

= Ontario Highway 410 =

King 's Highway 410 , also known as Highway 410 and colloquially as the four @-@ ten , is a 400 @-@ series highway in the Canadian province of Ontario that connects Highways 401 and 403 to Brampton . North of Brampton , the freeway connects to Highway 10 , which continues north through Caledon as a four lane arterial road . The route is patrolled by the Ontario Provincial Police and has a speed limit of 100 km / h (62 mph) .

Highway 410 was built along the alignment of Heart Lake Road south of Bovaird Drive , while north of Bovaird Drive it was built along a new alignment . The highway was designated in 1978 between Highway 401 and Bovaird Drive (later Highway 7) , though it was only two lanes wide and did not feature any interchanges . It was widened throughout the 1980s and completed as a freeway in 1991 . In 2003 , construction began on a northward extension of the freeway that was completed in November 2009 .

A notable feature of Highway 410 is the four @-@ level interchange with Highways 401 and 403 which includes a large flyover ramp from Highway 401 eastbound to Highway 410 northbound , constructed in 1990 . The majority of the freeway features a grass median as opposed to an Ontario Tall Wall like neighbouring freeways .

= = Route description = =

Highway 410 is a commuter freeway and a bypass of Brampton , acting as the southward continuation of Highway 10 . The highway is also a continuation of Highway 403 (eastern segment) from the south , which ends at the Queen Elizabeth Way . The freeway begins as several ramps converge from Highway 401 north of the large interchange . Maintaining a straight north @-@ westward course , it passes beneath Courtney Park Drive and Derry Road , with a slight jog to the right between the two underpasses . The freeway then intersects Highway 407 as it crosses into Brampton and passes beneath an electrical corridor . Veering to the right once again , the freeway enters a second industrialized area and returns to its northwest ? southeast orientation . It passes beneath Steeles Avenue East and later Queen Street East , the former Highway 7 , now Peel Regional Road 107 . Until it was decommissioned across the Greater Toronto Area , Highway 7 was concurrent between Queen Street East and Bovaird Drive . Passing north of Queen Street , the highway exits the industrial area and enters residential subdivisions .

Throughout this section , Highway 410 is located within a cutting below grade . It passes beneath several roads until Bovaird Drive East . The more recently completed extension begins at this point , as Highway 410 passes to the west of Trinity Common and diverges from its straight path into greenspace and alongside the Heart Lake Conservation Area . As it passes beneath Mayfield Road , the highway makes a sharp turn to the west and descends through the Etobicoke Creek valley . After rising back to level ground , it curves north , passing beneath Valleywood Drive . The central concrete median and high @-@ mast lighting end as the freeway becomes Highway 10 , which continues north as a four @-@ lane undivided road to Orangeville , Shelburne and eventually Owen Sound .

= = History = =

Planning for highway 410 began during the late 1960s as a result of the rapid suburbanization of Brampton . On May 25 , 1965 , the Department of Highways (DHO) unveiled the Toronto Region Western Section Highway Planning Study . The plan designated several new highway corridors and widening projects through Peel and Halton , including Highway 10 . However , it did not include a truck bypass that was desired by Brampton city council . In 1969 , William H. Brydon would encourage the DHO to construct this bypass utilizing Heart Lake Road , and announced the plans at his final city council meeting as mayor , claiming that it may be known as the Brampton Expressway and would connect with Highway 401 . Successor Jim Archdekin announced in the new year that he would meet with highways minister George Gomme to discuss the route of the bypass . The DHO

studied the corridor over the next several months before releasing a report in late August .

Ontario Premier Bill Davis , who was known as " Brampton Billy " , formally initiated the construction of Highway 410 along the Heart Lake Road corridor during his administration . Prior to the construction of Highway 410 , Heart Lake Road was flanked by the industrial lands of Brampton and Bramalea north of Steeles Avenue . Between Steeles and Highway 401 was agricultural lands . In 1975 , construction began on the widening of Highway 401 between Highway 10 (Hurontario Street) and Highway 427 . During this expansion from six to eight lanes , a directional and loop ramp were constructed at Heart Lake Road to allow access to and from Toronto . Heart Lake Road was rebuilt over the next several years , and reopened as a two lane expressway on November 15 , 1978 . It was at this point that the road was designated Highway 410 as far north as Queen Street .

