical and feasible. **Figure 7.2** illustrates the 2031 network envisioned for Halton Region as part of this TMP exercise.

Table 7.4 – Regional Road Infrastructure Requirements (2021 to 2031)

Project ID	RR No.	Regional Road	From	To	Improvement
6757	TBD	"5 1/2 Line"	Britannia Road	Steeles Avenue	New 6 lane construction + Interchange
6810	TBD	North Service Road	Burloak Drive	Bronte Road	New 4 lane link across Bronte Creek
6805	1	Guelph Line	Upper Middle Road	Dundas Street	Widening from 4 to 6 lanes
6823	3	Trafalgar Road	Highway 407	Britannia Road	Widening from 4 to 6 lanes
6827	3	Trafalgar Road	Britannia Road	Steeles Avenue	Widening from 4 to 6 lanes
6806	4	James Snow Parkway	Highway 407	Britannia Road	New 6 lane construction
6807	4	James Snow Parkway	Highway 401 (east)	Tremaine Road	Widening from 4 to 6 lanes
6802	6	Britannia Road	Tremaine Road	Highway 407	Widening from 4 to 6 lanes
6804	7	Derry Road	Tremaine Road	Highway 407	Widening from 4 to 6 lanes
6821	8	Steeles Avenue	Regional Road 25	Trafalgar Road	Widening from 4 to 6 lanes
6819	8	Steeles Avenue	Tremaine Road	Industrial Road	Widening from 2 to 4 lanes
6808	13	Ninth Line	Burnhamthorpe Road	Highway 407	Widening from 2 to 4 lanes
6809	13	Ninth Line	Dundas Street	Burnhamthorpe Road	Widening from 2 to 4 lanes
6824	18	Brant Street	North Service Road	Dundas Street	Widening from 4 to 6 lanes
6812	20	Appleby Line	Fairview Street	Taywood Drive	Widening from 4 to 6 lanes
6803	21	Burloak Drive	Harvester Road	Upper Middle Road	Widening from 4 to 6 lanes
6830	22	Tremaine Road	Dundas Street	Lower Base Line	Widening from 2 to 4 lanes
6834	22	Tremaine Road	Lower Base Line	Britannia Road	Widening from 2 to 4 lanes
6818	25	Regional Road 25	Speers Road	Highway 407	Widening from 4 to 6 lanes
6814	25	Regional Road 25	Highway 407	Britannia Road	Widening from 4 to 6 lanes
6815	25	Regional Road 25	Britannia Road	Derry Road	Widening from 4 to 6 lanes
6817	25	Regional Road 25	Steeles Avenue	5 Side Road	Widening from 4 to 6 lanes
6811	25	Regional Road 25	5 Side Road	10 Side Road	Widening from 2 to 4 lanes
6825	38	Upper Middle Road	Appleby Line	Burloak Drive	Widening from 4 to 6 lanes
6828	38	Upper Middle Road	Bronte Road	Neyagawa Boulevard	Widening from 4 to 6 lanes
6826	38	Upper Middle Road	Trafalgar Road	Grand Boulevard	Widening from 4 to 6 lanes
6829	38	Upper Middle Road	Ninth Line	Winston Churchill Boulevard	Widening from 4 to 6 lanes

