Highway 401 Gananoque to Mallorytown

Preliminary Design and Class Environmental Assessment Study from 1 km East of Highway 2 / King Street to 2.8 km West of Mallorytown, GWP 4050-22-00

Public Information Centre #1

October 23, 2025

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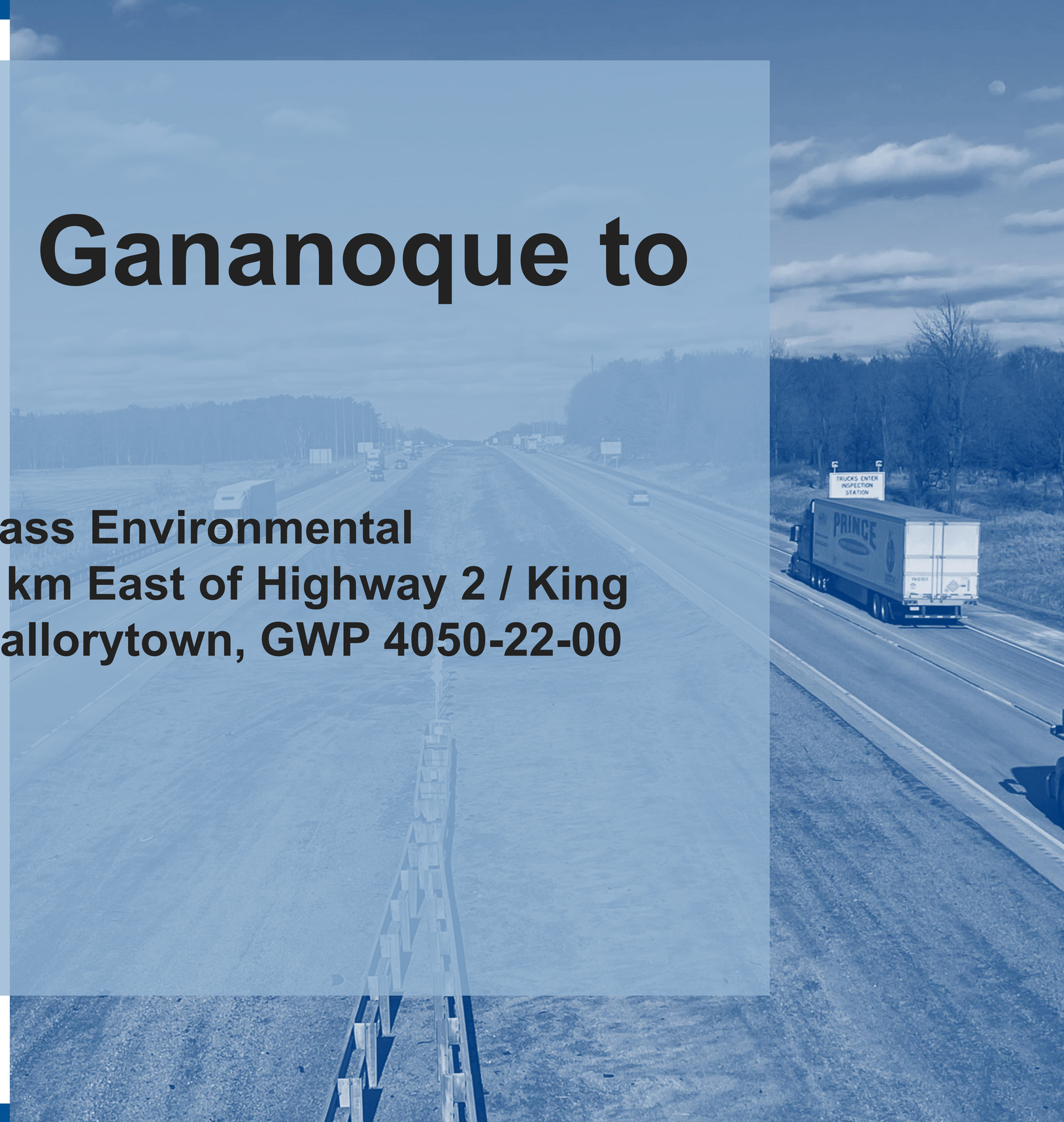

Welcome to Public Information Centre #1

The purpose of this Public Information Centre (PIC) is to present:

- Project overview and the process being followed
- The need for the improvements
- Existing conditions
- Alternatives being considered:
  - Bridge rehabilitations/replacements
  - Interchanges
  - Future Highway 401 footprint for six and eight lanes
- Evaluation process and criteria
- Next steps

We are here to listen to your input and answer your questions about the study. Please let us know if you require accommodation to participate.

Sign in

Chat with the Project Team

Fill out a comment sheet

View the displays at hwy401gananoquetomallorytown.ca

Contact us any time at:
projectteam@hwy401gananoquetomallorytown.ca
or 1-855-468 8463

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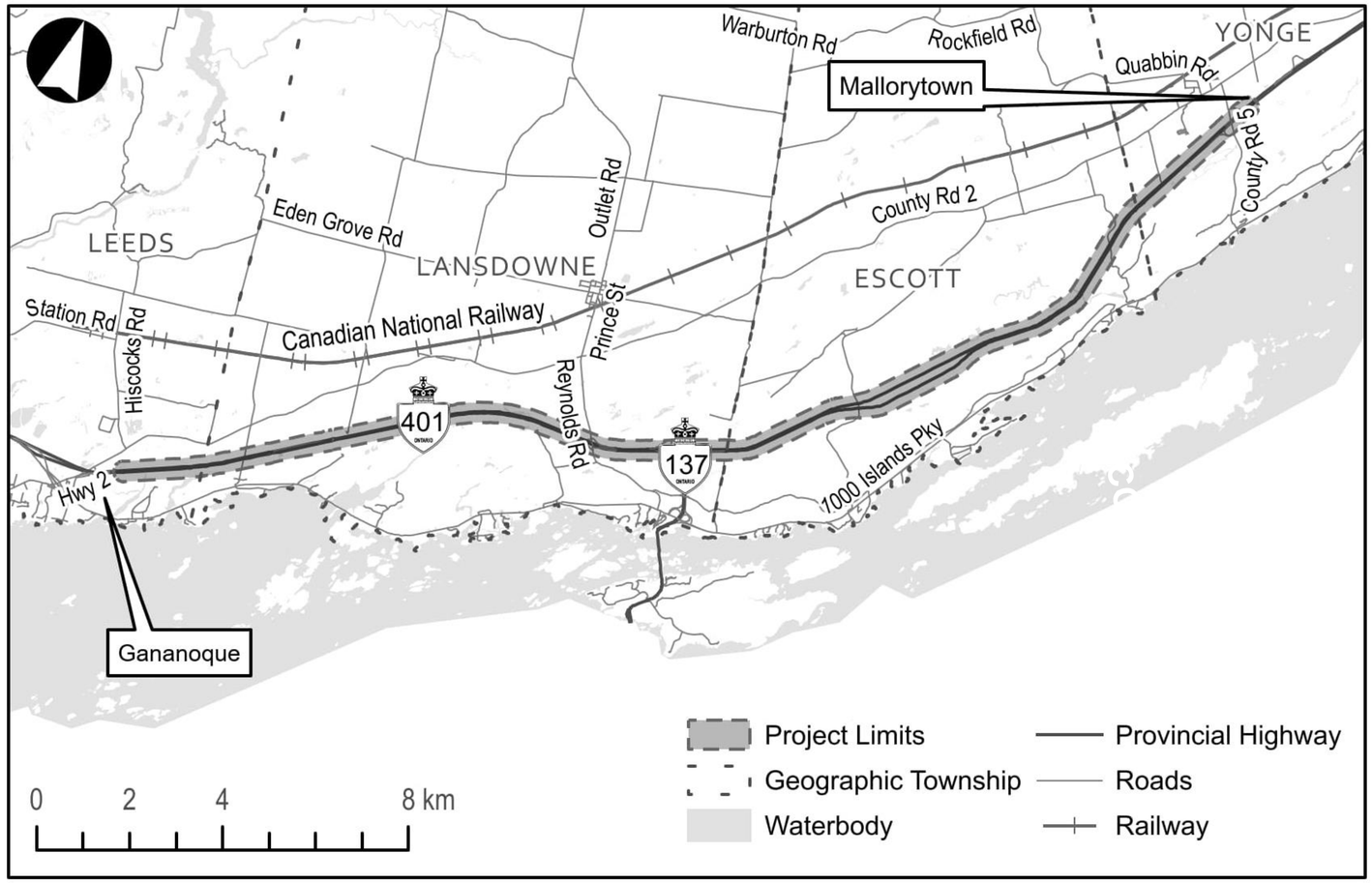
Project Overview

- Planning, Preliminary Design and Class Environmental Assessment (EA) for the replacement and rehabilitation of nine bridges and seven structural culverts, determining the long-term plans for the Reynolds Road and Highway 137 interchanges and establishing the footprint of Highway 401 for future interim 6 and ultimate 8 lanes.
- The Study Area falls within the United Counties of Leeds and Grenville, and Township of Leeds and the Thousand Islands.
- 1 km East of Highway 2 / King Street to 2.78 km West of Mallorytown Road.



