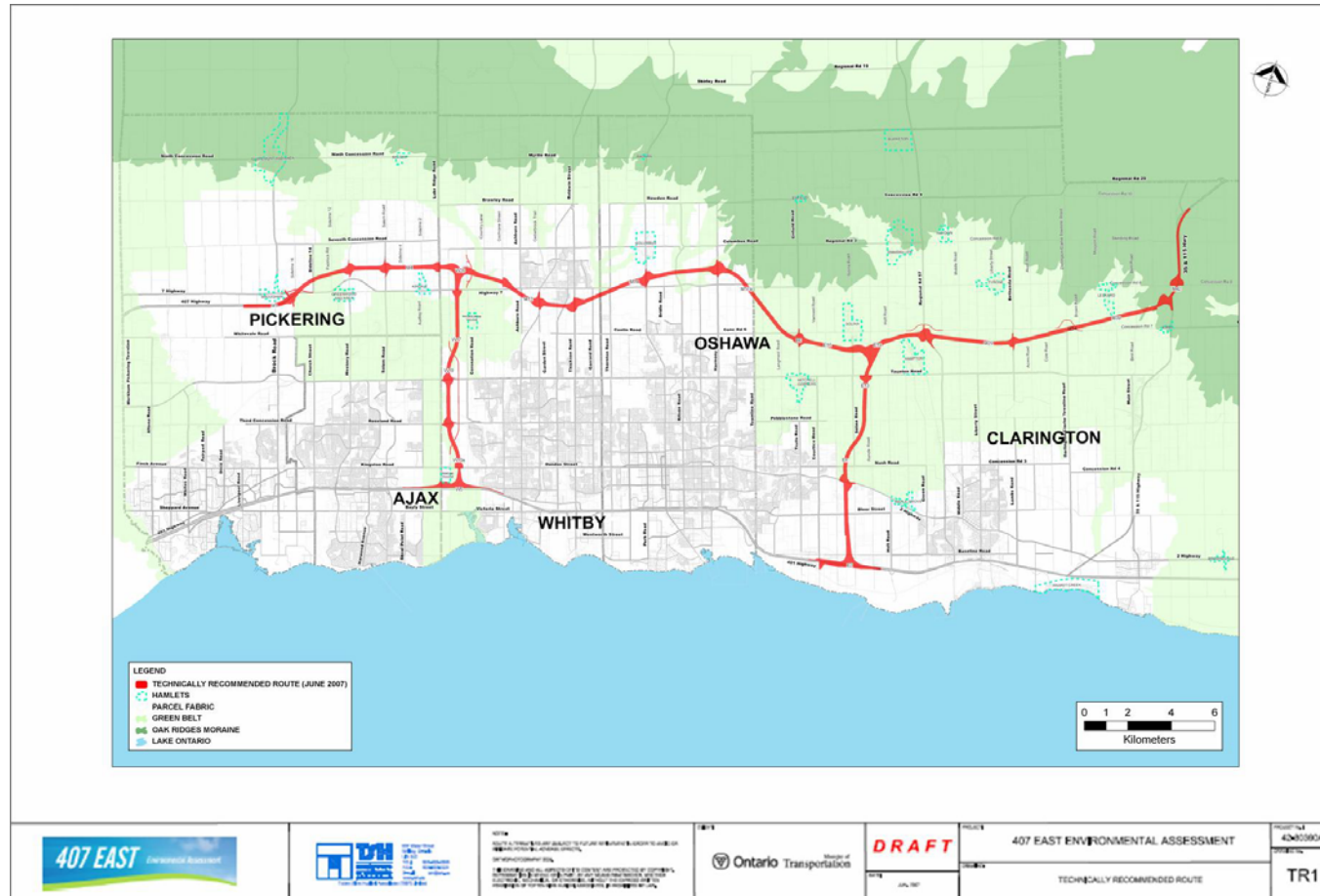


6. Identification of the Technically Recommended Route

With the completion of the reasoned argument and arithmetic evaluation approaches, a Technically Recommended Route was identified (see **Figure 6.1**). The Technically Recommended Route consists of the single routes within Sections 1 and 3 and the overall first ranked route alternatives in the other five sections. The Technically Recommended Route is described in the following sections.

