

Preferred Interchange Locations



- 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**