Figure 7.2 – 2031 Transportation System

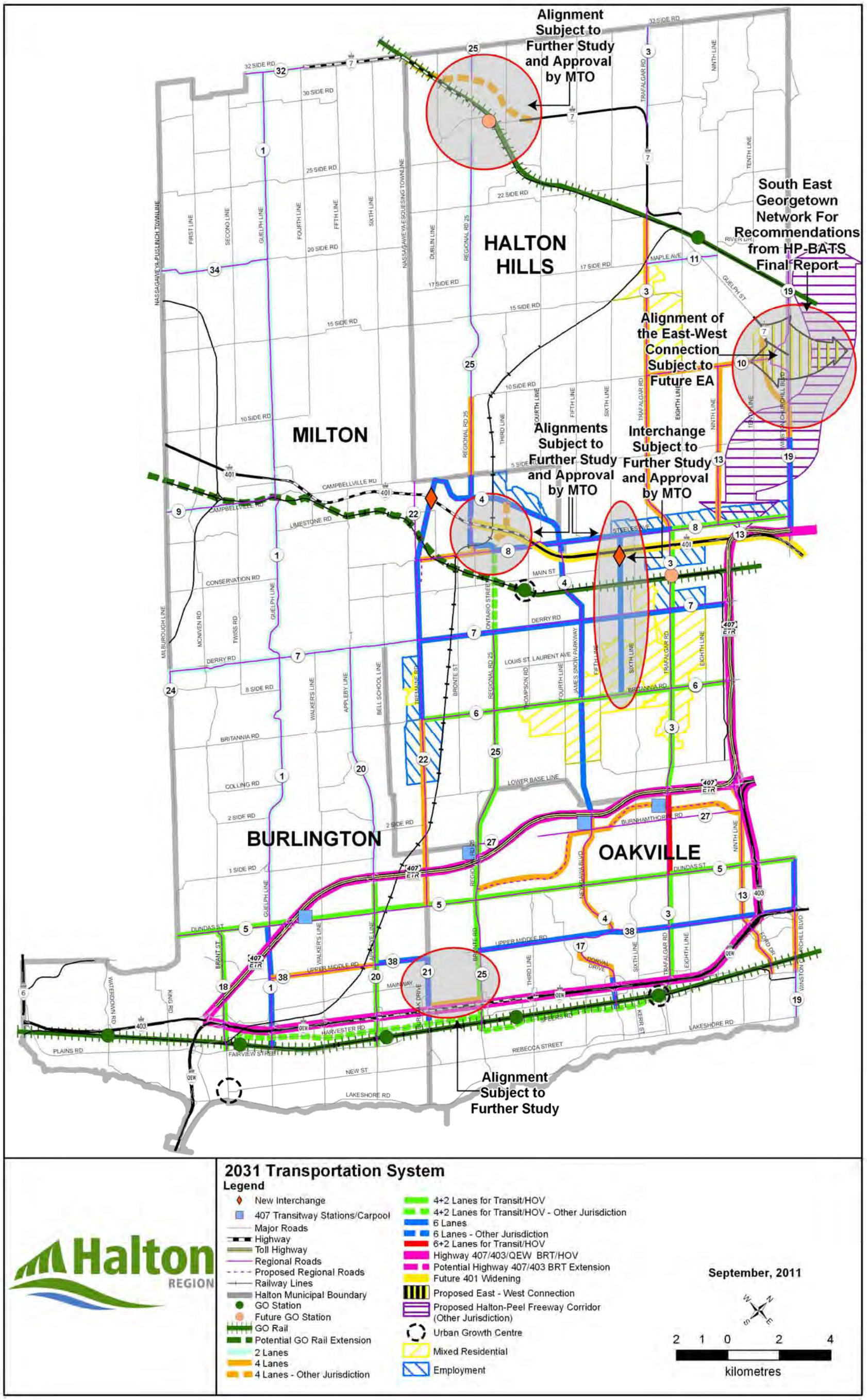
