

= Ontario Highway 427 =

King 's Highway 427 (pronounced " four twenty @-@ seven ") , also known as Highway 427 and colloquially as the 427 , is a 400 @-@ series highway in the Canadian province of Ontario that connects the Queen Elizabeth Way (QEW) and Gardiner Expressway with York Regional Road 7 (formerly Highway 7) via Highway 401 . An arterial extension , known as York Regional Road 99 , continues 800 metres (2 @,@ 600 ft) north to Zenway Boulevard . It is Ontario 's second busiest freeway by volume and third busiest in North America , behind Highway 401 and Interstate 405 in California . Like Highway 401 , a portion of the route is divided into a collector @-@ express system with twelve to fourteen continuous lanes . Notable about Highway 427 are its several multi @-@ level interchanges ; the junctions with QEW and Highway 401 are two of the largest interchanges in Ontario and were constructed between 1967 and 1971 , while the interchanges with Highway 409 and Highway 407 are more recent and were completed in 1992 and 1995 , respectively .

Highway 427 is the main feeder to Toronto Pearson International Airport from the north and south . However , while much of the traffic comes from Highway 407 , Highway 401 (eastbound) , and the QEW / Gardiner Expressway makes use of the freeway for airport access , it serves the western portion of Toronto (Etobicoke) , the northeastern portion of Mississauga (Malton) , the southeastern portion of Brampton (Claireville) , and the western portion of Vaughan (Woodbridge) . The section between Highway 401 and Dundas Street is a heavily traversed transit corridor ; GO Transit , MiWay , and the Toronto Transit Commission (TTC) all operate express buses along this section of the highway .

First designated in 1972 , Highway 427 follows what was originally a two lane roadway known as Highway 27 , as well as a short freeway north of Highway 401 known as the Airport Expressway . Both routes were upgraded throughout the 1950s and 1960s , eventually becoming intertwined into the present configuration in 1972 . The freeway was extended north from Pearson Airport to Highway 7 over the following twenty years . A short arterial extension was later built , though this section is designated as York Regional Road 99 (Zenway Boulevard) . Plans have been announced to extend Highway 427 north to Major Mackenzie Drive with funding beginning in 2017 ; no further timeline has been provided as of 2015 .

= = Route description = =

Highway 427 is the second busiest freeway in Canada with an average of 300 @,@ 000 vehicles that use it between the QEW and Highway 401 per day . The section between Burnhamthorpe Road and Rathburn Road has an annual average daily traffic (AADT) count of 353 @,@ 100 . The route is 19 @.@ 9 km (12 @.@ 4 mi) long .

At its southern terminus , the route begins at Coules Court , where Brown 's Line becomes Highway 427 . Alderwood Plaza , located on the east side of the route , has a parking lot which provides access to the highway ; this is the only at @-@ grade access along the length of the route . The four lane road splits into a divided highway and descends below Evans Avenue . The highway weaves through a complicated interchange , providing northbound access to Evans Avenue and the Gardiner Expressway , and southbound access to The Queensway , QEW / Gardiner Expressway , and Evans Avenue . North of the interchange , the lanes from Brown 's Line diverge and form the collector lanes of a collector @-@ express system . Flyover ramps to and from the QEW / Gardiner pass over the southbound lanes and converge to form the express lanes . This collector @-@ express system serves to divide local traffic from freeway @-@ to @-@ freeway traffic ; the express lanes provide access between the QEW / Gardiner Expressway and Highway 401 , while the collector lanes provide local access between those interchanges .

After crossing Canadian Pacific Railway (CPR) tracks , the freeway interchanges with Dundas Street . A set of criss @-@ crossing ramps provide access between the collector and express lanes north of here , referred to as The Basketweave . The highway passes beneath Bloor Street West but does not provide direct access . Instead , it provides ramps to parallel arterial roads ; The East Mall and The West Mall run parallel with the freeway from Evans Avenue to Rathburn Road . A full

interchange is provided shortly after with Burnhamthorpe Road , southwest of Burnhamthorpe Collegiate Institute . Across from the college , an offramp provides access from the southbound lanes to Holiday Drive and The West Mall . Following the offramp , to the north , is a partial interchange with Rathburn Road , which provides access from the northbound lanes and to the southbound lanes .

