

= Lincoln M. Alexander Parkway =

The Lincoln Alexander Parkway , officially nicknamed The Linc , is a municipal expressway in the Canadian city of Hamilton , Ontario , which connects Highway 403 with the Red Hill Valley Parkway , which continues north to the Queen Elizabeth Way (QEW) . Collectively , the two expressways form a southern and eastern bypass of Hamilton . Located on the Hamilton mountain , atop the Niagara Escarpment , the freeway was named after the former Progressive Conservative MP and first black Lieutenant Governor of Ontario , Lincoln Alexander in July 1997 , despite him never holding a driver 's license of his own .

Although planning for the Red Hill Creek Expressway began in 1963 , construction did not begin until 1991 , by which point the project had become a contentious issue . The province agreed to split the cost for the east ? west portion of the planned expressway , but opposed the north ? south link . Nevertheless , construction continued throughout the mid @-@ 1990s , and the expressway opened on October 15 , 1997 , just over a decade before the controversial Red Hill Valley Parkway , which opened on November 17 , 2007 . The speed limit along the parkway is 90 kilometres per hour (56 mph) .

= = Route description = =

The Lincoln M. Alexander Parkway begins in the west end of Hamilton at a large turbine interchange with Highway 403 , which also provides access to Mohawk Road from Westbound Highway 403 and The Linc . Travelling southeast , the expressway descends into a ditch , which it travels along throughout most of its length . It passes north of the Meadowlands Centre mall and the interchanges with Mohawk Road / Golf Links Road . The route then becomes sandwiched between residential subdivisions at Upper Horning Road , which was bisected by construction of the route . The route continues , passing beneath a pedestrian overpass and Upper Paradise Road before interchanging with Garth Street .

Between Garth Street and Upper Ottawa Street , Limeridge Road ? a concession road bisected by interchanges at Upper James Street , Upper Wentworth Street and Upper Gage Avenue ? travels parallel to the parkway approximately 200 metres (660 ft) to the north . The route passes beneath another pedestrian bridge and West 5th Street then interchanges with Upper James Street (former Highway 6) . It continues , with Upper Wellington Street crossing the parkway before an interchange with Upper Wentworth Street . On the northeast corner of this interchange is Lime Ridge Mall , while Thomas B. McQuesten Park lies on the southeast corner . East of these , the route once again lies between subdivisions , with Upper Sherman Avenue crossing the freeway midway to the interchange with Upper Gage Avenue .

Beyond the Upper Ottawa Street crossing , residential developments are confined to the north side of the Linc as it curves southward , descending towards the top of the Red Hill Valley . Surrounded by undeveloped land , it meets the northern end of Dartnall Road at a trumpet interchange , with Mt . Albion Conservation Area to the southeast and the Red Hill Creek passing beneath the interchange to traverse the Niagara Escarpment at Albion Falls . The Linc gradually curves back northeast , now surrounded , passing under Pritchard Road . Immediately east of there , the Mud Street interchange branches off as the route curves northward and becomes the Red Hill Valley Parkway , which descends the escarpment towards the QEW .

= = History = =

The parkway was one of two phases to build an expressway bypass on the south side of Hamilton . Despite this , plans for both The Linc as well as the Red Hill Valley Parkway appeared simultaneously in 1963 , when Hamilton City Council approved the ' Hamilton Area Transportation Study ' which included the Highway 53 Freeway as one of five proposed expressways . These were subsequently added to the city 's official plan in 1964 . However , political change and shifting public attitudes would soon reject the idea of inner @-@ city expressways , instead shifting the focus to

public transportation . The cancellation of the Spadina Expressway in Toronto was the turning point in this shift .

It would take until 1982 before serious consideration was given to any expressway plan . While most of the planned 1963 routes had vanished from the drawing board , a north ? south link through the Red Hill Valley Creek and an east ? west route along the brow of the escarpment remained in place . An environmental assessment of both links began and was approved in 1985 . However , expressway opponents launched an appeal to the provincial cabinet . This appeal was rejected in 1987 , and engineering began . Preliminary designs were submitted to the Regional Municipality of Hamilton ? Wentworth and approved in April 1990 . Construction began immediately on structures to carry three routes (two road and one rail) over the future Red Hill Valley Parkway .

However , the election of the NDP government in September 1990 ? with representatives whom were all vocally opposed to the expressway since the late 1970s winning all six Hamilton @-@ area seats ? provincial funding was pulled from the north ? south portion of the project in December . Despite this , construction began on the east ? west expressway in 1991 under a 50 / 50 cost @-@ sharing agreement while the City of Hamilton attempted to sue the provincial government for the reinstatement of funding for the north ? south portion . In April 1992 , work began on overpasses at Upper Paradise Road and Upper Sherman Avenue . This was followed in late 1993 by a project to link Mohawk Road and Golf Links Road along with an interchange to connect the two with Highway 403 at the former Mohawk Road interchange , which would become the connection point for the future expressway . As part of this project , Stone Church Road was extended west from Upper Horning Road to Golf Links Road . Work continued on the new expressway over the next several years , wrapping up in mid @-@ 1997 . By then , a new Progressive Conservative government was in power , and committed \$ 100 million towards the two projects . An opening ceremony was held on October 5 , 1997 , with local , regional and provincial politicians in attendance . The new expressway opened to vehicular traffic ten days later on October 15 . The cost of the parkway , initially projected at \$ 187 million , was under budget at \$ 180 million .

The expressway was named after the former Progressive Conservative MP , first black Lieutenant Governor of Ontario , and first black lawyer in Hamilton , Lincoln Alexander , despite him never holding a driver 's license of his own . Hamilton city council voted unanimously on July 16 , 1997 to name the east ? west portion of the bypass , until then known as the Red Hill Creek Expressway , after Alexander , an honour happily endorsed by the former MP ; the official nickname was adopted as part of this vote . He would later appear with his family alongside premier Mike Harris at the ribbon @-@ cutting ceremony for the parkway on October 5 .

At the time of completion , the Linc ended at Dartnall Road . On June 5 , 1999 , an extension to connect with Mud Street was opened , designed to fit within the future interchange with the Red Hill Valley Parkway . The extension became prone to accidents over the following years , prompting the addition of safety features along the extended ramps . The interchange with Highway 403 also initially remained unmodified from the design constructed in 1969 , with access between westbound Highway 403 and eastbound on the parkway being provided by a loop ramp and access between westbound on the parkway and westbound Highway 403 requiring a left turn at a traffic light . This issue , which became a serious bottleneck when traffic on the new expressway greatly exceeded expectations , was remedied beginning in 2001 with the construction of two flyovers to replace the problematic movements and the removal of the under @-@ utilized connection from eastbound Mohawk Road to westbound Highway 403 . The \$ 16 million project was completed in late 2002 .

In June 2014 , the City of Hamilton modified the eastern terminus of the Linc from west of Dartnall Road to the interchange with the Red Hill Valley Parkway and Mud Street .

= = Exit list = =

The following table lists the major junctions along Lincoln M. Alexander Parkway . The entire route is located in Hamilton , Ontario . All exits are unnumbered .