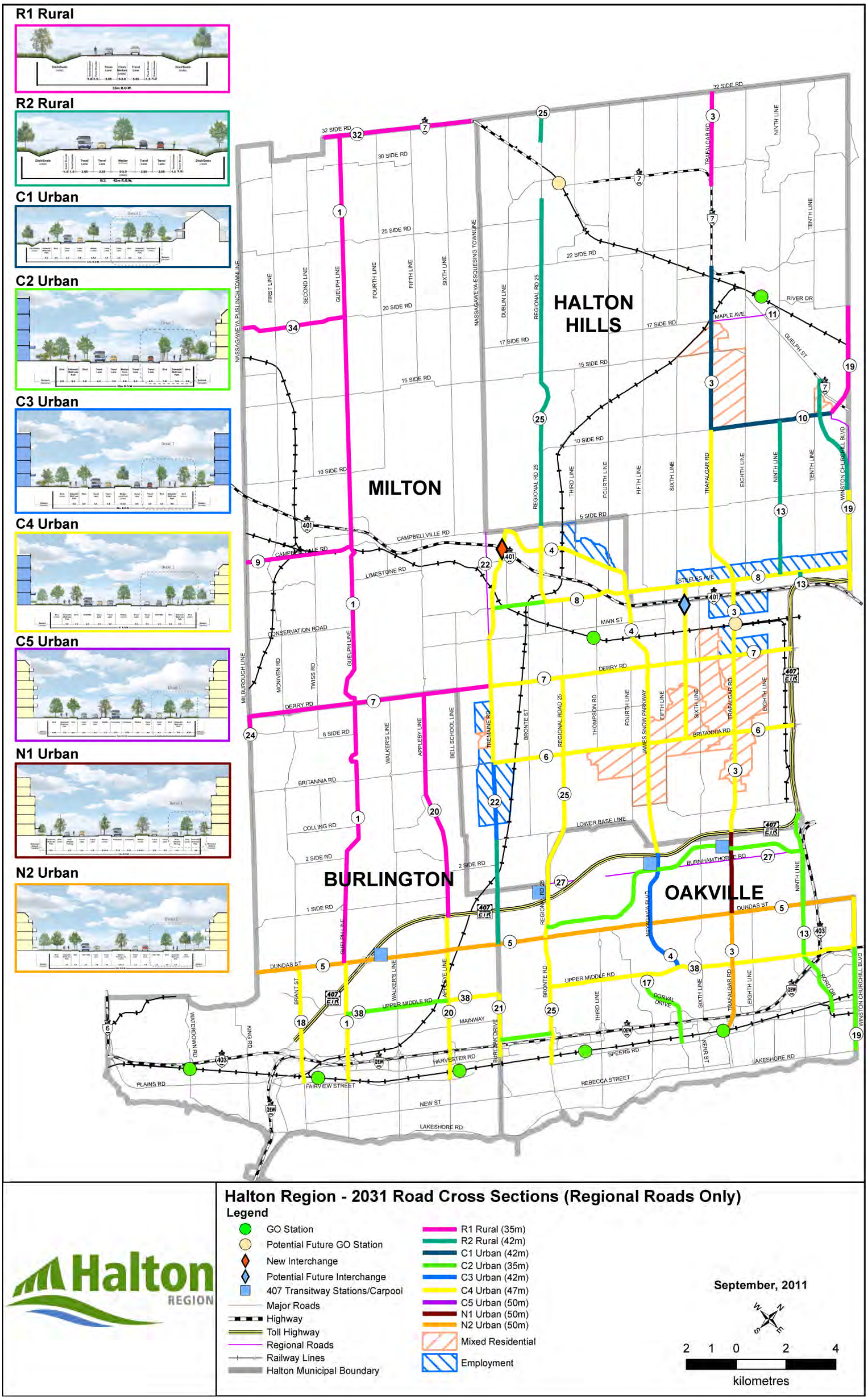