Adjacent Studies:

- Highway 401 Planning, Preliminary Design and Class EA Study from Belleville to Kingston (GWP 4022-21-00 and GWP 4016-21-00), hwy401bellevilletokingston.ca
- Highway 401 Planning, Preliminary Design and Class EA Study from Kingston to Gananoque (GWP 4049-22-00), hwy401kingstontogananoque.ca
- Highway 401 Planning, Preliminary Design and Class EA Study from Mallorytown to Brockville (GWP 4011-22-00), hwy401mallorytowntobrockville.ca

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Key Study Components

Other key study components include:

- Conducting existing condition reviews to support the development of alternatives, highway widening needs, interchange improvements, impact assessments, and preliminary mitigation strategies;
- Performing traffic analyses for current and future corridor operations;
- Completing Environmental investigations, documentation and consultation in accordance with the Class EA for Provincial Transportation Facilities and Municipal Expressways (2024) Group ‘B’ project;
- Assessing structural integrity of bridges and culverts, with recommendations for replacement or rehabilitation;
- Developing and evaluating alternatives that improve wildlife mobility under Highway 401, including the potential for some structural culverts to be oversized or converted to a bridge.
- Evaluating drainage, hydrology, and stormwater management needs to support proposed improvements and address existing deficiencies;
- Reviewing electrical systems, including illumination upgrades and commuter parking lot requirements;
- Conducting foundations and pavement engineering work to support preliminary design.

The Project team is evaluating interchange modifications and structure replacements to meet future traffic demands and current geometric standards for:

- Highway 401/ Reynolds Rd interchange;
- Highway 401/ Highway 137 interchange;
- Rockport Road Overpasses;
- Donovan Creek Bridges;
- Highway 401 Underpass at Cliffe Rd; and,
- Highway 401 Underpass at LaRue Mills Rd.

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Class EA Process & Consultation

- The study is being undertaken as a Group ‘B’ project under the 2024 Class Environmental Assessment (EA) for Provincial Transportation Facilities and Municipal Expressways, which is an approved process for highway planning, design and construction projects. Group ‘B’ projects modify access or add capacity to existing provincial transportation facilities or municipal expressways.
- Consultation Program will include:
    - Indigenous communities, Municipal staff and Council, emergency service providers, regulatory and review agencies, transit and rail operators, and members of the public (including directly impacted property owners)
    - Direct mail letters, website, toll-free telephone line, e-mail, flyer delivery, newspaper notices
    - Preliminary discussions with relevant agencies regarding any necessary approvals and permits to be obtained during a subsequent Detail Design phase
- Environmental investigations — covering natural, socio-economic, and cultural heritage aspects — will define existing conditions, identify constraints, inform potential impacts and appropriate mitigation measures.
- Preparation of a Group ‘B’ Transportation Environmental Study Report (TESR) and Preliminary Design Report.

Preliminary Design

Step 1
Notice of Study Commencement
February 2025

Step 2
Data Collection and Field Investigations
Fall 2024 - Spring 2025

Step 3
Identify and Screen the Long List of Preliminary Design Alternatives
Winter 2025 – Fall 2025

Step 4
Public Information Centre #1
October 23, 2025 **(WE ARE HERE)**

Step 5
Evaluate the Short List of Preliminary Design Alternatives and Identify the Technically Preferred Alternative
Fall 2025 – Spring 2026

Step 6
Public Information Centre #2
(Anticipated Fall 2026)

Step 7
Confirm the Recommend Plan Including Avoidance and Mitigation Measures
Summer 2026 – Fall 2026

Step 8
Document the Work Completed in a Transportation Environmental Study Report (TESR) (available for a 30-day public comment period)
Fall 2026

Step 9
Class EA Process Completion (project is approved and can proceed to detail design and construction)
Fall 2026 – Spring 2027

Engage and consult with Indigenous communities and stakeholders

*Schedule is subject to change

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Class EA Process Amendments

In 2019, modernization of the MTO Class EA (2000) was initiated to optimize the Class EA process by removing redundancies and expediting planning to facilitate a more streamlined implementation process.

Amendments to the Class EA were approved in December 2023 and February 2024, and MTO Class EA was renamed the Class Environmental Assessment for Provincial Transportation Facilities and Municipal Expressways (2024).

As part of the amendments, the EA process is now complete at the end of Preliminary Design, following the 30-day comment period for the Notice of Completion. As part of the new Class EA (2024), Preliminary Design is the primary opportunity to provide feedback on the project.

After Preliminary Design, opportunities for public stakeholder engagement on this project will be limited. However, the ministry will continue to engage with Indigenous communities and remains committed to fulfilling its Duty to Consult.

At the end of the study, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day comment period.

Problems and Opportunities

Problems

- Many of the bridges and culverts in the study area are nearing the end of their service life and will require replacement or rehabilitation in the foreseeable future.
- The existing Highway 401 platform cannot accommodate the traffic staging required to rehabilitate or replace the structures in the study area.
- It is increasingly difficult to undertake routine maintenance of highway infrastructure without significant impacts to traffic.
- The existing interchanges require improvements to accommodate the structural rehabilitations or replacements, the ultimate footprint of Highway 401, and to address the current and future operational and geometric conditions
- There is a need to identify the footprint of a widened Highway 401, particularly at the interchanges, to ensure that the bridge and interchange designs permit the network to continue operating efficiently into the future and to address commercial and residential development pressures along the corridor.

Opportunities

- Establishing the interim and ultimate footprint of Highway 401 now will allow the structural rehabilitations and replacements to be implemented efficiently and cost-effectively, while maintaining the safe operation of the highway.
- Identifying the future interchange configurations will allow MTO to manage future developments and access.

A Recommended Plan will be confirmed and designated (i.e., protected) at the completion of the study.

Evaluation Process and Selection of the Recommended Plan

Alternatives to the Undertaking

- The Class EA process requires that alternatives to the proposed undertaking be considered to ensure that there is reasonable and sufficient justification to proceed with the project.
- The first step is to develop **Alternatives to the Undertaking** which are broad level options that represent functionally different ways to address the identified transportation needs. The “Do Nothing” alternative is typically included for consideration as it provides a base to which other alternatives can be compared.
- These alternatives are assessed based on their ability to address the identified Problems and Opportunities and meet the study objectives.

Identify and Evaluate Long List of Alternatives

- Following an evaluation of the **Alternatives to the Undertaking** and selection of the best alternatives to carry forward, the next step is to identify alternative methods of implementing the undertaking and developing a Long List of Alternatives.
- The **Long List of Alternatives** are then screened in terms of technical feasibility and high-level environmental factors to establish the advantages and disadvantages of each alternative and to identify a **Short List of Alternatives** to be carried forward for further evaluation using more detailed criteria considered relevant to this undertaking.

Identify and Evaluate Short List Alternatives

- The criteria to be used to evaluate the Short List of Alternatives considers potential effects on the natural, socio-economic, and cultural environments.
- The preliminary criteria is presented for public review and comment at PIC #1. The evaluation criteria is then refined based on comments received and used to evaluate the Short List of Alternatives, and ultimately, in selection of the Recommended Plan.

Identify Recommended Plan

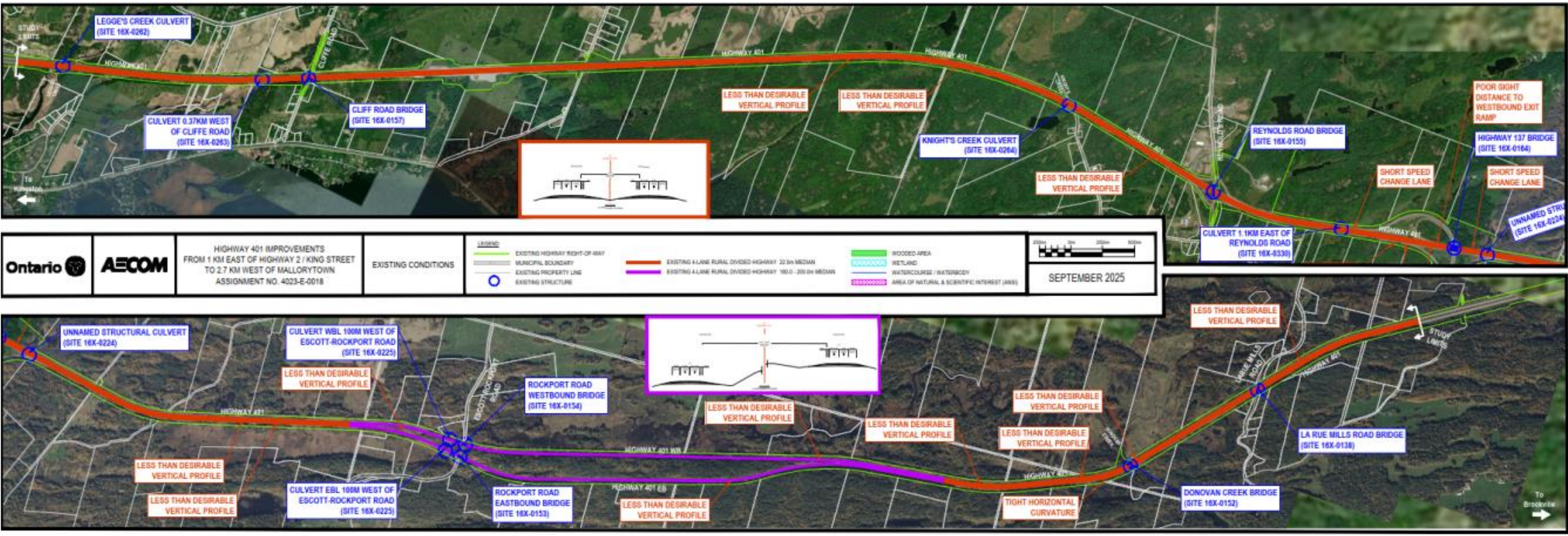
- The Short List of Alternatives, the evaluation and a Technically Preferred Alternative are shared for public comment at Public Information Centre #2. After reviewing feedback, the Recommended Plan will be confirmed.
- The Recommended Plan and any mitigation measures will be documented in a Transportation Environmental Study Report, available for a 30-day public comment period.