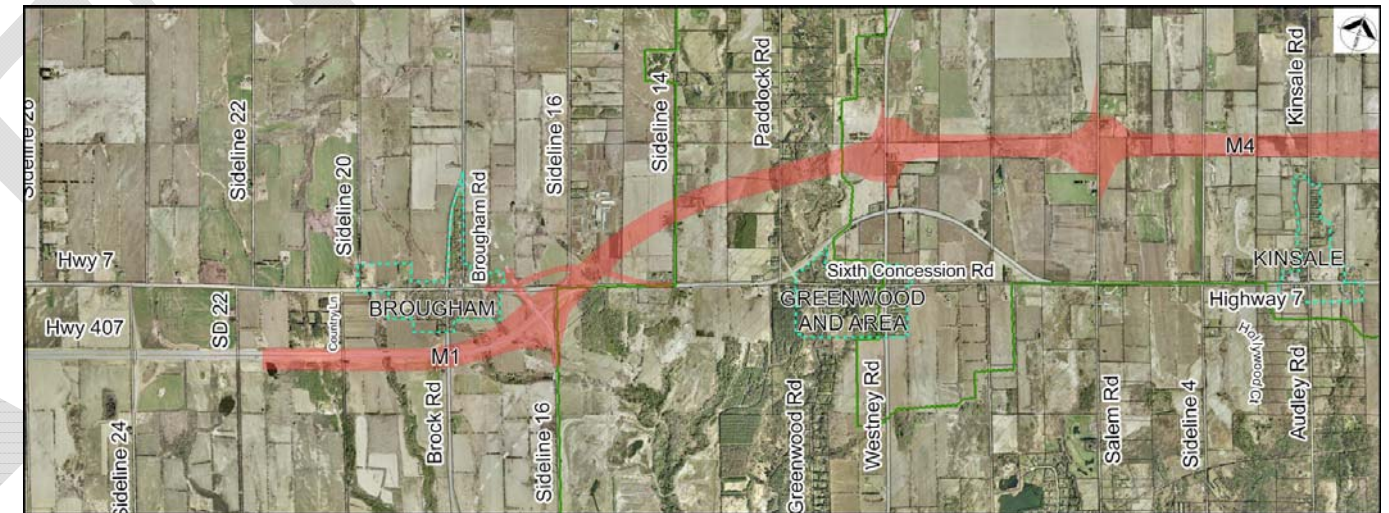
Figure 6.1: Technically Recommended Route



6.1 Section 1 – Brock Road to Audley Road

As illustrated in **Figure 6.2**, the Technically Recommended Route for Section 1 commences at Brock Road and continues easterly to Audley Road crossing Highway 7 at Sideline 16. It is compatible with the proposed Brock Road realignment east of the Village of Brougham and the proposed Westney Road realignment east of the Hamlet of Greenwood. Interchanges are proposed at Brock Road By-Pass, Westney Road and Salem Road, with a realignment of Highway 7 required in the vicinity of Sideline 16 to accommodate the Brock Road Interchange.