Figure 7.3 - 2031 Cross-Sections



7.6 Phasing Plan – Road Network

The road network improvement phasing plan was developed using an iterative modeling process to identify the optimum timing of projects to address interim year capacity needs and deficiencies. Model runs were used to identify capacity deficiencies in time horizons based on a forecast of population and employment growth from the Sustainable Halton growth planning process (2016, 2021, and 2026). The 2016 and 2021 runs were also used to determine whether the current phasing plan identified in the Region's 2021 Roads Capital Projects (January 2011) required any modifications. No changes to the current Roads Capital Projects were identified as part of this analysis.

The general approach to prioritizing which projects should be implemented in each horizon year followed the following key principles:

- Screenline travel deficiencies were used to identify the number of new lanes that would be required by horizon year; and
- Projects were identified to address the screenline deficiency using the following approach:
    - Projects in the current capital program identified for construction prior to 2016 were assumed to be in place by 2016 and their timing was not adjusted (given they are in the Class EA or design and approvals process);
    - Where deficiencies were not addressed by planned 2016 projects, projects in current capital program beyond 2016 would be advanced;
    - Individual improvements to Regional roads recommended in the HPBATS study were phased to address screenline deficiencies prior to 2021 as required. Implementation of the new north south facility recommended through the HPBATS was assumed to be a Provincial facility and was included in the 2031 network; and
    - New projects identified to accommodate growth beyond 2021 were only implemented prior to 2021 if required to address screenline deficiencies.

Projects currently scheduled per the 2021 Halton Region Capital Roads Program were found to be programmed appropriately (within the context of the available population and employment data).

The phasing requirements for 2021 to 2031 projects were then analysed in the context of the Region's ability to implement these projects from a financial point of view based on the Region's 2012 Transportation Development Charge Technical Report (August 2011). The phasing defined through the modeling analysis was rationalised in the context of the costing model to define a 2021 to 2031 implementation strategy while respecting the forecasted need for the project per the TMP analysis.

The phasing plan for the combined 2012 to 2021 projects and 2021 to 2031 projects (as defined through the TMP) are presented in **Figure 7.4**.

Figure 7.4 – Halton Region Roads Capital Projects (2012-2031)