Alternatives to the Undertaking

“Alternatives To” The Project	Do They Address The Problems and Opportunities?
Do Nothing • The status quo, where improvements to Highway 401 are limited to maintenance of current infrastructure	• Does not address the structural needs and anticipated future growth needs. Do not carry forward ✗
Transportation Demand Management (TDM) • TDM includes strategies that help reduce traffic congestion and aim to reduce the number of single-occupant vehicles on the road, encourage people to travel at less busy times, and promote alternative ways of getting around—such as public transit, cycling, and walking	• Does not address the structural needs. Do not carry forward ✗
Improvements to Adjacent Road Systems • Expansion of existing municipal and regional road networks	• Does not address the structural needs. Do not carry forward ✗
Improvements to the Highway 401 • Establish an interim six lanes and ultimate eight lanes of Highway 401, and modify the configuration of existing interchanges to accommodate the rehabilitation and replacement of bridges and culverts	• Addresses structural needs and anticipated future growth needs. Carry forward ✓
New Provincial Transportation Facility • A new highway and/or transitway to accommodate capacity needs and potentially enhance the performance of the transportation network	• Does not address the structural needs. Do not carry forward ✗

Study Area Existing Conditions

- Environmental features, existing bridges/culverts and notable geometric conditions and concerns are noted below:



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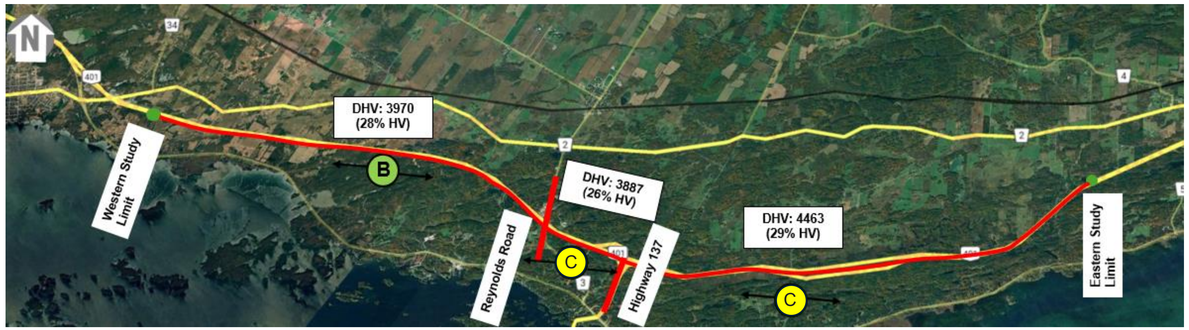
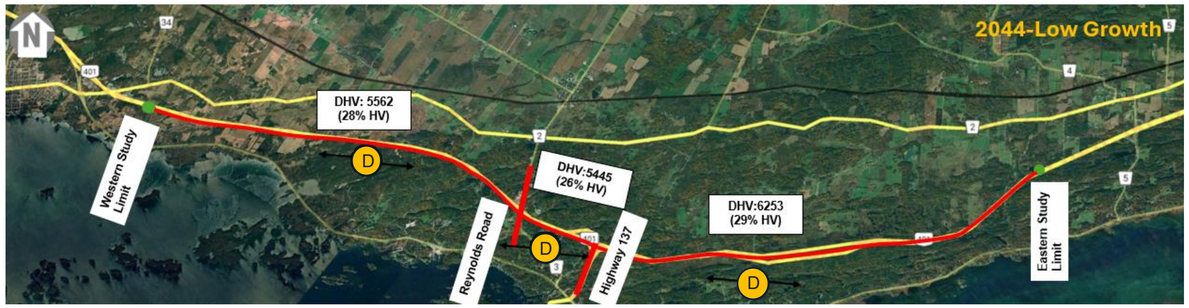
Existing & Future Traffic Conditions

- We completed a Traffic Operational Analysis to understand how traffic moves today (2025) and how it's expected to change in the future (2044 Horizon Year).
- We assessed how traffic flows using a measure called Level of Service (LOS), which describes how freely vehicles can move along the highway (see table below).
- All interchanges are currently operating at an acceptable LOS C (see "Existing Conditions (2025) – LOS" graphic).
- In the "low growth" scenario, operations along the corridor will deteriorate due to increased volumes to LOS D (see "Future Conditions (2044 Horizon Year) – Low Growth, Do Nothing Scenario LOS" graphic).
- In the "high growth" scenario, with no change to the corridor operations will become LOS E/F: unstable with frequent drops in speed and unpredictable travel time (see "Future Conditions (2044 Horizon Year) – High Growth, Do Nothing Scenario LOS" graphic).

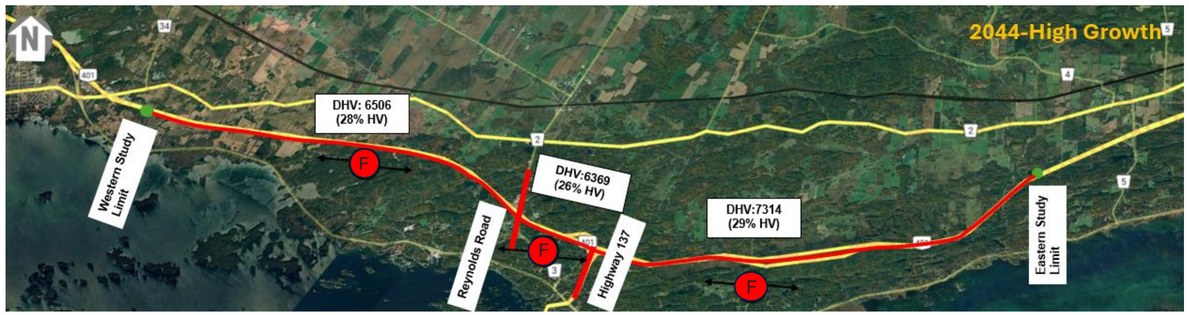
Level of Service & Description		
	A	Traffic flows at or above posted speed limit
	B	Slightly congested
	C	Stable flow of traffic but road is close to capacity
	D	Speeds are reduced, approaching unstable flow of traffic
	E	Unstable flow of traffic
	F	Frequent drops in speed and travel time is unpredictable



Existing Conditions (2025) LOS



Future Conditions (2044 Horizon Year) – Low Growth, Do Nothing Scenario LOS



Future Conditions (2044 Horizon Year) – High Growth, Do Nothing Scenario LOS

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Existing Bridge Conditions & Needs

Structure Site		Overview	Requirements
Cliff Road Underpass 16X-0157/B0		• Four-span prestressed precast concrete girder bridge Constructed in 1967 • Rehabilitated in 1985 and 2011	• Bridge is in good condition, remaining service life approximately 15-20 years • Recommend replacement at end of service life
Reynolds Road Underpass 16X-0155/B0		• Four-span prestressed precast concrete girder bridge • Constructed in 1965 • Rehabilitated in 1988, 2012 and 2019	• Bridge is in good condition, remaining service life approximately 15 years • Recommend replacement at end of service life
Highway 137 Overpass EBL 16X-0164/B1		• Two-span post-tensioned CIP circular voided slab bridge • Constructed in 1966 • Rehabilitated in 1983, 2008, 2010, 2012 and 2016	• Bridge is in good condition, remaining service life approximately 15-20 years • Recommend replacement at end of service life
Highway 137 Overpass WBL 16X-0164/B2		• Two-span post-tensioned CIP circular voided slab bridge • Constructed in 1966 • Rehabilitated in 1983, 2008, 2010, 2012 and 2016	• Bridge is in good condition, remaining service life approximately 15-20 years • Recommend replacement at end of service life
Rockport Road Overpass EBL 16X-0153/B0		• Single span CIP rigid frame bridge • Constructed in 1966 • Rehabilitated in 1990 and 2014	• Bridge is in fair to good condition, remaining service life approximately 15-20 years • Recommend replacement at end of service life

