

'Historic milestone': Bradford Bypass will be known as Hwy. 425

May 14, 2026, **Newmarket Today** [Michael Owen](#)

The province has announced the official 400-series name for the Bradford Bypass: Highway 425.

In a groundbreaking ceremony closed to media, Premier Doug Ford was joined by Transportation Minister Prabmeet Sarkaria, Deputy Transportation Minister Malvika Rudra, York-Simcoe MPP Caroline Mulroney, local mayor James Leduc and others in Bradford West Gwillimbury on Thursday.

That marked the official beginning of construction on the western route of Highway 425 along with the new name.

“With major construction underway on the Bradford Bypass, we’ve reached a historic milestone in our plan to give relief to commuters from some of the most congested highways in North America,” Ford said in a press release. “We will continue to invest in our \$236 billion plan to build, including the Bradford Bypass, Highway 413 and the 401 tunnel, saving drivers and businesses across Ontario time and money.”

The bypass is planned to be a four-lane (two in either direction) controlled access highway spanning 16.3 kilometres to link highways 400 and 404, with the ability to expand to eight lanes in future and include a dedicated high occupancy vehicle (HOV) lane.

“Breaking ground on the west section of the Bradford Bypass is a significant milestone for our community and our region,” Leduc said in the press release.

Rudra was joined by Transportation Ministry (MTO) staff at Bradford council on April 21, where they [previously announced](#) the western route design was complete, construction would begin this spring and confirmed the bypass would get a 400-series designation, but at the time couldn’t confirm the number.

“We are fulfilling our promise to the people of Ontario to build the Bradford Bypass which farmers and families have asked governments to do for generations,” Mulroney said in the press release.

While Rudra couldn’t confirm it then, the province announced today that The Miller Group has been awarded the construction contract for the western section of the Bradford Bypass.

The project is split into three sections: western from Highway 400 to Yonge Street (County Road 4) in BWG, central from CR 4 over the west and east Holland River to about Yonge Street (Regional Road 51) in East Gwillimbury, and eastern from about RR 51 to Highway 404.

That's set to include seven interchanges at Highway 400, Sideroad 10, CR 4, Bathurst Street, 2nd Concession, Leslie Street (partial) and Highway 404.

Once all sections are complete, the province estimates the bypass will save travellers about 30 minutes, while also reducing the amount of heavy truck traffic travelling through Bradford.

Meanwhile, they estimate construction will support more than 2,200 jobs per year and contribute \$286 million to Ontario's gross domestic product (GDP).

When it comes to the central and eastern sections, Rudra previously explained the anticipated completion dates won't be known until the detailed designs are finalized, but assured council the team is making "great progress" and "it will definitely not" be another 10 to 15 years.

The western section's interchanges at Yonge and SR 10 are both planned to include partial illumination and traffic signals, plus multi-use paths for people using active transportation such as walking and cycling.

Paved shoulders are expected to help with active transportation along Line 9 where it crosses the future freeway interchange.

A carpool lot with 115 spaces is planned near the interchange with Yonge, including barrier-free spaces, future electric vehicle charging, and the potential to accommodate future transit expansion with bus bays.

Construction of the western section is anticipated to require four full closures of Highway 400 in both directions, but those are only planned to last for five hours and take place overnight, with notice to be issued ahead of time.

The ministry is also anticipating a multi-year closure of Line 9 between SR 5 and SR 10, but they plan to maintain local property access while detouring most traffic via County Road 88, with signs and updated signal timing.

The finalized design of the western section also comes with some changes for Bradford, and more information is available in our [previous coverage](#).

The ministry plans to host public information sessions for the central and east sections in the spring and summer.

Meanwhile, a local project office is expected to open in the community so residents will have a place to ask questions and get additional information.

Earlier this spring a [new route for SR 10](#) opened after being built in the fall to detour traffic around the planned construction of a bridge to take the road over the planned bypass route.

That's expected to be similar the bridge completed on [Yonge](#) in autumn 2024.

Transportation Minister Prabmeet Sarkaria has visited Bradford multiple times to make announcements about the bypass since May 2024.

The most recent was on Nov. 28, to announce the province had awarded the [detailed design contracts for the central and east sections](#) to WSP Canada and Stantec Consulting. Plus, Jacobs Consultancy Canada and Egis Canada had been awarded the contract for program management for the full project.

In December 2024, he announced a [tree-clearing contract](#) along the western portion of the bypass after announcing the [construction management contract](#) for that section that October, following the reveal of the [construction contract](#) for the bridge and interchange at CR 88 and Highway 400 that July.

All of that came after the province awarded the [design contract](#) for the western section that May.

Premier Doug Ford visited Bradford in November 2022 to announce the [start of early work construction](#) in town.

To expedite the bypass, in October 2021 the province passed a regulation which exempted the project from certain requirements of the Environmental Assessment Act, which has resulted in backlash from [local residents](#) and [environmental groups](#), leading to [court challenges](#) and [admonishments](#) from political leaders.

According to the province, the western portion of the bypass will include a “comprehensive” landscape design with mitigation and restoration measures including habitat restoration, edge management, compensation plantings and snow-drift measures.

The bypass has also led to issues of [property expropriation](#) and pushed [Sarjeant Co. to seek relocation](#) of their concrete batching plant.

More recently, some property owners have also disputed the amount the province has offered to pay for properties needed to build the bypass, such as at [2226 Line 8](#) and [3548 Line 9](#).