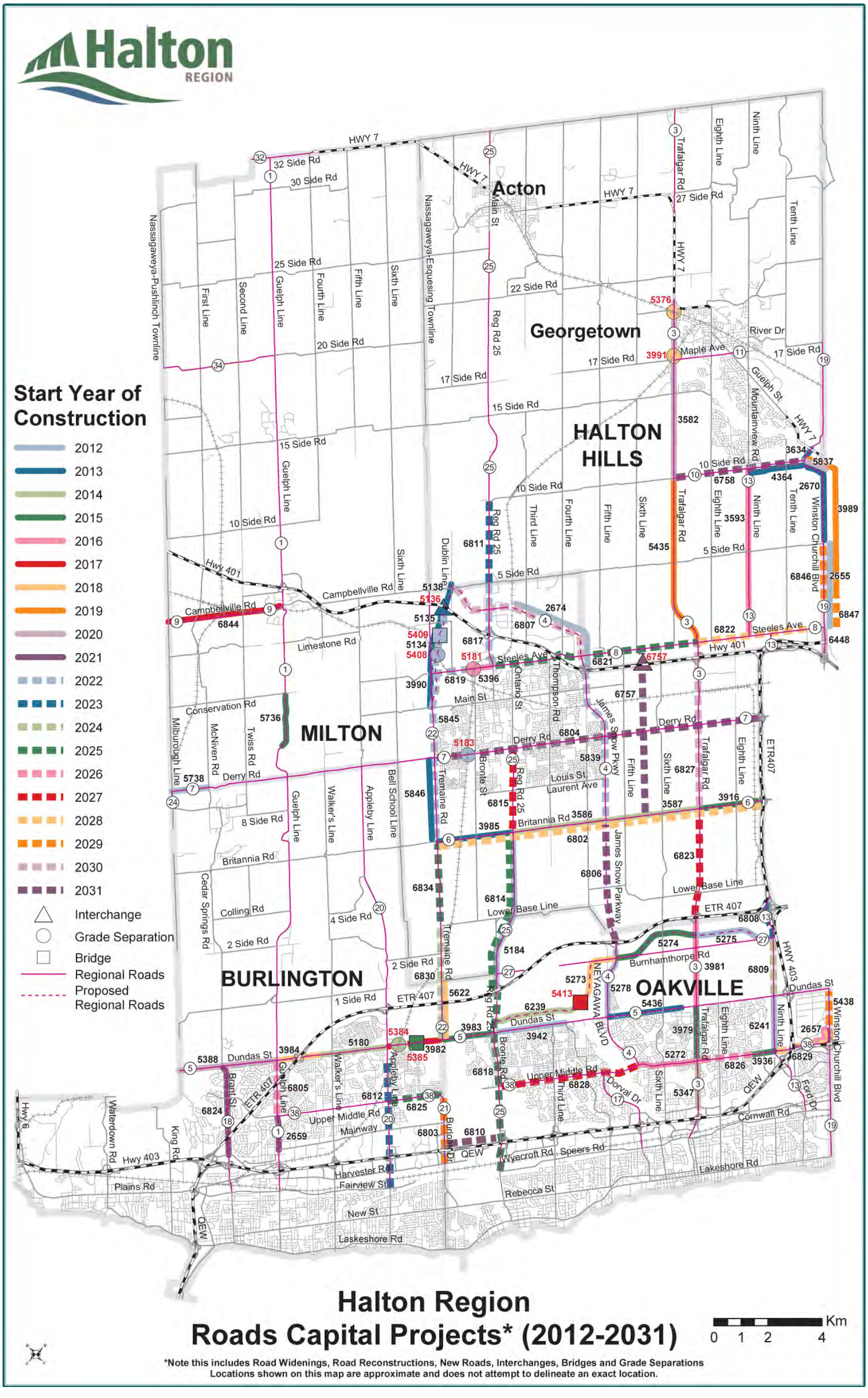


Figure 7.4 – Halton Region Roads Capital Projects (2012-2031) (cont'd)