Transfers provide a second and final opportunity to cross between express and collector lanes , or vice versa , south of the complicated 1 @. @ 56 @- @ square @- @ kilometre (0 @. @ 60 sq mi) Highway 401 interchange . A final set of ramps along the collector @- @ express system provides access to and from the southbound lanes and Eringate Drive , after which the collectors diverge , and the express lanes cross the southbound collectors . The collector lanes provide access to and from Eglinton Avenue then transition into Highway 27 , while the express lanes interchange with Highway 401 and continues the route of Highway 427 north . The Highway 427 express lanes and flyover ramps to / from Highway 401 are constructed around the Richview Memorial Cemetery . Highway 427 passes through the sprawling interchange and becomes displaced approximately 1 km (0 @. @ 62 mi) to the west . Despite its size , there are no ramps to provide access from southbound Highway 427 to eastbound Highway 401 and vice versa , as this connection is handled by Highway 409 . Highway 427 crosses Renforth Drive and then curves to the east of Runway 24R and 24L of Pearson Airport . Shortly thereafter , it crosses and interchanges with Dixon Road and Airport Road , between which it forms the demarcation line . Several ramps diverge at this point to provide access to Pearson Airport , and the freeway narrows to eight lanes .

From here to Finch Avenue , the freeway follows the boundary line between Toronto and Mississauga . It encounters the third multi @- @ level junction along its length , with Highway 409 , which provides access to the airport as well as the southbound to eastbound movement that cannot be performed at the interchange with Highway 401 to the south . Highway 427 continues straight north and narrows again to six lanes . After crossing the Kitchener GO line , it passes west of Woodbine Racetrack and beneath Rexdale Boulevard , Morning Star Drive , and Finch Avenue West , the first and last interchange with the route . The freeway bends slightly eastward , diverging from the Mississauga ? Toronto boundary , and crosses the West Humber River where it drains from Claireville Reservoir . Approaching the fourth and final sprawling interchange , it crosses Steeles Avenue and enters Vaughan . It passes beneath Highway 407 and crosses through an undeveloped area before terminating at its final interchange with Highway 7 . The mainline continues north as a four lane arterial road to Zenway Boulevard and is designated as York Regional Road 99 .

= = History = =

= = = QEW to Highway 401 = = =

Although Highway 427 was not officially designated until 1972 , several sections of freeway were already in place prior to that date . The designation was applied following the completion of the interchanges at the QEW and Highway 401 as well as the expansion of the section between them into a collector @- @ express system .

Highway 27 was designated as a two lane road travelling north from Highway 2 (Lake Shore Boulevard) towards Barrie . As Toronto grew outwards following the annexation of various municipalities , the Ontario Department of Highways (DHO) began planning for a bypass of the city , aptly named the Toronto Bypass . A significant portion of this bypass was designed to be incorporated into the Transprovincial Highway , now Highway 401 . The remainder was designed to follow the existing right @- @ of @- @ way of Highway 27 between the QEW and Richview Sideroad (now Eglinton Avenue) .

Construction of the Toronto Bypass began near Yonge Street in 1949 (along present @- @ day Highway 401) and on the four @- @ laning of Highway 27 in 1953 . The Highway 27 work involved the construction of two interchanges : a three @- @ way stack at Highway 401 and a large cloverleaf at the QEW , the latter of which would become one of the worst bottlenecks in the province a

decade after its completion , according to Minister of Transportation Charles MacNaughton . By September 1956 , it was possible to bypass Toronto entirely on the four lane divided highway composed of Highway 401 and Highway 27 . Highway 401 was extended to the west soon after , but Highway 27 remained a two lane highway north of it .

= = = Airport Expressway 1964 @-@ 1971 = = =

During the early 1960s , Toronto International Airport was expanded with the construction of the Aeroquay One terminal . To serve the expected demand of the expansion , the DHO built a new four lane freeway north from Highway 401 at Renforth Drive . This new route , which roughly followed the same route as Highway 427 as far as Dixon / Airport Road , was known as the Toronto Airport Expressway and was opened on January 3 , 1964 . It featured a connection with the western terminus of Richview Sideroad at the southern end of the interchange with Highway 401 as well as an interchange with Renforth Drive .

