

## SCHEDULE 5

### Description of Highway 407 Central

#### Highway 407 Central

##### 1. General

Highway 407 Central is the portion of Highway 407 built from Highway 403 in Oakville (Oakville Link Interchange) to Highway 48 in Markham (Markham Road). It is approximately 69 km in length.

##### 2. Completed Works

Highway 407 is constructed and is open to traffic between the Oakville Link Interchange and McCowan Road. Constructed works are described in the as-constructed record drawings listed under section 3.2.1.8 of the Sale Data Room Catalogue of Available Documents.

##### 3. Highway 407 Central Deferred Interchanges to be Completed

The Highway 407 Central Deferred Interchanges to be completed are described below.

The following items are covered for each of the interchanges:

- the originally planned layouts;
- the components of the interchanges which were deferred; and
- the construction which will be required to complete all of the movements at the interchanges.

###### a) *Britannia Road*

A full Parclo-A4 interchange was planned at Britannia Road.

All of the six interchange ramps were deferred. The Britannia Road overpass over Highway 407 has been constructed.

To complete the balance of the interchange it will be necessary to construct Ramp S-E,W, Ramp N-E,W, Ramp E-S, Ramp E-N, Ramp W-S, Ramp W-N. The structure may have to be widened.

###### b) *Mavis Road*

A full Parclo-A4 interchange was planned at Mavis Road.

The complete interchange was deferred as the municipalities had not completed the connecting sections of Mavis Road. During the construction of Highway 407 it was decided to construct a partial interchange with east facing ramps as Peel Region and the City of Mississauga were completing Mavis Road on the approaches to Highway 407.

To complete the balance of the interchange it will be necessary to construct Ramp S-W, Ramp N-W, Ramp N-E and Ramp W-N,S. The structure will have to be widened. There may be some utilities involved as the interchange ramps cross the Utility Corridor and the Ontario Hydro Corridor south of Highway 407.

c) *Kipling Avenue*

A full Parclo-A4 interchange was planned at Kipling Avenue.

The complete interchange was deferred. There was no construction of ramps, the overpass or the realigned arterial.

To construct the interchange it will be necessary to construct Ramp S-W, Ramp S-E, Ramp N-W, Ramp N-E, Ramp W-N,S, Ramp E-N,S, Kipling Avenue, realignment of local streets, the Kipling Avenue/Highway 407 structure and the Kipling Avenue/CNR Structure.

d) *Centre Street*

The interchange complex planned at Centre Street included an underpass for Highway 407 over Centre Street; west facing ramps at Centre Street; ramps extending from Dufferin Street to provide a set of west facing, ramps at Highway 407; and two grade separations carrying Ramp Dufferin S-407S over Dufferin Street and Highway 407.

An underpass was constructed at Centre Street but the west facing ramps were deferred.

To complete the interchange, it will be necessary to construct Ramp 407W-CentreE; Ramp CentreE-407W; Ramp 407W-DufferinS; Ramp DufferinS-407W including a continuous auxiliary lane on Highway 407 westbound to the Keele Street off ramp; a structure for Ramp DufferinS-407W over Dufferin Street; a structure for Ramp DufferinS-407W over Highway 407, widening of the Highway 407/West Don River structure and widening of the Highway 407/Centre structure.

e) *Woodbine Avenue*

A full Parclo-A4 interchange was planned at Woodbine Avenue. Due to the proximity of the Highway 407/404 interchange, the west facing ramps would have crossed the east facing ramps from Highway 404 so a basketweave arrangement was planned.

The west facing Woodbine Avenue ramps were deferred but the east facing ramps and a six-lane overpass for Woodbine Avenue over Highway 407 were constructed.

To complete the balance of the Woodbine Avenue interchange it will be necessary to construct Ramp WoodbineN-407W; Ramp WoodbineS-407W; Ramp WoodbineN,S-407W; realigned Ramps 407E-404N and 407E-404S; Ramp 407W-WoodbineN,S; the basketweave structure for Ramp N,S-W over Ramp 407E-404N,S and the basketweave structure for Ramp 407W-WoodbineN,S over Ramp 404N,S-407E.

The initial Ramps 407E-404N and 407E-404S have been built in a temporary location so the basketweave bridge for Ramp WoodbineN,S-407W can be built without affecting traffic. Staging of traffic can be accommodated by constructing the ultimate Ramps 407E-404N and 407E-404S over the basketweave followed by Ramp WoodbineN,S-407W.

(f) *Kennedy Road*

A full Parclo-A4 interchange was planned at Kennedy Road with an underpass for Highway 407 over Kennedy Road.

The east facing Kennedy Road ramps were deferred. The west facing ramps were constructed and a structure carrying Kennedy Road over Highway 407 was constructed.

To complete the balance of the interchange it will be necessary to construct Ramp S-E; Ramp E-N,S; Ramp N-E including the widening of Kennedy Road.

g) *McCowan Road*

A full Parclo-A4 interchange was planned at McCowan Road.

The east facing McCowan Road ramps were deferred. The west facing ramps and the McCowan Road structure over Highway 407 were constructed.

To complete the balance of the interchange it will be necessary to construct Ramp S-E; Ramp E-N,S; Ramp N-E including the widening of McCowan Road and the McCowan/ Highway 407 structure.