RD #	ID	Regional Municipality of Halton Capital Projects (2012-2031) Project Descriptions	Start Year Construction
1	2659	Guelph Line - Widening - 4 to 6 lanes from Mainway to Upper Middle Road (BUR) (Regional Road 1)	2021
1	6805	Guelph Line - Widening - 4 to 6 lanes from Upper Middle Road to Dundas Street (BUR) (Regional Road 1)	2026
1	5736	Guelph Line Reconstruction - 1km North of Derry Road to Conservation Road (MIL) (Regional Road 1)	2015
3	5347	Trafalgar Road - Widening - 4 to 6 lanes from Leighland Avenue to Upper Middle Road (OAK) (Regional Road 3)	2014
3	3979	Trafalgar Road - Widening - 4 to 6 lanes from Upper Middle Road to Dundas Street (OAK) (Regional Road 3)	2015
3	3981	Trafalgar Road - Widening - 4 to 6 lanes from Dundas St to Hwy 407 (OAK) (Regional Road 3)	2016
3	6823	Trafalgar Road - Widening - 4 to 6 lanes from Highway 407 to Britannia Road (MIL) (Regional Road 3)	2027
3	6827	Trafalgar Road - Widening - 4 to 6 lanes from Britannia Road to Steeles Avenue (MIL/HHS) (Regional Road 3)	2030
3	5435	Trafalgar Road - Widening - 2 to 4 lanes from Steeles Avenue to 10 Side Road (HHS) (Regional Road 3)	2019
3	3582	Trafalgar Road - Widening - 2 to 4 lanes from 10 Side Road to Hwy 7 (HHS) (Regional Road 3)	2020
3	3991	Trafalgar Road - Grade Separation at CN Crossing North of Maple Avenue (HHS) (Regional Road 3)	2018
3	5376	Trafalgar Road - Grade Separation at GEXR Crossing South of Hwy 7 (HHS) (Regional Road 3)	2018
4	5278	Neyagawa Boulevard - Widening - 2 to 4 lanes from Dundas Street to Burnhamthorpe Road (OAK) (Regional Road 4)	2012
4	6806	James Snow Parkway - New 6 lane road from Highway 407 to Britannia Road (MIL) (Regional Road 4)	2031
4	5839	James Snow Parkway - Widening - 4 to 6 lanes from Britannia Road to Hwy 401 (MIL) (Regional Road 4)	2022
4	2674	James Snow Parkway - New Construction from South of Steeles Avenue to west of Boston Church Road (MIL) (Regional Road 4)	2012
4	6807	James Snow Parkway - Widening - 4 to 6 lanes from Highway 401 to Highway 401 (MIL) (Regional Road 4)	2030
5	5388	Dundas Street - Widening - 4 to 6 lanes from Guelph Line to Halton/Hamilton Boundary (BUR) (Regional Road 5)	2020
5	3984	Dundas Street - Widening - 4 to 6 lanes from Guelph Line to North Hampton (BUR) (Regional Road 5)	2018
5	5180	Dundas Street - Widening - 4 to 6 lane from North Hampton to Appleby Line (BUR) (Regional Road 5)	2014
5	3982	Dundas Street - Widening - 4 to 6 lanes (excluding CNR & Bronte Crk Bridges) from Appleby Line to Tremaine Road (BUR) (Regional Road 5)	2017
5	5384	Dundas Street - Grade Separation at CNR Crossing between Appleby Line and Tremaine Road (BUR) (Regional Road 5)	2014
5	5385	Dundas Street - Bronte Creek Bridge between Appleby Line and Tremaine Road (BUR) (Regional Road 5)	2015
5	3983	Dundas Street Widening - 4 to 6 lanes from Tremaine Road to Bronte Road (OAK) (Regional Road 5)	2015
5	3942	Dundas Street - Widening - 4 to 6 lanes from Bronte Road to Proudfoot Trail (OAK) (Regional Road 5)	2012
5	5436	Dundas Street - Widening - 4 to 6 lanes from Neyagawa Boulevard to Oak Park Boulevard (OAK) (Regional Road 5)	2013
6	3985	Britannia Road - Widening - 2 to 4 lanes from Tremaine Road to Regional Road 25 (MIL) (Regional Road 6)	2013
6	3586	Britannia Road - Widening - 2 to 4 lanes from Regional Road 25 to James Snow Parkway (MIL) (Regional Road 6)	2014
6	3587	Britannia Road - Widening - 2 to 4 lanes from James Snow Parkway to Trafalgar Road (MIL) (Regional Road 6)	2014