Existing Bridge Conditions & Needs

Structure Site		Overview	Requirements
Rockport Road Overpass WBL 16X-0154/B0		• Single span CIP rigid frame bridge • Constructed in 1966 • Rehabilitated in 1990 and 2014.	• Bridge is in good condition, remaining service life approximately 15-20 years • Recommend replacement at end of service life
Donovan Creek Bridge EBL 16X-0152/B1		• Three-span prestressed precast concrete girder bridge • Constructed in 1966 • Rehabilitated in 1984 and 2006	• Bridge is in good condition, remaining service life approximately 15-20 years • Recommend replacement at end of service life
Donovan Creek Bridge WBL 16X-0152/B2		• Three-span prestressed precast concrete girder bridge • Constructed in 1966 • Rehabilitated in 2005	• Bridge is in good condition, remaining service life approximately 15-20 years • Recommend replacement at end of service life
La Rue Mills Road Underpass 16X-0138/B0		• Four-span steel plate I-girder bridge • Constructed in 1968 • Rehabilitated in 1989, 2011 and 2017	• Bridge is in good condition, remaining service life approximately 15-20 years • Recommend replacement at end of service life

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Existing Culvert Conditions & Needs

Structure Site		Overview	Requirements
Culvert 1.3 km SW of Rockport Road 16X-0224/C0		• Concrete box culvert with a 3.7 m span and 64 m long • Constructed in 1967 with no rehabilitations	• Culvert is in fair condition, remaining service life approximately 15-20 years • Recommend replacement at end of service life
Culvert EBL 100 m West of Escott-Rockport Road 16X-0225/C1		• Concrete box culvert with a 3.7 m span and 38 m long • Constructed in 1967 with no rehabilitations	• Culvert is in fair condition, remaining service life approximately 15-20 years • Recommend replacement at end of service life
Culvert WBL 100 m West of Escott-Rockport Road 16X-0225/C2		• Concrete box culvert with a 3.7 m span and 48 m long • Constructed in 1965 with no rehabilitations	• Culvert is in fair condition, remaining service life approximately 15 years • Recommend replacement at end of service life
Legge's Creek Culvert 16X-0262/C0		• Single span open footing culvert with a 4.3 m span and 104 m long • Constructed in 1963 with no rehabilitations	• Culvert is in fair condition, remaining service life approximately 10-15 years • Recommend replacement at end of service life

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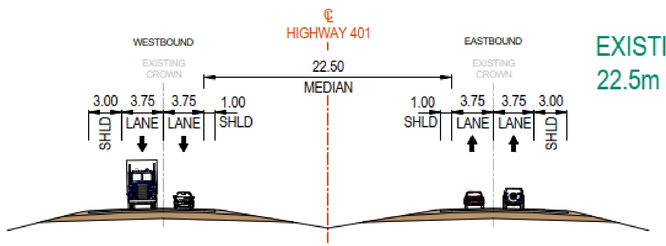
Existing Culvert Conditions & Needs

Structure Site		Overview	Requirements
Culvert 0.37 km west of Cliffe Road 16X-0263/C0		• Single span open footing culvert with a 4.9 m span and 72 m long • Constructed in 1964 with no rehabilitations	• Culvert is in fair condition, remaining service life approximately 10-15 years • Recommend replacement at end of service life
Knight's Creek Culvert 16X-0264/C0		• Single span open footing culvert with a 3.7 m span and 95 m long • Constructed in 1966 with no rehabilitations	• Culvert is in fair condition, remaining service life approximately 15-20 years • Recommend replacement at end of service life
Culvert 1.1 km East of Reynolds Road 16X-0330/C0		• Single span open footing culvert with a 4.9 m span and 100 m long • Constructed in 1965 with no rehabilitations	• Culvert is in fair condition, remaining service life approximately 15 years • Recommend replacement at end of service life

Long List of Alternatives – Highway 401 Footprint

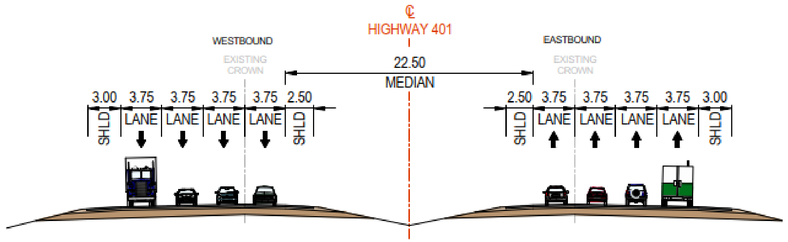
- Proposed interchange improvements and structural replacements will be designed to accommodate both a six–lane and ultimate eight-lane footprint of Highway 401.
- Cross-section alternatives to accommodate the future footprint of Highway 401 have been developed as illustrated below. The alternatives will be assessed in terms of property and environmental impacts, traffic staging and constructability.

EXISTING HIGHWAY 401

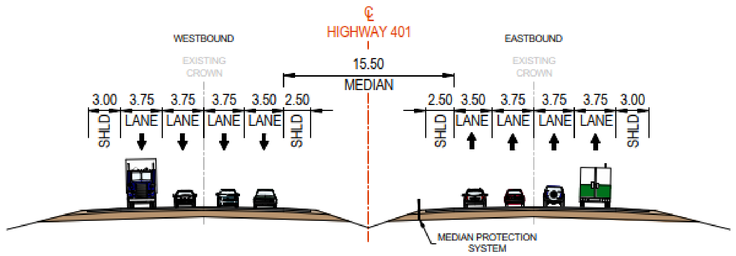


EXISTING 4 LANES,
22.5m RURAL MEDIAN

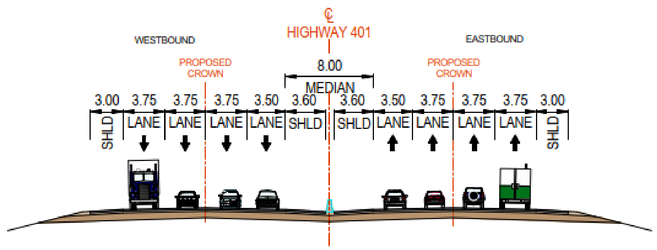
HIGHWAY 401 WIDENING



OPTION 1:
WIDEN 2 LANES TO OUTSIDE



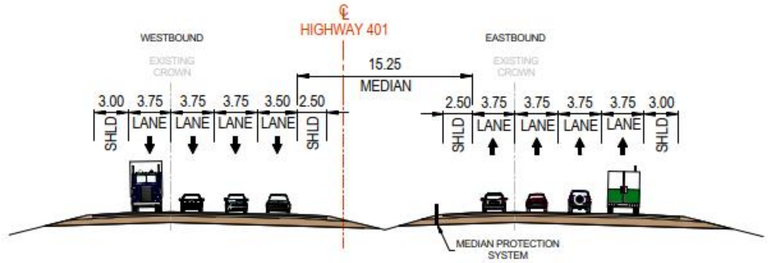
OPTION 2:
WIDEN 1 LANE TO INSIDE AND
1 LANE TO OUTSIDE



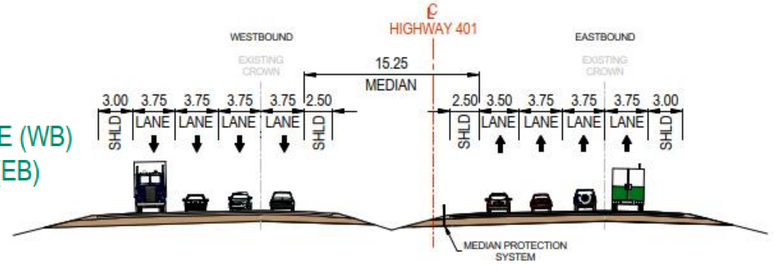
OPTION 3:
WIDEN 2 LANES TO INSIDE

OPTION 4:
WIDEN 2 LANES TO OUTSIDE (EB)
WIDEN 2 LANES TO INSIDE (WB)

HIGHWAY 401 WIDENING



OPTION 5:
WIDEN 2 LANES TO OUTSIDE (WB)
WIDEN 2 LANES TO INSIDE (EB)