Construction to twin the highway began in 1983 , following the completion of a culvert over the east branch of the Etobicoke Creek ; the interchange with Clark Boulevard was built at the same time . The City of Brampton constructed the West Drive Extension , between Orenda Road and Tomken Road , as a detour in 1983 . The following year , contracts were awarded to build the two structures over the Canadian National Railway south of Orenda Road , as well as an interchange at Queen Street ; the former was completed by the end of the year while the latter took until late 1985 . Construction of the interchange at Bovaird Drive began in 1985 and was completed the following summer . With the construction of each interchange , the future northbound lanes of the freeway were constructed and opened to two @-@ way traffic . By 1988 , two lanes were open between Steeles Avenue and Bovaird Drive .

In 1987 , construction began south of the future Highway 407 interchange , expanding the two lane Heart Lake Road to a six lane freeway . In addition , work began on the future southbound lanes north of Steeles Avenue . In 1990 , work began on an interchange with Courtney Park Drive . By mid @-@ 1991 , Highway 410 was complete from north of Highway 401 to Bovaird Drive , and work was underway on two large flyover ramps . The interchange with Highway 401 was rebuilt alongside the widening of that highway to a collector @-@ express system and opened to traffic ramp @-@ by @-@ ramp beginning August 28 , 1990 and continuing through the end of the year .

In the fall of 1991 , alongside the widening of Highway 410 into a full freeway , construction began on the connecting ramps between Highway 403 and Highway 410 , which pass under the existing bridge structures for Highway 401 collector traffic , while new overpasses were constructed for the Highway 401 express lanes . The 2 @.@ 2 @-@ kilometre (1 @.@ 4 mi) link opened on November 2 , 1992 , at a cost of \$ 7 @.@ 3 million .

== Extension ==

The extension beyond Bovaird Drive to Hurontario was conceived as part of the ultimate plan for Highway 410 when it was under construction in 1982 . It would take until 2003 for construction to begin . Planning for the 8 @.@ 5 @-@ kilometre (5 @.@ 3 mi) freeway began with the submitting of an Environmental Assessment by the Ministry of Transportation of Ontario (MTO) in October 1995 . The assessment was approved without a hearing by the Minister of Environment and Energy on March 5 , 1997 . The next several years were spent on engineering and design . The new section , planned and built as a four lane freeway , was constructed on a new alignment in order to bypass the Heart Lake Conservation Area . It was completed in phases : initially to the new eastward extension of Sandalwood Parkway , later to Mayfield Road and finally to Highway 10 north of Sandalwood .

Premier of Ontario Ernie Eves officially announced the extension on June 23 , 2003 ; construction subsequently began on the first phase . On May 15 , 2006 construction began on the second phase between Sandalwood Parkway and Mayfield Drive . The first two phases were built by Dufferin Construction and opened together in mid ? late 2007 ; the northbound lanes were opened by the beginning of September and the southbound lanes by the end of the month . Upon its opening , trucks were prohibited from driving along it due to concerns of them travelling on the two lane Mayfield Road ; this ban has since been lifted . Construction on the third phase between Mayfield Road and Highway 10 began in August 2007 . The entire extension was completed and opened to

traffic on November 16 , 2009 . Additional work continued in the months that followed to clean up the land surrounding the new freeway .

= = Future = =

On September 9 , 2014 , the MTO announced that Highway 410 would be widened to ten lanes from south of Highway 401 to Queen Street in Brampton by 2018 . A C \$ 156 @. @ 7 million contract was awarded to Aecon Construction to expand the freeway by adding one general purpose and one High @-@ occupancy vehicle (HOV) lane in each direction . In addition , two new ramps will be built at the partial interchange with Highway 401 and Highway 403 , thereby providing access to and from all directions .

= = Exit list = =

The following table lists the major junctions along Highway 410 , as noted by the Ministry of Transportation of Ontario . The entire route is located in the Regional Municipality of Peel .