Figure 6.2: Technically Recommended Route – Brock Road to Audley Road



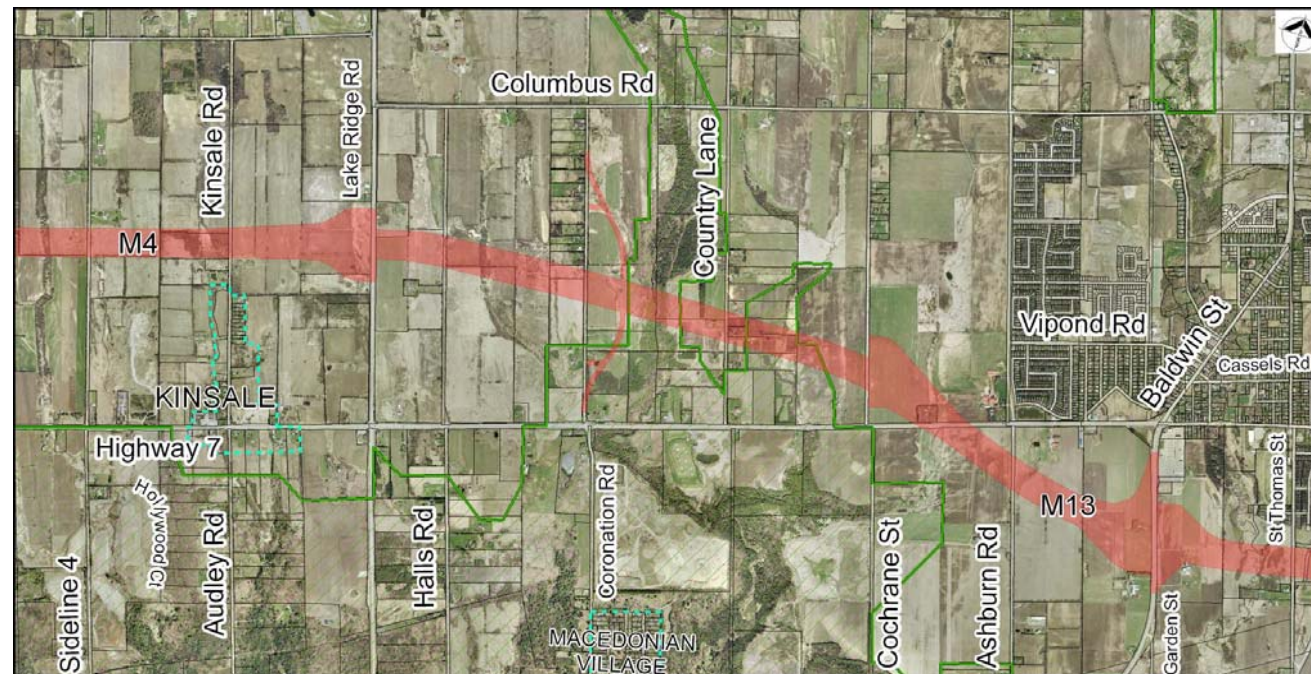
The Technically Recommended Route was presented to agencies, the public and other stakeholders for comment. Based on feedback received, one of the following courses of action will take place:

- The Technically Recommended Route will be confirmed as the Preferred Route.
- One of the mainline/link sections or several mainline/link sections of the Technically Recommended Route will be replaced with a section or sections of another route or routes prior to identifying a Preferred Route.
- Another route will be identified as the Preferred Route.

6.2 Section 2 – Audley Road to Ashburn Road

The Technically Recommended Route from Audley Road to Ashburn Road is shown in **Figure 6.3**. Continuing easterly from Audley Road, the route crosses to the south of Highway 7 between Cochrane Street and Ashburn Road. The route remains to the south of Brooklin and continues east past Baldwin Street. Partial interchanges are proposed at Lakeridge Road (accommodating movements to and from the west) and Cochrane Street (accommodating movements to and from the east) while a full interchange is proposed at Baldwin Street. A realignment of Coronation Road is required to accommodate the West Durham Link Interchange.

