

= Ontario Highway 35 =

King 's Highway 35 , also known as Highway 35 , is a provincial highway in the Canadian province of Ontario , linking Highway 401 with Peterborough , Kawartha Lakes , and Algonquin Park . The highway travels from west of Newcastle , through Lindsay and the Kawarthas and into Haliburton before terminating at Highway 60 to the west of Algonquin Park , the province 's largest . The winding course of the highway , combined with the picturesque views offered along its length , have led some to declare it the most scenic highway in Ontario .

Most of the highway , including a portion of today 's Highway 60 , was assumed by the Department of Highways by 1940 . In 1961 , Highway 115 was signed concurrently with Highway 35 for 19 kilometres (12 mi) . This was widened to a divided expressway in the late eighties . In the mid @-@ 1950s , several bypasses were constructed to divert Highway 35 away from town centres such as Lindsay , Fenelon Falls and Minden .

Highway 35 is patrolled along its entirety by the Ontario Provincial Police . The speed limit for most of the length of the highway is 80 kilometres per hour (50 mph) , slowing to 50 km / h (31 mph) within built @-@ up areas , and increasing to 90 km / h (56 mph) when it connects with Highway 115 .

= = Route description = =

Highway 35 begins at a trumpet interchange with Highway 401 , and is concurrent with Highway 115 for 18 @. @ 9 km (11 @. @ 7 mi) to Enterprise Hill . For the length of this concurrency , it is a divided four lane expressway with no left turns , known as right @-@ in / right @-@ out (RIRO) . At Enterprise Hill , Highway 35 exits the divided highway (which continues as Highway 115 east to Peterborough) and proceeds north as a two lane road . The highway crosses the Oak Ridges Moraine as it passes into the City of Kawartha Lakes . The terrain flattens approaching Lindsay , which the highway bypasses . Between Lindsay and Coboconk , the route is generally straight and crosses through a mix of agricultural lands and forest . After passing through Coboconk , it descends from the flat limestone plateau into the rocky Canadian Shield south of Norland . The highway hugs the Gull River north of Norland and cuts through granite along its route into the Haliburton Highlands . After passing Minden , the scenic highway begins diving into valleys and along cliffs overlooking several lakes .

Highway 35 generally follows the former Bobcaygeon Colonization Road north of Minden , though several realignments over the years have led to its current winding route . At Carnarvon , it meets with Highway 118 . Heading northward into increasingly mountainous terrain , the highway crosses into Muskoka near Dorset , and shortly thereafter reaches its terminus at Highway 60 west of Algonquin Park .

Traffic volumes on Highway 35 vary considerably over the length of the highway , as well as over the course of the year due to its use for recreational purposes , including snowmobiling , cottaging and camping . Along the Highway 35 and Highway 115 concurrency , the average daily vehicle count is above 20 @, @ 000 . This drops as Highway 35 splits off at Enterprise Hill to under 10 @, @ 000 . This volume is fairly consistent as far north as Minden , at which point the vehicle count drops below 5 @, @ 000 and tapers off as low as 2 @, @ 000 at Highway 60 .

= = History = =

Highway 35 , like many highways that begin at Lake Ontario and eventually cross into the Canadian Shield , began as several trails connecting settlements . Most of the southern portion of the highway follows various sidelines and concessions . Between Lindsay and Fenelon Falls , Highway 35 follows the former Fenelon Road , while north of there it follows The Cameron Road , a trail carved in the 1850s between Fenelon and Minden . North of Minden , the highway generally follows The Bobcaygeon Road , a colonization road built as far north as Dwight in the 1850s .

The Highway 35 designation was first applied in 1931 to the road between Lindsay and Fenelon

Falls . In 1934 it was extended along the road between Fenelon Falls and Rosedale , bringing the length of the highway up to 38 @. @ 9 km (24 @. @ 2 mi) . The Department of Northern Development had meanwhile spent the early 1930s upgrading the trails north of the Trent ? Severn Canal that fell under their jurisdiction . A new road was constructed north of Dorset as part of the Ontario Northern Highways Program , avoiding the straight Bobcaygeon Road . The entire route from Rosedale to Huntsville became part of Highway 35 on April 1 , 1937 when the Department of Northern Development merged into the Department of Highways , adding 138 @. @ 4 km (86 @. @ 0 mi) to the route . Finally in 1938 , Highway 35 was extended south to Newcastle .

At this point , much of the assumed route was a gravel road . Only the section south of Orono was paved . The Lindsay to Norland section was paved in the 1940s , and north of that point beginning in 1954 . It would take until 1958 for paving to commence south of Lindsay .

In 1953 , Highway 115 was built as a two lane road eastward from Highway 35 near Pontypool . It was completed to Peterborough by 1954 , and co @-@ designated with Highway 35 southwards in 1961 . Construction began to widen both to four lanes beginning in 1984 , which was completed in the late 1980s and early 1990s . The concurrency with Highway 60 was removed from Highway 35 after 1961 , but before 1969 .

Beginning in 1954 , several bypasses were constructed around the towns and villages along the route . The first of these was in Minden , bypassing the old route along the Bobcaygeon Road and South Water Street . This was followed by the bypassing of Fenelon Falls in 1955 . Highway 35 followed present day Kawartha Lakes Road 121 and Kawartha Lakes Road 8 into and out of the village until the Seventh Concession Line was paved and the highway rerouted onto it . In 1956 , Newcastle was bypassed and Highway 35 connected directly to the then eastern terminus of Highway 401 west of the village . The former route is now Durham Regional Road 19 . By 1958 , construction had begun on several bypasses of Lindsay , including the Lindsay Bypass that Highway 7 and 35 follow today . Prior to the opening of the bypass , Highway 35 followed Lindsay Street to Kent Street and jogged northwest along William Street and Colborne Street . It then followed today 's Kawartha Lakes Road 4 north and west to the current intersection with Highway 35 . This routing became Highway 35B when the bypass opened in 1959 . In the 1960s , the route through Pontypool (now known as John Street) was bypassed .

Prior to 2007 , the highway was extensively rehabilitated between Kawartha Lakes Road 121 , near Fenelon Falls and Highway 118 in Carnarvon . This included widening the highway for a third passing lane , as well as the resurfacing of several sections .

On the day before Remembrance Day , 2009 , the section of Highway 35 between Lindsay and Norland was renamed the Midland Regiment Commemorative Highway , in honour of veterans of World War II . Signs are placed along the highway at regular intervals to acknowledge the designation . On April 25 , 2012 , four bridges along the highway were renamed in memory of police officers killed in the line of duty : The Constable Randall F. Skidmore Bridge over the Trent ? Severn Waterway in Rosedale ; the Constable Eric Nystedt Bridge over the Gull River in Moore Falls ; and the Corporal James Smith Bridge and Detective Sergeant Lorne J. Chapitis Bridge between Miners Bay and Minden .

= = Future = =

The MTO is currently performing an environmental assessment on Highway 35 between the Highway 115 split and Lindsay , in preparation for a four @-@ lane expansion . Work has also commenced on the widening of the Lindsay Bypass section of Highways 35 and 7 from two lanes to four .

= = Major intersections = =

The following table lists the major junctions along Highway 35 , as noted by the Ministry of Transportation of Ontario .