Toronto Road (County Road 2)

Interchange Alternatives

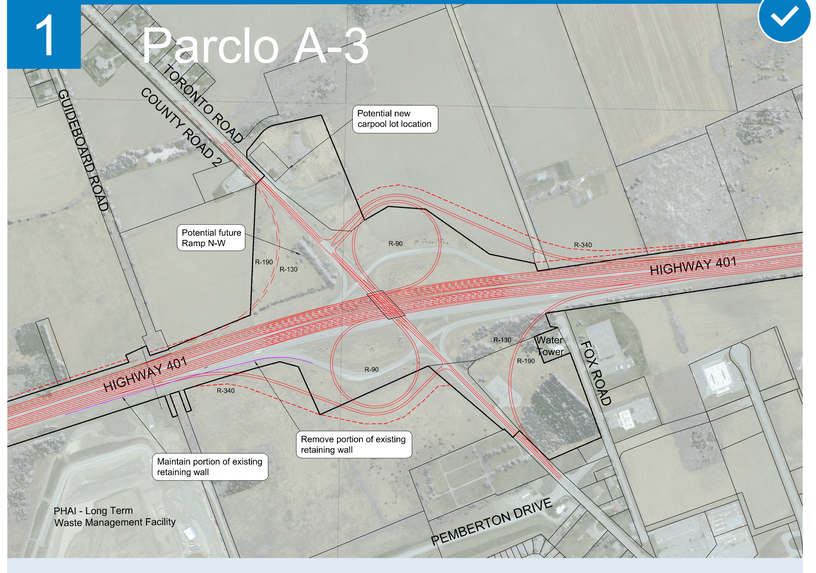
A range of interchange alternatives for improving access to and from Highway 401 have been developed. A preliminary screening has been carried out to identify the alternatives that should be carried forward for further consideration.

Carried-forward ✓ Screened-out ✗

LEGEND
- New roadway
- Property required
- Limit of existing Highway 401 right-of-way
- Existing retaining wall to remain
- Existing retaining wall to be removed

150 m
1:3000

1 Parclo A-3



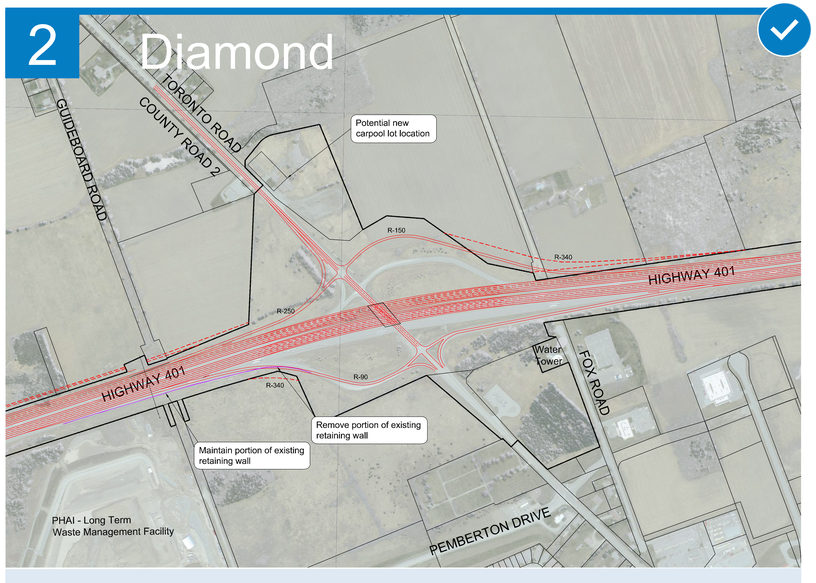
Advantages

- Fewer number of conflict points between traffic movements
- Desirable interchange configuration from a traffic operations perspective
- Ramp configuration provides the most free-flow traffic movements
- Maintains existing carpool lot
- Maintains portion of existing retaining/toe wall along the W-N/S ramp to minimize impacts to the long-term waste management facility
- Has a smaller footprint compared to Alternative 3 which may reduce potential impacts to social, cultural and natural environment
- Allows for the opportunity to build the direct N-W ramp in the future, once the traffic demand has been met for this movement

Disadvantages

- Requires property in the northwest, northeast and southwest quadrants
- Has a larger footprint compared to Alternative 2, which may increase potential impacts to social, cultural and natural environment

2 Diamond



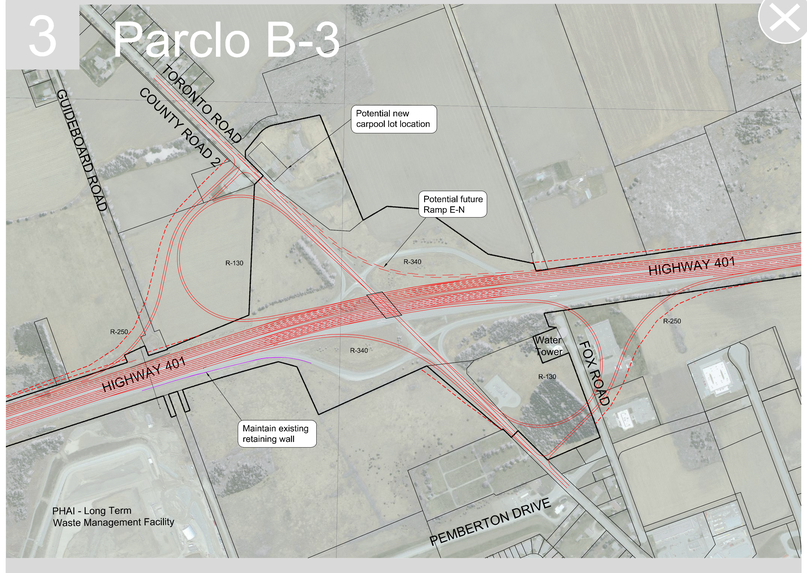
Advantages

- Maintains portion of existing retaining/toe wall along the W-N/S ramp to minimize impacts to the long-term waste management facility
- Maintains the existing south ramp terminal and N/S-E ramp configuration
- North ramp terminal is shifted slightly to the north which provides greater separation between the two ramp terminal intersections
- Ramp configuration provides some free-flow traffic movements
- Maintains existing carpool lot
- Has the smallest footprint compared to other Alternatives, which may reduce potential impacts to social, cultural and natural environment

Disadvantages

- More conflict points between traffic movements
- Less desirable interchange configuration compared to a Parclo A from a traffic operations perspective
- Least separation between ramp terminal intersections
- Requires property in the northeast and southwest quadrants

3 Parclo B-3



Advantages

- Maintains the existing retaining/toe wall along the W-N/S ramp to minimize impacts to the long-term waste management facility
- Ramp configuration provides some free-flow traffic movements
- Greatest separation between ramp terminal intersections
- Allows for the opportunity to build the direct E-N ramp in the future, once the traffic demand has been met for this movement

Disadvantages

- More conflict points between traffic movements
- Less desirable interchange configuration compared to a Parclo A from a traffic operations perspective
- Loop exit ramps on freeways are less desirable than direct ramps
- Existing carpool lot to be relocated
- Requires significant property in the northwest and southeast quadrants compared to other Alternatives, including impacts to the Port Hope Water Tower and commercial properties along Toronto Road and Fox Road