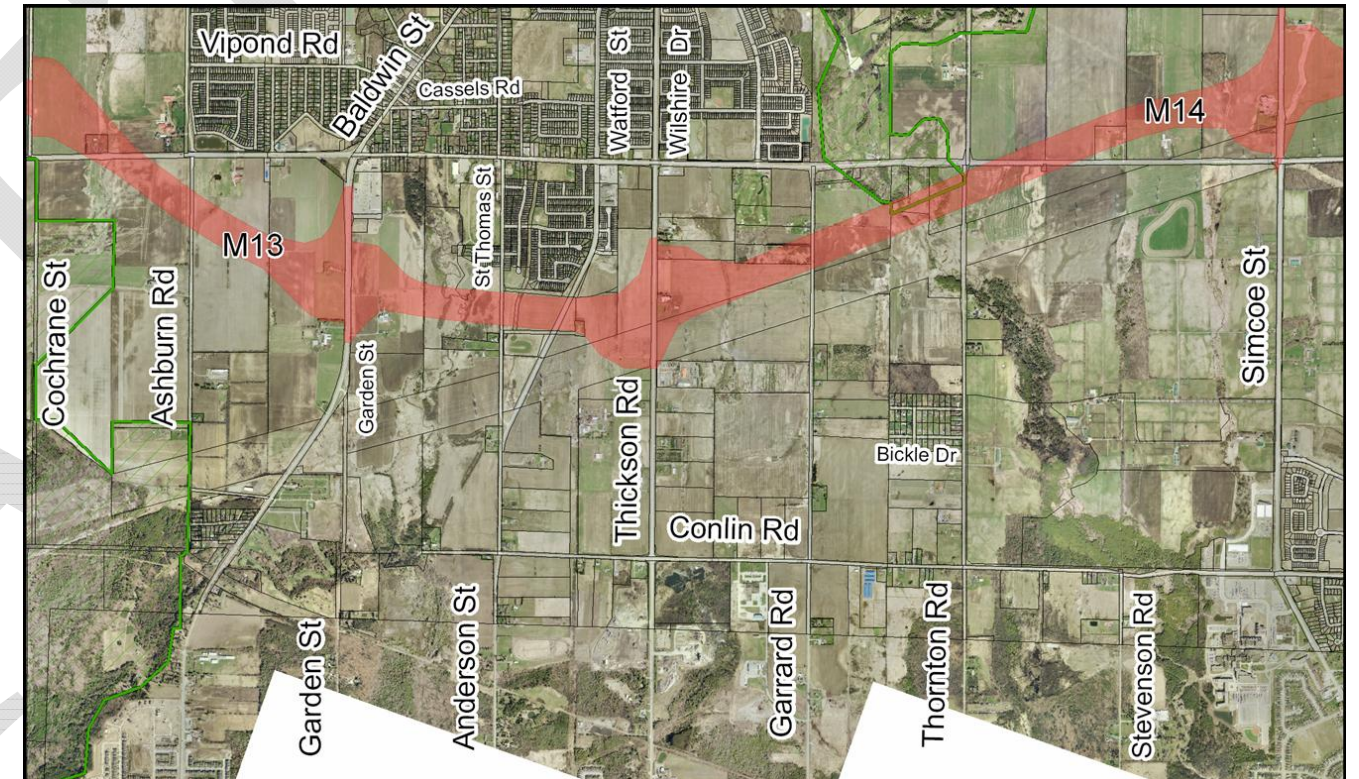
Figure 6.3: Technically Recommended Route – Audley Road to Ashburn Road



6.3 Section 3 – Ashburn Road to Simcoe Street

The Technically Recommended Route from Ashburn Road to Simcoe Street is shown in **Figure 6.4**. From the Baldwin Street interchange, the route heads directly east to Thickson Road and then north-east crossing Winchester Road in the vicinity of Thornton Road. Interchanges are proposed at Baldwin Street, Thickson Road and Simcoe Street.

