About the Project

The project includes the following work:

- Approximately 50 km of full depth pavement reconstruction requiring approximately 5 years of construction

  This will address the immediate needs of the deteriorated 50-year old underlying concrete pavement layer (which is below several layers of asphalt) while maintaining the existing number of lanes, and will improve driving conditions

- Drainage improvements, including replacement of non-structural culverts, ditching, sewers, and field tiles

- Environmental protection during construction and mitigation for impacts, including developing a landscape plan and addressing species-at-risk and migratory birds

- The development of a construction staging and traffic management plan, including associated ramp closures
  - One lane of highway traffic will be maintained in each direction
  - Highway 401 traffic will be moved to the eastbound or westbound lanes with median cross-overs
  - In each stage, access to one side of one interchange will be closed
  - Access to the Tilbury OnRoute service centres will be maintained, as much as possible

- Utility relocation or modification to accommodate pavement reconstruction and drainage improvements

- Bridge and structural culvert improvements:
  - There are three (3) overpasses/underpasses that will be rehabilitated:
    - Rehabilitation of the existing twin CSX overhead bridges; Construction works will be included as part of the adjacent Highway 401/40 project (Project Reference: GWP 3093-09-00)
    - Rehabilitation of the existing Charing Cross Road Underpass (Chatham-Kent Road 10)
    - Rehabilitation of the existing Queen Street Overpass, WBL
  - There are thirteen (13) structures over water that will be rehabilitated:
    - Rehabilitation of the existing Sinclair Drain Culvert
    - Rehabilitation of the existing Crouch Drain Culvert
    - Rehabilitation of the existing McKoy Drain Culvert
    - Rehabilitation of the existing Buller Drain Culvert
    - Rehabilitation of the existing Little Baptist Creek Bridge, WBL
    - Rehabilitation of the existing McDougall Drain Bridge, WBL
    - Rehabilitation of the existing Government Drain #1 Bridge, WBL
    - Rehabilitation of the existing Government Drain #2 Bridge, WBL
    - Rehabilitation of the existing Government Drain #3 Bridge, WBL
    - Rehabilitation of the existing Raleigh Plains Drain Bridge, WBL
    - Rehabilitation of the existing Flook & Hinton Drain Bridge, EBL
    - Rehabilitation of the existing Flook & Hinton Drain Bridge, WBL
    - Rehabilitation of the existing Taff Creek Drain Bridge, EBL
  - Structural culvert rehabilitations:
    - Rehabilitation of the existing Malott Div. Drain Culvert
    - Rehabilitation of the existing Deary Drain Culvert
    - Rehabilitation of the existing McPhail Drain Culvert
    - Rehabilitation of the existing Enos Smith Drain Culvert
    - Rehabilitation of the existing Mull Drain Culvert
    - Rehabilitation of the existing Alexander Drain Culvert
    - Rehabilitation of the existing Campbell/Leatherdale Drain Culvert
    - Rehabilitation of the existing Harrison Drain Culvert
    - Rehabilitation of the existing Whitman Drain Culvert
  - One (1) structural culvert replacement:
    - Replacement of the existing Locke Drain Culvert

Future Highway Widening

This project does not include highway expansion.

- In 2009, a Preliminary Design and Class EA Study was completed to identify transportation needs within the study area
- The study recommendations have EA Approval, and include widening the highway to 6-lanes
- Based on current and projected traffic volumes, the warrant to construct this widening will not be met until beyond a 20-year horizon

However, the reconstruction along Highway 401 will be designed so that it can be incorporated into a 6-lane highway cross-section in the future

Adjacent Ministry of Transportation Projects

The project requires coordination with the following ongoing MTO projects that are within and adjacent to the project.

Highway 401 / Highway 40 Interchange — Detailed Design
Website: highway401and40.ca
Project Reference: GWP 3093-09-00

A project that includes the reconfiguration of the Highway 401 / Highway 40 interchange and the reconstruction of the Highway 401 eastbound lanes from approximately 5 kilometers east of Chatham-Kent Road 27 (Bloomfield Road) to approximately 5 kilometers west of Chatham-Kent Road 15 (Kent Bridge Road). The limits of paving will meet the limits of paving for the Highway 401 Reconstruction. The teams for each project will coordinate throughout both projects. Rehabilitation of the CSX overhead bridge will be included in this contract.

Highway 401 Bridge Rehabilitation — Detailed Design
Project Reference: GWP 3084-11-00

A multi-year bridge rehabilitation project that includes 8 bridges that are within the study area for this reconstruction project. The Detailed Design and Class Environmental Assessment Process are being completed separately. However, the bridge rehabilitations will be incorporated into the Highway 401 Reconstruction project.

Highway Culverts Project — Detailed Design
Website: highwayculverts.ca
Project References: GWP 3101-10-00, GWP 3040-11-00, GWP 3045-11-00, GWP 3042-11-00, GWP 3043-11-00

This project is a multi-year design program to rehabilitate or replace approximately 142 structural culverts in Southwestern Ontario. Where possible, the rehabilitations located within the Highway 401 Reconstruction project limits will be incorporated into the Class Environmental Assessment Study and the Highway 401 Reconstruction project.