


1 Highway 401/407 ETR freeway-to-freeway interchange – Aligns with Technically Preferred Route for Section 1
2 Winston Churchill Boulevard, Tenth Line or Embleton Road Interchange: Winston Churchill Boulevard preferred

- Winston Churchill Boulevard provides better connections to urban growth centres and appropriate interchange spacing to provide desirable connections to the municipal road network
- Opportunity to integrate with future municipal road improvements such as realigned Winston Churchill Boulevard and/or Bram West Parkway (planned municipal initiative)

3 Heritage Road, Bovaird Drive or Future Sandalwood Parkway Extension: Bovaird Drive preferred

- Provides appropriate connections with the municipal road network and provides desirable interchange spacing
- Bovaird Drive is the major east/west arterial connecting urban centres in Halton Hills and Brampton
- Bovaird Drive provides better interchange spacing to the Winston Churchill Boulevard interchange than at Heritage Road
- Better road geometry for an interchange at Bovaird Drive than at Heritage Road
- An interchange at the future Sandalwood Parkway Extension is not precluded from future consideration by municipalities

4 Mayfield Road or Mississauga Road Interchange: Mayfield Road preferred

- Based on continuity and proximity to the GTA West Corridor, Mayfield Road is envisioned to be a key east-west route
- There is better road geometry at Mayfield Road than at Mississauga Road

5 Chinguacousy Road Interchange – Aligns with Technically Preferred Route for Section 4

- 6 Highway 410, Hurontario Street, Dixie Road and Bramalea Road Interchanges: Freeway-to-freeway interchange at New Highway 410 Connection (along the extension of Highway 410 to the north) plus Interchanges at Hurontario Street and Bramalea Road preferred**
- Since a new Highway 410 connection is preferred, a freeway-to-freeway interchange is recommended at Highway 410 in the area of Dixie Rd
 - Interchanges at Hurontario Street and Bramalea Road are spaced at a desirable distance from the freeway-to-freeway interchange and will provide good access to the municipal road network
 - An interchange at Dixie Road would result in undesirable grades and interchange spacing which would result in weaving concerns with the freeway-to-freeway interchange

7 Modifications to Existing Highway 410/Mayfield Road and Highway 427/Major Mackenzie Drive Interchanges – Aligns with Technically Preferred Routes for Sections 5 and 11
8 Airport Road Interchange – Aligns with Technically Preferred Route for Section 6
9 The Gore Road Interchange – Aligns with Technically Preferred Route for Section 6
10 Coleraine Drive/Mayfield Road Area Interchange

- A full moves interchange is desirable to connect to existing and future urban growth centres
- Local municipalities support a full interchange with a road that runs north-south (like Coleraine Drive)
- Proximity to the GTA West/Highway 427 freeway-to-freeway interchange creates a constraint to locating the interchange on Coleraine Drive (not enough spacing between interchanges)
- Proposed strategy is to realign Coleraine Drive and then provide a full interchange

11 Highway 427 freeway-to-freeway interchange and Highway 50 Interchange: Freeway-to-freeway Interchange at Highway 427 Preferred

- Based on the Technically Preferred Route, an interchange at both Highway 427 and Highway 50 is not possible

12 Highway 27 interchange – Aligns with Technically Preferred Route for Section 8
13 Pine Valley Drive Interchange or Partial Interchange at Weston Road: Partial interchange at Weston Road preferred

- An interchange to the west of Highway 400 provides a desirable connection with the municipal road network
- Pine Valley Drive is not continuous north or south of the study area and there are no planned urban growth centres along Pine Valley Drive
- Weston Road provides a connection to a planned urban growth centre

14 Highway 400 freeway-to-freeway interchange – Aligns with Technically Preferred Route for Section 9