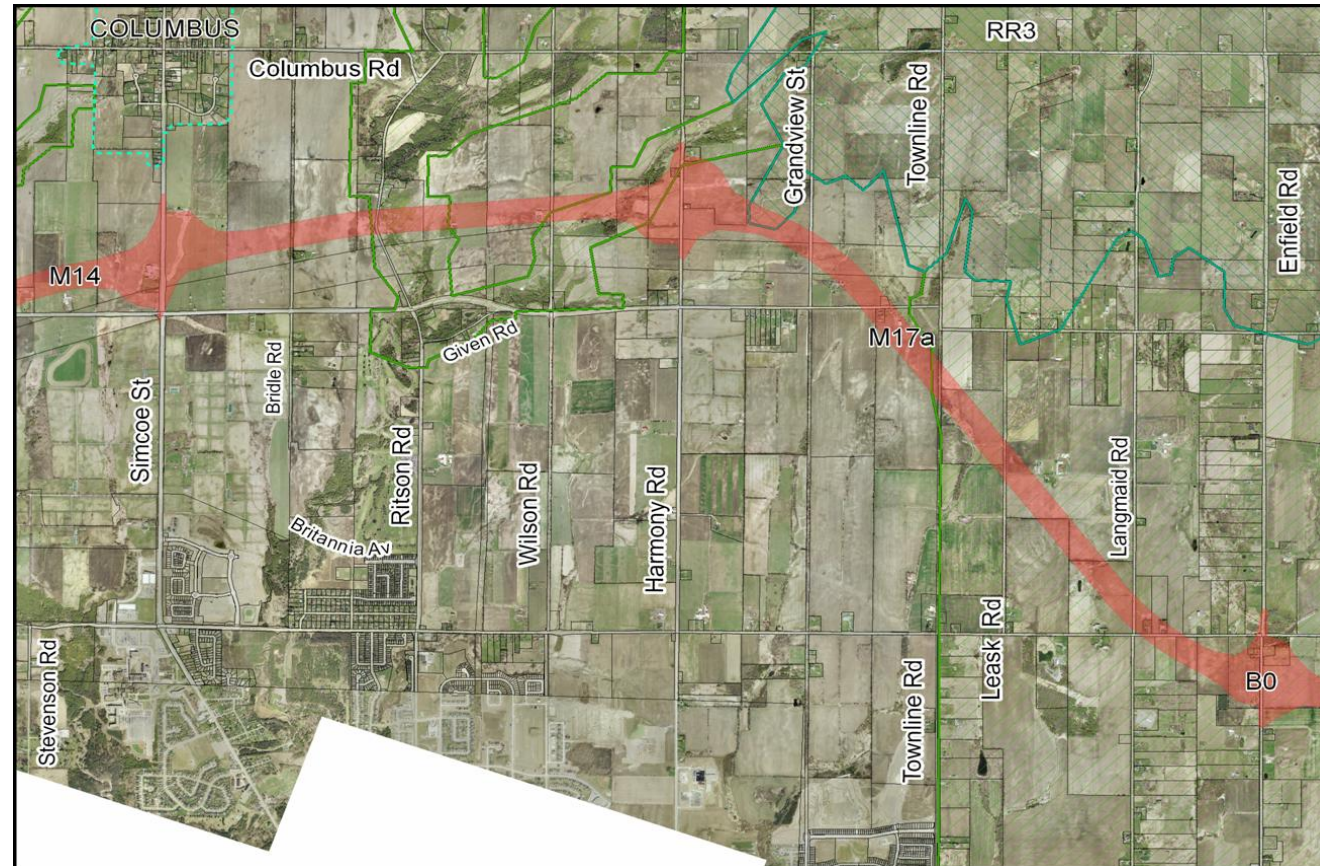
Figure 6.4: Technically Recommended Route – Ashburn Road to Simcoe Street



6.4 Section 4 – Simcoe Street to Enfield Road

The Technically Recommended Route from Simcoe Street to Enfield Road is shown in **Figure 6.5**. From Simcoe Street, the route continues easterly paralleling the hydro corridor north of Winchester Road. East of Harmony Road, the route crosses the hydro corridor and heads in a southeasterly direction to Enfield Road. Interchanges are proposed at Simcoe Street, Harmony Road, and Enfield Road within this route section.