6	3916	Britannia Road - Widening - 2 to 4 lanes from Trafalgar Road to Highway 407 (MIL) (Regional Road 6)	2015
6	6802	Britannia Road - Widening - 4 to 6 lanes from Tremaine Road to Highway 407 (MIL) (Regional Road 6)	2028
7	5738	Derry Road - Reconstruction from Milburough Line to McNiven Road (MIL) (Regional Road 7)	2012
7	6804	Derry Road - Widening - 4 to 6 lanes from Tremaine Road to Highway 407 (MIL) (Regional Road 7)	2031
7	5183	Derry Road - Grade Separation at CNR crossing west of First Line (MIL) (Regional Road 7)	2012
8	6819	Steeles Avenue - Widening - 2 to 4 lanes from Tremaine Road to Industrial Drive (MIL) (Regional Road 8)	2022
8	5181	Steeles Avenue - Grade Separation at CN crossing west of Bronte Street (MIL) (Regional Road 8)	2016
8	5396	Steeles Avenue - Widening - 2 to 4 lanes from Industrial Drive to Martin Street (MIL) (Regional Road 8)	2016
8	6821	Steeles Avenue - Widening - 4 to 6 lanes from Regional Road 25 to Trafalgar (MIL/HHS) (Regional Road 8)	2025
8	6822	Steeles Avenue - Widening - 4 to 6 lanes (with RBL) from Trafalgar Road to Winston Churchill Boulevard (HHS) (Regional Road 8)	2028
9	6844	Campbellville Road - Reconstruction from Milburough Line to Guelph Line (MIL) (Regional Road 9)	2017
10	6758	10 Side Road - Widening - 2 to 4 lanes from Trafalgar Road to Winston Churchill Boulevard (HHS) (Regional Road 10)	2031
10	4364	10 Side Road - 2 lane reconstruction from Ninth Line to Winston Churchill Boulevard (HHS) (Regional Road 10)	2013
13	6241	Ninth Line - Widening - 2 to 4 lanes from Upper Middle Road to Dundas Street (OAK) (Regional Road 13)	2012
13	6809	Ninth Line - Widening - 2 to 4 lanes from Dundas Street to Burnhamthorpe Road (OAK) (Regional Road 13)	2024
13	6808	Ninth Line - Widening - 2 to 4 lanes from Burnhamthorpe Road to Highway 407 (OAK) (Regional Road 13)	2023
13	3593	Ninth Line - Widening - 2 to 4 lanes from Steeles Avenue to 10 Side Road (HHS) (Regional Road 13)	2016
18	6824	Brant Street - Widening - 4 to 6 lanes from North Service Road to Dundas Street (BUR) (Regional Road 18)	2021
19	5438	Winston Churchill Boulevard - Widening - 4 to 6 lanes from Upper Middle Road / QEW to Dundas Street - (OAK) (Regional Road 19)	2029
19	6448	Winston Churchill Boulevard - Widening - 4 to 6 lanes from Hwy 401 to Steeles Avenue (HHS) (Regional Road 19)	2020
19	6846	Winston Churchill Boulevard - Widening - 4 to 6 lanes from 2km south of Embleton Road to Embleton Road (HHS) (Regional Road 19)	2029
19	6847	Winston Churchill Boulevard - Widening - 5 to 7 lanes from Steeles Avenue to 2 km south of Embleton Rd (HHS) (Regional Road 19)	2029
19	2655	Winston Churchill Boulevard - 2 lane Reconstruction from Steeles Avenue to 5 Side Road (HHS) (Regional Road 19)	2012
19	3989	Winston Churchill Boulevard - Widening - 2 to 4 lanes from 2km south of 5 Side Road to potential by-pass (HHS) (Regional Road 19)	2019
19	2670	Winston Churchill Boulevard - 2 lane Reconstruction from 5 Side Road to 10 Side Road (HHS) (Regional Road 19)	2013
19	3634	Winston Churchill Boulevard - 2 lane Reconstruction from 10 Side Road to Highway 7 (HHS) (Regional Road 19)	2013
20	6812	Appleby Line - Widening - 4 to 6 lanes from Fairview Street to Taywood Drive (BUR) (Regional Road 20)	2023
21	6803	Burloak Drive - Widening - 4 to 6 lanes from Harvester Road to Upper Middle Road (BUR/OAK) (Regional Road 21)	2029
22	5622	Tremaine Road - Reconstruction from Dundas Street to No. 1 Side Road (BUR/OAK) (Regional Road 22)	2018