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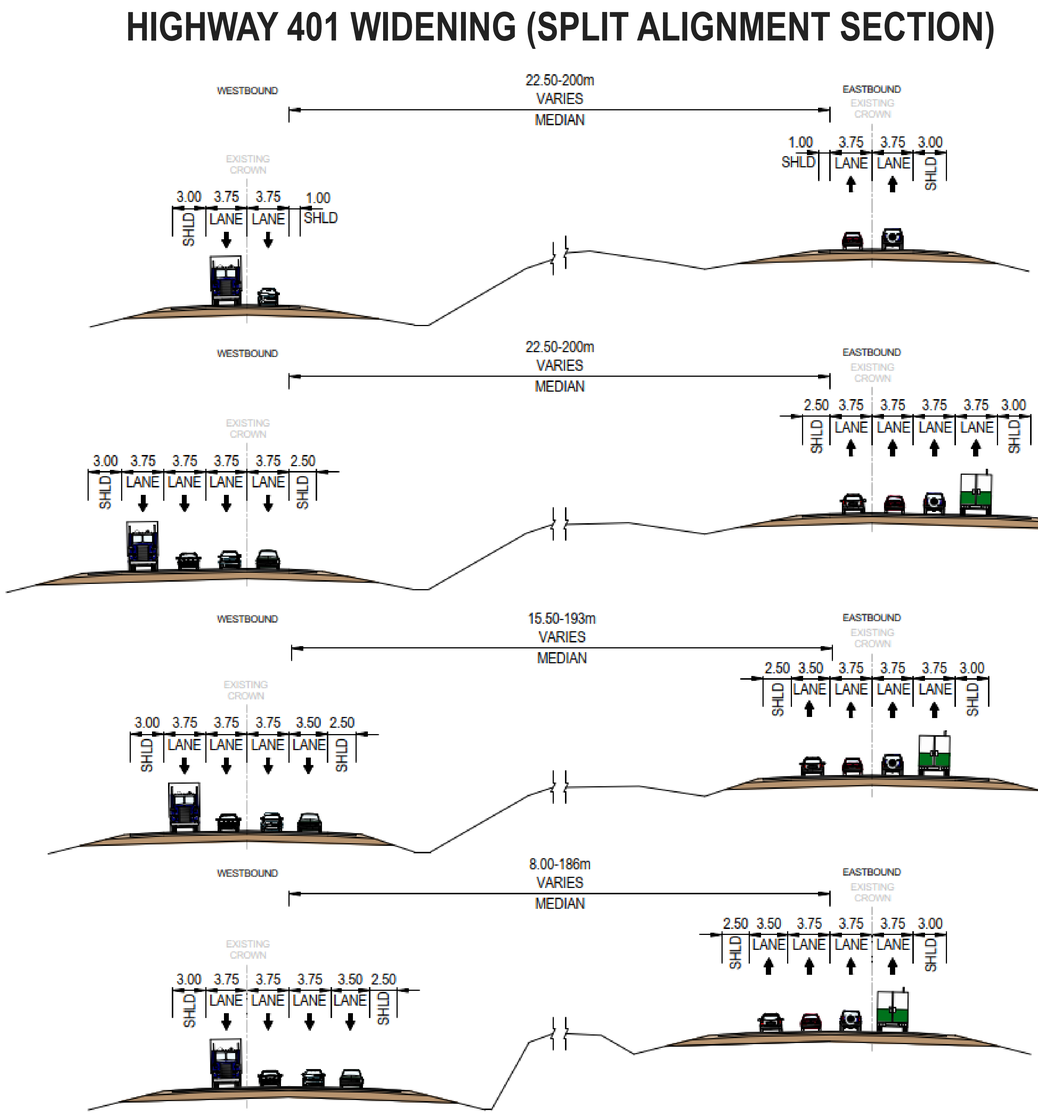
Long List of Alternatives – Highway 401 Footprint

- Cross-section alternatives to accommodate the future footprint of Highway 401 have also been developed for the section of Highway 401 from 3 km east to 7 km east of Highway 137, where the eastbound and westbound lanes split apart for approximately 4 km, as illustrated below.



Culvert Alternatives and Drainage Improvements

The following structural culvert improvement strategies will be reviewed with the highway widening preferred alternative.

1) Replace Culvert

- Long-term strategy
- Accommodates interim 6 and ultimate 8 lanes
- *Complex construction and traffic staging*

2) Replace with Bridge

- Long-term strategy
- Accommodates interim 6 and ultimate 8 lanes
- *Complex construction and traffic staging*
- *Not economical for small embankments*

3) Rehabilitate & Extend

- Potential long-term strategy (depending on highway widening plan)
- Accommodates interim 6 and *potentially ultimate 8 lanes*
- Minimizes excavation requirements and traffic disruptions

4) Rehabilitate & Construct Retaining Walls

- Potential long-term strategy (depending on highway widening plan)
- Accommodates interim 6 and *potentially ultimate 8 lanes*
- Minimizes excavation requirements and traffic disruptions

Seven Structural Culverts within the Study Limits


16X-0263/C0
0.37 km west of Cliffe Road


16X-0330/C0
1.1 km East of Reynolds Road


16X-0262/C0
Legge's Creek


16X-0224/C0
1.3 km SW of Rockport Road


16X-0225/C1
100 m West of Escott-Rockport Road


16X-0225/C2
100 m West of Escott-Rockport Road


/C0
Knight's C16X-0264reek

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Long List of Alternatives - Highway 401/Reynolds Road Interchange

ALTERNATIVE 1 - MAINTAIN EXISTING

DESCRIPTION
- Maintain existing Diamond interchange configuration
- Potential carpool lot in northeast quadrant

ADVANTAGES
- No property impacts and no encroachment to natural environment
- Low construction cost relative to other alternatives (new bridge only)

DISADVANTAGES
- Undesirable ramp geometry.
- No improvement to traffic operations.
- Diamond interchanges cannot accommodate high traffic volumes.
- Staggered ramp terminal intersections are not desirable.
- Left turn movements at ramp terminal intersections are less desirable than directional ramps.

ALTERNATIVE 2 - DIAMOND

DESCRIPTION
- Diamond interchange configuration
- Reconstruct existing diamond interchange configuration with standard ramp radii (R-340m)
- Reynolds Road underpass replaced adjacent to existing structure
- Potential carpool lot in northeast quadrant

ADVANTAGES
- No impacts to commercial land use in northwest quadrant
- Lower cost relative to other alternatives

DISADVANTAGES
- No improvement to traffic operations compared to existing condition
- Diamond interchanges cannot accommodate high traffic volumes
- Left turn movements at ramp terminal intersections are less desirable than directional ramps.
- Minor property impacts to residential land use.

ALTERNATIVE 3 - PARCLO A2

DESCRIPTION
- Parclo A2 interchange configuration
- New loop ramps (R-55m), off-ramps (R-340m), potential carpool lot in northwest, northeast or southeast quadrants

ADVANTAGES
- No impacts to commercial land use in northwest quadrant
- Improved traffic operations

DISADVANTAGES
- Left turn movements at ramp terminal intersections are less desirable than directional ramps.
- Moderate construction cost relative to other alternatives.

ALTERNATIVE 4 - PARCLO A4 (R-55)

DESCRIPTION
- Parclo A4 interchange configuration
- New loop ramps (R-55m), directional ramps (R-130m), exit ramps (R-340m) and potential carpool lot in northwest or northeast quadrants

ADVANTAGES
- Parclo A4 is most desirable interchange in terms of traffic operations and ramp geometry
- Loop ramps (R-55) meet minimum design standards
- Reduced collision risk with left-turn movement eliminated
- Improved traffic operations

DISADVANTAGES
- Impacts to commercial land use in northwest quadrant (partial taking)
- Moderate encroachment and impacts to natural environment in northeast, southeast and southwest quadrants of interchange.
- High construction cost relative to other alternatives

Alternatives 1, 2, 3 and 4 are recommended to be carried forward for further assessment and screening.

View https://hwy401gananoquetomallorytown.ca/wp-content/uploads/PIC1_Reynolds-Road-IC-Alts_Roll-Plan-PIC_18x60.pdf to view a high-resolution image of the alternatives and screening evaluation

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Long List of Alternatives - Highway 401/Reynolds Road Interchange (Cont.)

ALTERNATIVE 5 - PARCLO A4 (R-75)

DESCRIPTION
- Parclo A4 interchange configuration
- New loop ramps (R-75m), directional ramps (R-130m), exit ramps (R-340m) and potential carpool lot in northwest or northeast quadrants

ADVANTAGES
- Parclo A4 is most desirable interchange in terms of traffic operations and ramp geometry
- Loop ramps (R-75) meet design standards
- Reduced collision risk with left-turn movement eliminated
- Improved traffic operations

DISADVANTAGES
- Impacts to commercial land use in northwest quadrant (partial taking)
- Impacts to residential land use in the southwest quadrant
- Greater encroachment and impacts to natural environment in northeast and southwest quadrants of interchange.
- High construction cost relative to other alternatives

ALTERNATIVE 6 - PARCLO A4 (R-90)

DESCRIPTION
- Parclo A4 interchange configuration
- New loop ramps (R-90m), directional ramps (R-130m), exit ramps (R-340m) and potential carpool lot in northwest or northeast quadrants

ADVANTAGES
- Parclo A4 is most desirable interchange in terms of traffic operations and ramp geometry
- Loop ramps (R-90) meet design standards
- Reduced collision risk with left-turn movement eliminated
- Improved traffic operations

DISADVANTAGES
- Impacts to commercial land use in northwest quadrant (partial taking)
- Impacts to residential land use in the southwest quadrant
- Greater encroachment and impacts to natural environment in northeast and southwest quadrants of interchange.
- High construction cost relative to other alternatives

ALTERNATIVE 7 - PARCLO A2 / PARCLO A4

DESCRIPTION
- Parclo A2 interchange configuration on the north side of Highway 401. New loop ramp (R-55m) and exit ramp (R-340m)
- Parclo A4 interchange configuration on the south side of Highway 401. New loop ramps(R-55m), directional ramp (R-130m), exit ramp (R-340m) and potential carpool lot in northwest or northeast quadrants

ADVANTAGES
- Parclo A4 (south side) is most desirable interchange in terms of traffic operations and ramp geometry.
- Reduced collision risk with left-turn movement eliminated (south side)
- No impacts to commercial land use in northwest quadrant
- Improved traffic operations

DISADVANTAGES
- Impacts to residential land use in the southwest quadrant
- Moderate encroachment and impacts to natural environment in northeast, southeast and southwest quadrants of interchange.
- Moderate-High construction cost relative to other alternatives
- Left turn movement at north ramp terminal intersection is less desirable than directional ramp.

