

# Toll Roads in Ontario – A New Challenge in Transportation Modelling

Tyrone Gan  
Joanne Musters  
Arthur Tai

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## **ABSTRACT**

In the Spring of 1993, the Ontario Government decided that Highway 407, from Highway 403 to Highway 48, would be built and operated by a private consortium. Two consortia were created to bid on the project, one of the consortia was Canadian Highways International Corporation (CHIC) which was awarded the project in April 1994.

Highway 407 is to be constructed as an all-electronic toll facility. It will be a total of 69 kilometres through Peel and York Regions with 29 interchanges including 5 freeway-freeway interchanges. Highway 407 is to be constructed by the end of the year 2000 at a cost of \$1 billion.

Toll revenues are the means to finance construction and operation. Therefore, traffic projections are critical to estimate the potential revenue stream from the new Highway 407. At the same time, it would be important to determine if cost savings could be had from reworking interchanges, project scheduling, and overall lane requirements.

Totten Sims Hubicki Associates, Proctor & Redfern, and MM Dillon are all members of Canadian Highways International Corporation. The transportation groups of these firms were tasked to produce traffic forecasts, test project phasing, interchange configurations, and provide revenue estimates for evaluation and review by the CHIC team.

At the same time, the Ministry of Transportation, Ontario (MTO) had a consultant working to produce forecasts and revenues, Wilbur Smith Associates (WSA). WSA were working with MTO's staging scheme. However, CHIC wanted to assess project configurations beyond those being proposed by the Province.