Figure 6.5: Technically Recommended Route – Simcoe Street to Enfield Road



6.5 Section 5 – Enfield Road to Highway 35/115

The Technically Recommended Route from Enfield Road to Highway 35/115 is shown in **Figure 6.6**. From Enfield Road, the route continues to the east, remaining to the south of Concession Road 6 until Nixon Road, at which point the route heads northeast to connect with Highway 35/115. Local road realignments will be required for Concession Road 6 at Regional Road 57 as well as for Concession Road 6/Concession Road 7 at Darlington-Clarke Townline Road. Interchanges are proposed at Regional Road 57, Bethesda Road and Highway 35/115.

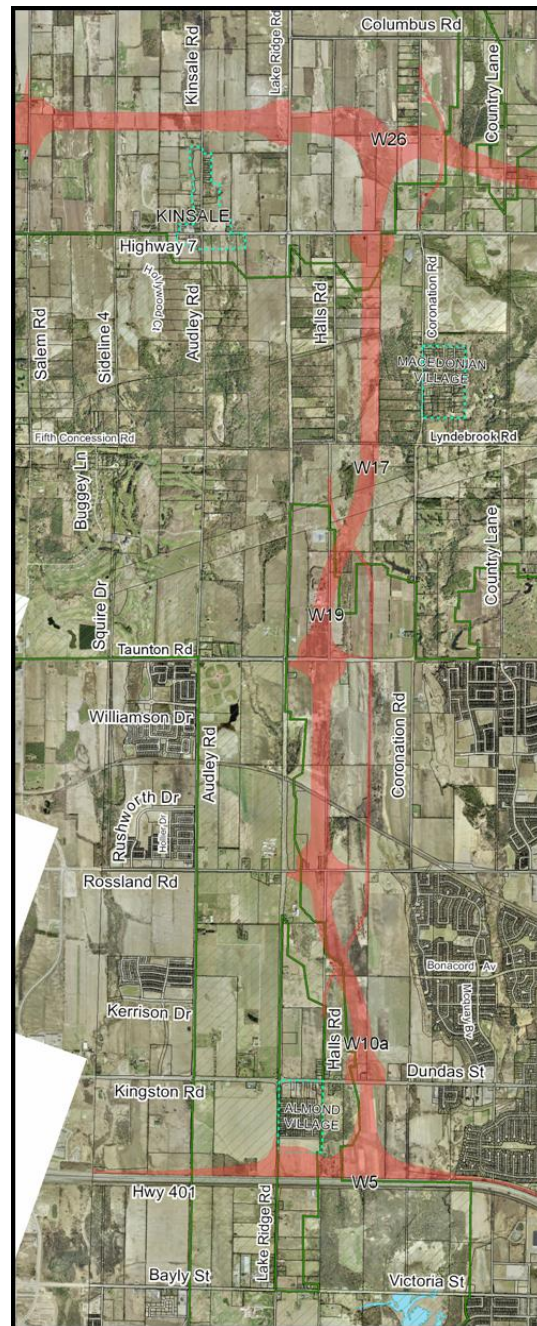
Figure 6.6: Technically Recommended Route – Enfield Road to Highway 35/115



6.6 Section 6 – West Durham Link

The Technically Recommended Route from the West Link is shown in **Figure 6.7**. Commencing at Highway 401, this route runs north to the east of Lakeridge Road in Whitby. A realignment of Halls Road is required, from just north of Dundas Street to approximately Lyndebrook Road. Interchanges are proposed at Highway 401, Dundas Street (partial to and from the north), Rossland Road, Taunton Road, Highway 7 (partial to and from the south) and Highway 407.

Figure 6.7: Technically Recommended Route – West Durham Link



6.7 Section 7 – East Durham Link

The Technically Recommended Route for the East Link is shown in **Figure 6.8**. Commencing at Highway 401, this route runs to the west of Solina Road to north of Nash Road, where it then crosses Solina Road, running parallel to Rundle Road on the west side. No local road realignments are required. Interchanges are proposed at Highway 401, Highway 2, Taunton Road (partial to and from the south) and Highway 407.

Figure 6.8: Technically Recommended Route – East Durham Link