ALTERNATIVE 8 - PARCLO A2 / DIAMOND

DESCRIPTION
- Parclo A2 interchange configuration on the north side of Highway 401. New loop ramp (R-55m) and exit ramp (R-340m)
- Diamond interchange configuration on the south side of Highway 401. Reconstruct diamond on and off ramps (R-55m, 130m) and potential carpool lot in northwest or northeast quadrants

ADVANTAGES
- Improved traffic operations
- No impacts to commercial land use in northwest quadrant
- Low-Moderate construction cost relative to other alternatives

DISADVANTAGES
- Impacts to residential land use in the southwest quadrant
- Moderate encroachment and impacts to natural environment in northeast, southeast and southwest quadrants of interchange.
- Low-Moderate construction cost relative to other alternatives
- Left turn movements at ramp terminal intersections are less desirable than directional ramps.

Alternatives 5, 6, 7 and 8 are recommended to be carried forward for further assessment and screening.

View https://hwy401gananoquetomallorytown.ca/wp-content/uploads/PIC1_Reynolds-Road-IC-Alts_Roll-Plan-PIC_18x60.pdf to view a high-resolution image of the alternatives and screening evaluation

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Long List of Alternatives - Highway 401/Reynolds Road Interchange (Cont.)

ALTERNATIVE 9 - PARCLO A4 / PARCLO A2

DESCRIPTION
- Parclo A4 interchange configuration on the north side of Highway 401. New loop ramp (R-55m), directional ramp (R-130m), exit ramp (R-340m) and potential carpool lot in northwest or northeast quadrants
- Parclo A2 interchange configuration on the south side of Highway 401. New loop ramp (R-55m) and exit ramp (R-340m) and potential carpool lot in southeast quadrant

ADVANTAGES
- Parclo A4 (north side) is most desirable interchange in terms of traffic operations and ramp geometry.
- Reduced collision risk with left-turn movement eliminated (north side)
- Improved traffic operations

DISADVANTAGES
- Impacts to commercial land in northwest quadrant
- Impacts to residential land use in southwest quadrant
- Low-Moderate encroachment and impacts to natural environment in northeast and southwest quadrants of interchange.
- Moderate-High construction cost relative to other alternatives
- Left turn movement at south ramp terminal intersection is less desirable than directional ramp.

ALTERNATIVE 10 - PARCLO A4 / DIAMOND

DESCRIPTION
- Parclo A4 interchange configuration on the north side of Highway 401. New loop ramp (R-55m), directional ramp (R-130m), exit ramp (R-340m) and potential carpool lot in northwest or northeast quadrants
- Diamond interchange configuration on the south side of Highway 401. Reconstruct diamond on and off ramps (R-340m, 130m)

ADVANTAGES
- Parclo A4 (north side) is most desirable interchange in terms of traffic operations and ramp geometry.
- Reduced collision risk with left-turn movement eliminated (north side)
- Improved traffic operations

DISADVANTAGES
- Impacts to commercial land in northwest quadrant
- Impacts to residential land use in southwest quadrant
- Moderate encroachment and impacts to natural environment in northeast, southeast and southwest quadrants of interchange.
- Moderate construction cost relative to other alternatives
- Diamond interchanges cannot accommodate high traffic volume (south side)
- Left turn movement at south ramp terminal intersection is less desirable than directional ramp.

ALTERNATIVE 11 - DIAMOND / PARCLO A2

DESCRIPTION
- Diamond interchange configuration on the north side of Highway 401. Reconstruct diamond on and off ramps (R-340m, 130m) and potential carpool lot in northeast quadrant
- Parclo A2 interchange configuration on the south side of Highway 401. New loop ramp (R-55m) and exit ramp (R-340m) and potential carpool lot in southeast quadrant

ADVANTAGES
- Improved traffic operations
- No impacts to commercial land use in northwest quadrant

DISADVANTAGES
- Impacts to residential land use in the southwest quadrant
- Left turn movements at ramp terminal intersections are less desirable than directional ramps
- Diamond interchanges cannot accommodate high traffic volume (north side)
- Low-Moderate encroachment and impacts to natural environment in northeast and southwest quadrants of interchange.
- Moderate construction cost relative to other alternatives

ALTERNATIVE 12 - DIAMOND / PARCLO A4

DESCRIPTION
- Diamond interchange configuration on the north side of Highway 401. Reconstruct diamond on and off ramps (R-340m, 130m) and potential carpool lot in northeast quadrant
- Parclo A4 interchange configuration on the south side of Highway 401. New loop ramp (R-55m), directional ramp (R-130m), exit ramp (R-340m)

ADVANTAGES
- Parclo A4 (south side) is most desirable interchange in terms of traffic operations and ramp geometry.
- Reduced collision risk with left-turn movement eliminated (south side)
- Improved traffic operations
- No impacts to commercial land use in northwest quadrant

DISADVANTAGES
- Impacts to residential land use in the southwest quadrant
- Moderate encroachment and impacts to natural environment in northeast, southeast and southwest quadrants of interchange.
- Diamond interchanges cannot accommodate high traffic volume (north side)
- Left turn movements at ramp terminal intersections are less desirable than directional ramps (north side)
- Moderate construction cost relative to other alternatives

Alternatives 9, 10, 11 and 12 are recommended to be carried forward for further assessment and screening.

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Long List of Alternatives - Highway 401/Reynolds Road Interchange (Cont.)

ALTERNATIVE 13 - PARCLO B2 / PARCLO A2 (R=130, R=90)

DESCRIPTION
- Parclo B2 interchange configuration on the north side of Highway 401. New loop ramp (R-130m) and directional ramp (R-340m) and potential carpool lot in northeast quadrant
- Parclo A2 interchange configuration on the south side of Highway 401. New loop ramp (R-90m) and exit ramp (R-340m) and potential carpool lot in southeast quadrant

ADVANTAGES
- Improved traffic operations
- Low encroachment and impacts to natural environment in southwest quadrant of interchange
- Increased separation between Reynolds Road and Highway 137 westbound interchange ramps improves merging/weaving
- B-loop ramp radius meets design standards

DISADVANTAGES
- Impacts to residential land use in the southwest quadrant
- Highest impacts to commercial land use in northwest quadrant
- B-loop interchange configurations are less desirable than directional ramps
- Left turn movements at ramp terminal intersections are less desirable than directional ramps
- Moderate construction cost relative to other alternatives

ALTERNATIVE 14 - PARCLO B2 / PARCLO A2 (R=90, R=55)

DESCRIPTION
- Parclo B2 interchange configuration on the north side of Highway 401. New loop ramp (R-90m) and directional ramp (R-340m) and potential carpool lot in northeast quadrant
- Parclo A2 interchange configuration on the south side of Highway 401. New loop ramp (R-55m) and exit ramp (R-340m) and potential carpool lot in southeast quadrant

ADVANTAGES
- Improved traffic operations
- Low encroachment and impacts to natural environment in southwest quadrant of interchange
- Increased separation between Reynolds Road and Highway 137 westbound interchange ramps improves merging/weaving

DISADVANTAGES
- Impacts to residential land use in the southwest quadrant
- High impacts to commercial land use in northwest quadrant
- B-loop interchange configurations are less desirable than directional ramps
- Left turn movements at ramp terminal intersections are less desirable than directional ramps
- Moderate construction cost relative to other alternatives
- B-loop does not meet minimum required radius

ALTERNATIVE 15 - PARCLO B2 / PARCLO A4

DESCRIPTION
- Parclo B2 interchange configuration on the north side of Highway 401. New loop ramp (R-90m) and directional ramp (R-340m) and potential carpool lot in northeast quadrant
- Parclo A4 interchange configuration on the south side of Highway 401. New loop ramps(R-55m), directional ramp (R-130m), exit ramp (R-340m)