= = = Expansion = = =

In 1963 , it was announced by MacNaughton that Highway 401 would be widened from a four lane highway to a collector @-@ express system , modelled after the Dan Ryan Expressway in Chicago . Plans were soon developed to apply this model to the QEW between Highway 27 and Royal York Road and to Highway 27 between the QEW and Highway 401 , and were unveiled to Etobicoke council on October 13 , 1966 . Design work followed and was completed by May 1967 . This reconstruction once again involved the junctions with the QEW and Highway 401 , which were reconfigured into complicated multi @-@ level interchanges to permit free @-@ flow movement ; construction began in September 1968 . The widening of Highway 27 required the demolition and rebuilding of overpasses at Bloor Street , Burnhamthorpe Road and Rathburn Road constructed just over a decade earlier .

The junction with the QEW was built over 48 @.@ 5 ha (120 acres) and required the construction of 19 bridges and the equivalent of 42 km (26 mi) of two lane roadway . The junction with Highway 401 sprawls over 156 ha (385 acres) and required the construction of 28 bridges and the equivalent of 46 @.@ 6 km (29 mi) of two lane roadway , the largest interchange in Canada . The former was opened to traffic on November 14 , 1969 , while the latter required several more years of construction staging , fully opening on December 4 , 1971 (though portions were opened in the weeks prior to that) , just prior to Highway 27 's renumbering as Highway 427 . The rest of the route was rebuilt prior to the completion of these interchanges .

The completed project resulted in the creation of Highway 427 between the QEW and Dixon / Airport Road , north of which traffic was defaulted onto Indian Line . The entire Airport Expressway was removed to make way for the new interchange , but the new route still included direct access to the airport .

= = = Extensions beyond Highway 401 = = =

Ultimately , it was planned to extend Highway 427 north along Indian Line to the future Highway 407 , where ramps would direct northbound traffic onto Highway 27 . An extension north of Dixon / Airport Road began in 1976 as part of the work to build Highway 409 , and it included the construction of the interchange between the two freeways . By the beginning of 1980 , this work was completed , and construction was progressing on the section north to Rexdale Boulevard , which opened by the end of the year . In 1982 , Construction began on the next section of Highway 427 , which would extend it to Albion Road , north of the West Humber River . This project included the extension of Finch Avenue west from Highway 27 to Steeles Avenue West and was completed in late 1984 .

As part of the initial phase of Highway 407 , Highway 427 was extended north to Highway 7 in Vaughan and began with the construction of the interchange between the two in 1988 . With the

interchange only half @-@ completed , the extension was opened in late 1991 . By 1994 , the final at @-@ grade intersections ? one at Morning Star Drive , and another as a left turn to the southbound lanes with eastbound Highway 409 ? were replaced , making Highway 427 a fully controlled @-@ access freeway for its entire length .

= = Future = =

An environmental assessment has been completed on a northward extension of Highway 427 to Major Mackenzie Drive to relieve traffic issues on Highway 7 and provide improved access to the Canadian Pacific Intermodal Terminal . A temporary arterial road extension was opened in the autumn of 2008 by York Region and designated as Regional Road 99 . This road serves to provide improved access to Highway 27 and Highway 50 , but will be removed when construction begins on the freeway extension . Technical designs have been prepared for the approved route as far as Major Mackenzie Drive , but no timeline has been set for construction yet beyond inclusion in the 2017 provincial budget .

A section of Highway 427 between Campus Road @-@ Fasken Drive and Steeles Avenue is being expanded to four lanes in each direction as of 2015 . This project includes the installation of high @-@ mast lighting , median barriers , and the addition of an HOV lane in both directions . Completion is scheduled for fall 2017 .

On March 3 , 2016 , the Ontario government approved the extension of Highway 427 north towards Major Mackenzie Drive , along with road widening from 4 kilometres (2 @. @ 5 mi) south of Albion Road to Highway 7 . Construction would start in 2017 , and the extension and widening would be completed by 2020 . In addition , the government will also install high occupancy toll lanes , which will run from south of Highway 409 towards north of Rutherford Road . These toll lanes will be completed in 2021 .

= = Exit list = =

The following table lists the major junctions along Highway 427 , as noted by the Ministry of Transportation of Ontario . All exits are unnumbered .