22	6830	Tremaine Road - Widening - 2 to 4 lanes from Dundas Street to Lower Base Line (MIL/OAK) (Regional Road 22)	2024
22	6834	Tremaine Road - Widening - 2 to 4 lanes from Lower Base Line to Britannia Road (MIL/OAK) (Regional Road 22)	2025
22	5846	Tremaine Road - Widening - 2 to 4 lanes from Britannia Road to Derry Road (MIL) (Regional Road 22)	2013
22	5845	Tremaine Road - Widening - 4 to 6 lanes from Britannia Road to Hwy 401 (MIL) (Regional Road 22)	2022
22	3990	Tremaine Road - Widening - 2 to 4 lanes and Realignment from Main Street to Steeles Avenue (MIL) (Regional Road 22)	2013
22	5408	Tremaine Road - Grade Separation at CPR Crossing north of Steeles Avenue (MIL) (Regional Road 22)	2012
22	5134	Tremaine Road - New 4 lane roadway from Steeles Avenue to 16 Mile Creek (MIL) (Regional Road 22)	2013
22	5409	Tremaine Road - Bridge over 16 Mile Creek north of Steeles Avenue (MIL) (Regional Road 22)	2012
22	5135	Tremaine Road - New 4 lane roadway from 16 Mile Creek to Tremaine Road (IC)s (MIL) (Regional Road 22)	2013
22	5136	Tremaine Road - New 4 lane roadway from Tremaine Road (IC)s to Tremaine Road (IC)n (MIL) (Regional Road 22)	2013
22	5138	Tremaine Road - New 4 lane Roadway from Tremaine Road (IC)n to JSP (MIL) (Regional Road 22)	2013
25	6818	Bronte Road - Widening - 4 to 6 lanes from Speers Road to Highway 407 (OAK) (Regional Road 25)	2025
25	5184	Regional Road 25 - Widening - 2 to 4 lanes from Hwy 407 to Britannia Road (MIL) (Regional Road 25)	2012
25	6814	Regional Road 25 - Widening - 4 to 6 lanes from Highway 407 to Britannia Road (MIL) (Regional Road 25)	2025
25	6815	Regional Road 25 - Widening - 4 to 6 lanes from Britannia Road to Derry Road (MIL) (Regional Road 25)	2027
25	6817	Regional Road 25 - Widening - 4 to 6 lanes from Steeles Avenue to 5 Side Road (MIL) (Regional Road 25)	2022
25	6811	Regional Road 25 - Widening - 2 to 4 lanes from 5 Side Road to 10 Side Road (HHS) (Regional Road 25)	2023
27	6239	NNOTC - New 4 lane road from Regional Road 25 to Sixteen Mile Creek. (OAK) (Regional Road 27)	2014
27	5413	NNOTC - New 4 lane Bridge over 16 Mile Creek (OAK) (Regional Road 27)	2017
27	5273	NNOTC - New 4 lane road from Sixteen Mile Creek to Neyagawa Boulevard (OAK) (Regional Road 27)	2018
27	5274	NNOTC - New 4 lane road from Neyagawa Boulevard to Trafalgar Road (OAK) (Regional Road 27)	2015
27	5275	NNOTC - New 4 lane road from Trafalgar Road to Ninth Line (OAK) (Regional Road 27)	2012
38	6825	Upper Middle Road - Widening - 4 to 6 lanes from Appleby Line to Burloak Drive (BUR) (Regional Road 38)	2025
38	6828	Upper Middle Road - Widening - 4 to 6 lanes from Bronte Road to Neyagawa Boulevard (OAK) (Regional Road 38)	2027
38	5272	Upper Middle Road - Widening - 4 to 6 lanes from Neyagawa Boulevard to Trafalgar Road (OAK) (Regional Road 38)	2016
38	6826	Upper Middle Road - Widening - 4 to 6 lanes from Trafalgar Road to Grand Boulevard (OAK) (Regional Road 38)	2026
38	3936	Upper Middle Road - Widening - 4 to 6 lanes from Grand Boulevard to Ninth Line/Ford Drive(OAK) (Regional Road 38)	2015
38	6829	Upper Middle Road - Widening - 4 to 6 lanes from Ninth Line to Winston Churchill Boulevard (OAK) (Regional Road 38)	2028
38	2657	Upper Middle Road - Widening - 2 to 4 lanes from Winston Park Drive to Winston Churchill Boulevard (OAK) (Regional Road 38)	2016
	6757	"5 1/2 Line" - New 6 lane Road from Britannia Road to Steeles Avenue and Interchange at Highway 401 (MIL)	2031
	6810	North Service Road - New 4 lane road from Burloak Drive to Bronte Road (OAK)	2031
	5837	Norval Bypass (HHS)	2020