ADVANTAGES
- Improved traffic operations
- Parclo A4 (south side) is most desirable interchange in terms of traffic operations and ramp geometry.
- Reduced collision risk with left-turn movement eliminated (south side)
- Increased separation between Reynolds Road and Highway 137 westbound interchange ramps improves merging/weaving

DISADVANTAGES
- Impacts to residential land use in the southwest quadrant
- High impacts to commercial land use in northwest quadrant
- B-loop interchange configurations are less desirable than directional ramps
- Low-Moderate encroachment and impacts to natural environment in southwest quadrant of interchange
- Left turn movements at ramp terminal intersections are less desirable than directional ramps (north side)
- Moderate-High construction cost relative to other alternatives
- B-loop does not meet minimum required radius

ALTERNATIVE 16 - PARCLO B2 / DIAMOND

DESCRIPTION
- Parclo B2 interchange configuration on the north side of Highway 401. New loop ramp (R-90m) and directional ramp (R-340m) and potential carpool lot in northeast quadrant
- Diamond interchange configuration on the south side of Highway 401. Reconstruct diamond on and off ramps (R-340m)

ADVANTAGES
- Improved traffic operations
- Increased separation between Reynolds Road and Highway 137 westbound interchange ramps improves merging/weaving

DISADVANTAGES
- Impacts to residential land use in the southwest quadrant
- High impacts to commercial land use in northwest quadrant
- B-loop interchange configurations are less desirable than directional ramps
- Low-Moderate encroachment and impacts to natural environment in southwest quadrant of interchange
- Diamond interchanges cannot accommodate high traffic volume (south side)
- Left turn movements at ramp terminal intersections are less desirable than directional ramps
- Moderate-High construction cost relative to other alternatives
- B-loop does not meet minimum required radius

Alternatives 13, 14, 15 and 16 are **not** recommended to be carried forward for further assessment and screening.

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Long List of Alternatives - Highway 137 Interchange

ALTERNATIVE 1 - MAINTAIN EXISTING

DESCRIPTION
- Maintain existing trumpet B interchange configuration.

ADVANTAGES
- No impacts to commercial and residential land use
- No encroachment and impacts to natural environment in northwest quadrant
- Lowest construction cost relative to other alternatives

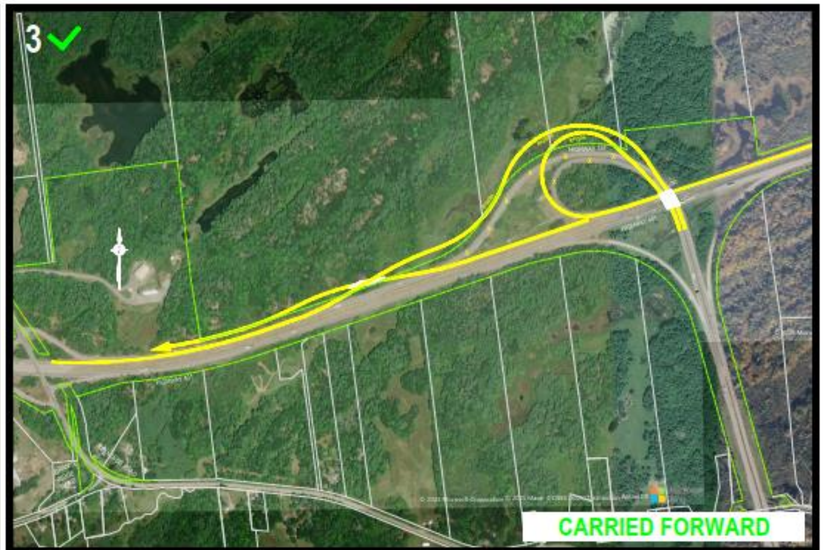
DISADVANTAGES
- No change in traffic operations
- Ramp geometry does not meet minimum required radii
- B-loop interchange configurations are less desirable than directional ramps

ALTERNATIVE 2 - TRUMPET B WITH LARGER RADII

DESCRIPTION
- Trumpet B interchange configuration
- Reconstruct trumpet B on and off ramps (R-130m and 250m)

ADVANTAGES
- Ramp radii meet minimum requirements
- No impacts to commercial and residential land use
- Low encroachment and impacts to natural environment in northwest quadrant
- Low construction cost relative to other alternatives

DISADVANTAGES
- No change in traffic operations
- B-loop interchange configurations are less desirable than directional ramps



ALTERNATIVE 3 - TRUMPET B WITH LARGER RADII AND WESTBOUND BASKETWEAVE

DESCRIPTION
- Trumpet B interchange configuration.
- Reconstruct trumpet B on and off ramps (R-130m and 250m) with westbound basketweave to Reynolds Road exit ramp

ADVANTAGES
- Improved traffic operations
- Ramp radii meet minimum requirements
- No impacts to commercial and residential land use
- Weaving concerns between closely spaced interchanges are eliminated in the westbound direction
- Low encroachment and impacts to natural environment in northwest quadrant

DISADVANTAGES
- B-loop interchange configurations are less desirable than directional ramps
- High construction cost relative to other alternatives

Alternatives 1, 2 and 3 are recommended to be carried forward for further assessment and screening.

View https://hwy401gananoquetomallorytown.ca/wp-content/uploads/PIC1_Hwy-137-IC-Alts_Roll-Plan-PIC_18x28.pdf to view a high-resolution image of the alternatives and screening evaluation

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Long List of Alternatives - Highway 137 Interchange (Cont.)

ALTERNATIVE 4 - TRUMPET A, UNDERPASS BRIDGE (R-70)

DESCRIPTION
- Trumpet A interchange configuration.
- New on and off ramps (R-70m and 340m)

ADVANTAGES
- Improved traffic operations
- Ramp radii meet minimum requirements
- Directional ramp for E-S movement is more desirable than B-loop
- No impacts to commercial and residential land use

DISADVANTAGES
- Complex construction staging requirements
- High construction cost relative to other alternatives
- High encroachment and impacts to natural environment in northeast quadrant

ALTERNATIVE 5 - TRUMPET A, UNDERPASS BRIDGE (R-90)

DESCRIPTION
- Trumpet A interchange configuration.
- New on and off ramps (R-90m and 340m)

ADVANTAGES
- Improved traffic operations
- Ramp radii meet minimum requirements
- Directional ramp for E-S movement is more desirable than B-loop
- No impacts to commercial and residential land use

DISADVANTAGES
- Moderate construction cost relative to other alternatives
- Moderate encroachment and impacts to natural environment in northeast quadrant

ALTERNATIVE 6 - WESTBOUND DIAMOND WITH INTERSECTION

DESCRIPTION
- Diamond interchange configuration.
- New on and off ramps (R-340m)

ADVANTAGES
- No impacts to commercial and residential land use
- Ramp radii meet minimum requirements

DISADVANTAGES
- Poor traffic operations with removal of free-flow condition
- Moderate construction cost relative to other alternatives
- Moderate encroachment and impacts to natural environment in northeast quadrant

Alternatives 4 and 5 are recommended to be carried forward for further assessment and screening.

View https://hwy401gananoquetomallorytown.ca/wp-content/uploads/PIC1_Hwy-137-IC-Alts_Roll-Plan-PIC_18x28.pdf to view a high-resolution image of the alternatives and screening evaluation

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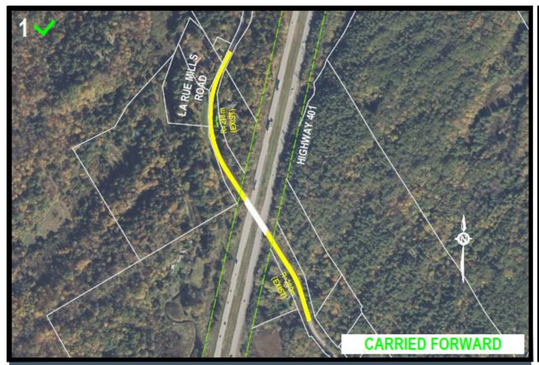
Long List of Alternatives - LaRue Mills Road Underpass

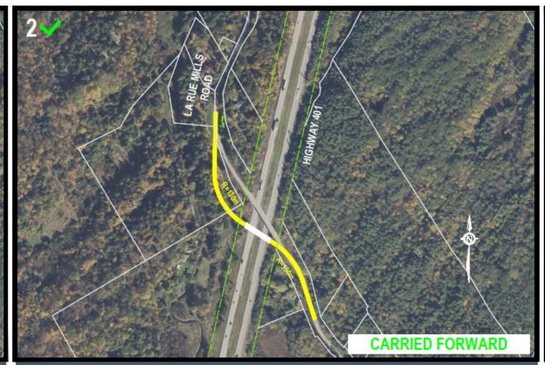


ALTERNATIVE 1 - REPLACEMENT ON EXISTING ALIGNMENT

DESCRIPTION
- Replace La Rue Mills Road underpass on the existing alignment
- No realignment of La Rue Mills Road

ADVANTAGES
- No property impacts
- No impacts to natural environment

DISADVANTAGES
- La Rue Mills Road closed for the duration of construction
- Maintains skewed bridge alignment and longer bridge span

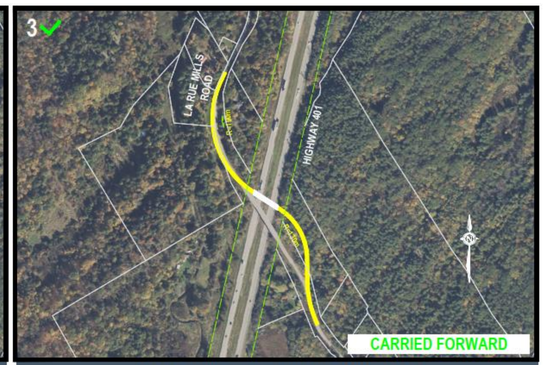


ALTERNATIVE 2 - REALIGNMENT TO THE WEST

DESCRIPTION
- Replace La Rue Mills Road underpass west of the existing alignment.
- Realign La Rue Mills Road to the west

ADVANTAGES
- La Rue Mills Road remains open during construction
- Shorter bridge span
- Perpendicular bridge crossing
- Lower construction cost

DISADVANTAGES
- Property impacts
- Impacts to natural environment

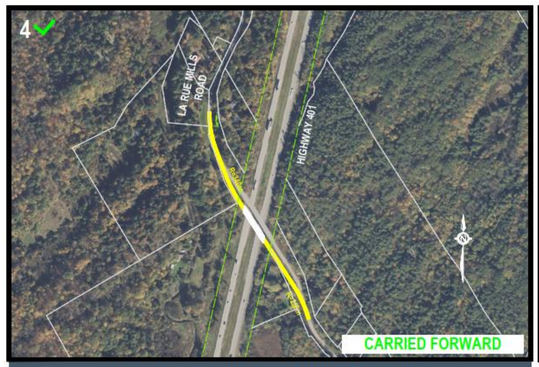


ALTERNATIVE 3 - REALIGNMENT TO THE EAST

DESCRIPTION
- Replace La Rue Mills Road underpass east of the existing alignment.
- Realign La Rue Mills Road to the east

ADVANTAGES
- La Rue Mills Road remains open during construction
- Shorter bridge span
- Perpendicular bridge crossing
- Lower construction cost

DISADVANTAGES
- Property impacts
- Impacts to natural environment

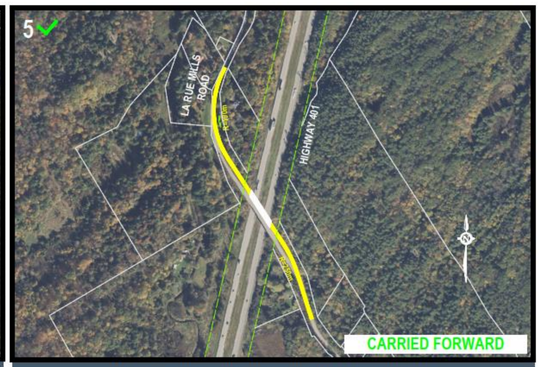


ALTERNATIVE 4 - MINOR REALIGNMENT TO THE WEST

DESCRIPTION
- Replace La Rue Mills Road underpass west of the existing alignment.
- Minor realignment of La Rue Mills Road to the west

ADVANTAGES
- La Rue Mills Road remains open during construction
- No property impacts
- No impacts to natural environment

DISADVANTAGES
- Maintains skewed bridge alignment and longer bridge span



ALTERNATIVE 5 - MINOR REALIGNMENT TO THE EAST

DESCRIPTION
- Replace La Rue Mills Road underpass east of the existing alignment.
- Minor realignment of La Rue Mills Road to the east

ADVANTAGES
- La Rue Mills Road remains open during construction
- No property impacts
- No impacts to natural environment

DISADVANTAGES
- Maintains skewed bridge alignment and longer bridge span

View https://hwy401gananoquetomallorytown.ca/wp-content/uploads/PIC1_La-Rue-Mills-Road-IC-Alts_Roll-Plan-PIC_18x24.pdf to view a high-resolution image of the alternatives and screening evaluation

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Long List of Alternatives - Cliffe Road Underpass

ALTERNATIVE 1 - REPLACEMENT ON EXISTING ALIGNMENT

DESCRIPTION
- Replace Cliffe Road underpass on the existing alignment.
- No realignment of Cliffe Road

ADVANTAGES
- Maintains tangent alignment of Cliffe Road
- No impact to existing aerial utility
- No property impacts to residential land use
- No encroachment and impacts to natural environment.

DISADVANTAGES
- Cliffe Road closed for the duration of construction

ALTERNATIVE 2 - REALIGNMENT TO THE WEST

DESCRIPTION
- Realign Cliffe Road to the west
- Replace Cliffe Road underpass west of the existing alignment.

ADVANTAGES
- No property impacts to residential land use
- No impact to existing aerial utility
- Cliffe Road remains open during construction

DISADVANTAGES
- Introduces horizontal curves to Cliffe Road

ALTERNATIVE 3 - REALIGNMENT TO THE EAST

DESCRIPTION
- Realign Cliffe Road to the east
- Replace Cliffe Road underpass east of the existing alignment.

ADVANTAGES
- Cliffe Road remains open during construction

DISADVANTAGES
- Utility relocation required
- Minor property impacts to residential land use
- Introduces horizontal curves to Cliffe Road

View https://hwy401gananoquetomallorytown.ca/wp-content/uploads/PIC1_Cliffe-Road-IC-Alts_Roll-Plan-PIC_18x32.pdf to view a high-resolution image of the alternatives and screening evaluation

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Short List Evaluation Criteria

The following draft evaluation criteria have been identified by the Project Team to evaluate the Short List of Alternatives:

Natural Environment
- Fish and Fish Habitat
- Wildlife and Wildlife Habitat
- Species at Risk
- Surface Water / Groundwater
- Designated Natural Areas / Wetlands & Vegetation Communities
- Contamination

Socio-Economic Environment
- Community Impacts
- Existing & Planned Land Uses
- Noise & Air Quality
- Property Impacts
- Impacts to Emergency Services
- Recreational Trails / Active Transportation Networks
- Climate Change

Cultural Environment
- Archaeological resources
- Built Heritage and Cultural Heritage Landscapes

Transportation and Constructability
- Traffic Operations
- Geometrics
- Safety
- Constructability
- Potential to impact existing utility and servicing infrastructure

Cost
- Construction Costs
- Property Acquisition Costs
- Operational / maintenance Costs

After this Public Information Centre, we will create an Evaluation Matrix to compare all the alternatives based on the key factors you see.

This process will help us select a Technically Preferred Alternative that addresses the issues in the corridor while aiming to minimize impacts.

Let us know what you think about the evaluation criteria.

Designation & MTO Permit Control Areas

Once a Technically Preferred Alternative has been identified, the Ministry of Transportation may designate lands as highway and acquire property prior to EA process completion. A designation enables the Ministry to provide route/corridor protection through the application of development control measures along the corridor and in the vicinity of the designated lands.

For more information about highway corridor management, please visit:
https://www.ontario.ca/page/highway-corridor-management

Any work on private property that is within 45 metres of the highway property or 395 meters from the centrepoint of an intersection or interchange requires approval from the MTO.

Any work on private property that is within 800 metres of the highway property and that may have a large impact on traffic, is also subject to approval from MTO.

For more details on requirements for permits, please visit:
https://www.ontario.ca/page/highway-corridor-management
or make an inquiry regarding a specific property:
https://www.hcms.mto.gov.on.ca/

Example of MTO Permit Control Areas: Controlled-Access Highways (CAH)

Note: Limit of the MTO right-of-way shown on the figure is for illustrative purposes only.

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Next Steps

- We will review and respond to the feedback we receive about this Public Information Centre.
  - We would appreciate your comments by November 23, 2025.
- We will complete a detailed evaluation of the Short List of Alternatives, taking into account potential impacts and ways to reduce them.
- Then, we will return for a second Public Information Centre — tentatively scheduled for Fall 2026 — to share the results of that evaluation and present a Technically Preferred Alternative for your comment.

Freedom of Information and Protection of Privacy Act. Comments and information regarding this study are being collected to satisfy the requirements of the Ontario Environmental Assessment Act, and in accordance with the Freedom of Information and Privacy Act. With the exception of personal information, all comments will become part of the public record.

Ways to provide your comments:

Fill out a comment sheet and leave it in the box

Email projectteam@hwy401gananoquetomallorytown.ca

Phone 1-855-468 8463

Mail:

David Brake
Ministry of Transportation
Senior Project Manager
Capital Planning & Program Development (East)
1355 John Counter Boulevard,
Postal Bag 4000
Kingston, Ontario K7L 5A3

Jon Newman, P.Eng.
AECOM Canada ULC
Senior Project Manager
Transportation
105 Commerce Valley Drive West, 8th Floor Markham, Ontario
L3T 7W3

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Thank you!