

= Ontario Highway 70 =

King 's Highway 70 , commonly referred to as Highway 70 , was a provincially maintained highway in the Canadian province of Ontario , which provided a shorter route from Highway 6 and Highway 21 in Springmount to Highway 6 in Hepworth . The route , which now forms part of Highway 6 , was 15 @. @ 1 kilometres (9 @. @ 4 mi) long and travelled in a southeast ? northwest direction west of Owen Sound . The route followed an early trail blazed by deputy surveyor Charles Rankin in 1842 that was upgraded to a modern road in the 1920s . Highway 70 was designated in 1965 and renumbered as Highway 6 in 1997 . Another Highway 70 existed near Kenora between 1937 and 1959 before being renumbered as Highway 71 . This designation was applied along the newly opened Heenan Highway , shortly after the Department of Highways (DHO) began numbering routes in northern Ontario . However , a series of renumberings in 1960 led to the entire length becoming part of Highway 71 .

= = Route description = =

Highway 70 was a short highway that travelled in a northeast ? southwest direction between the communities of Springmount , near Owen Sound , and Hepworth . The 15 @. @ 1 km (9 @. @ 4 mi) route , now part of Highway 6 , passes through an equal mixture of farmland and forests , aside from the community of Shallow Lake , located at approximately the midpoint of the route . At its southern terminus is the only wrong @-@ way concurrency in Ontario , between Highway 6 and Highway 21 . The road continues south of the intersection between these highways as Grey County Road 18 , which serves as a bypass of Owen Sound . At its northern terminus , the route curves to the west and enters Hepworth ; Highway 70 ended at the intersection of Queen Street and Bruce Street . From there , Highway 6 continued north through the Bruce Peninsula .

= = History = =

Rainy River ? Kenora

The Highway 70 designation was first used along the Heenan Highway , connecting the Rainy River region to Kenora to provide the first Canadian road link to an area previously accessible only from the United States . In 1922 , Kenora MPP Peter Heenan and Dr. McTaggart approached the government to lobby for construction of a road between Nestor Falls and Kenora . Nestor Falls was the northernmost point accessible by road from the Rainy River area . Heenan would become the Minister of Lands and Forests in Mitch Hepburn 's cabinet . This provided the impetus for construction to begin in 1934 . Unlike previously built roads in the area , the Fort Frances ? Kenora Highway , as it was known prior to its opening , was constructed through the rugged terrain of the Canadian Shield . Rocks , forests , lakes , muskeg , and insects served as major obstacles during construction of the 100 @-@ kilometre (62 mi) highway , which progressed from both ends . By late 1935 , the only remaining gap in the road was the Sioux Narrows Bridge . Construction on this bridge was underway by March 1936 ; it was rapidly assembled using Douglas fir from British Columbia as the main structural members . The bridge was completed on June 15 , 1936 , completing the link between Fort Frances and Kenora .

On July 1 , 1936 , premier Mitch Hepburn attended a ceremony in front of the Rainy Lake Hotel in Fort Frances . On a rainy afternoon , at 5 : 30 p.m. , Peter Heenan handed Hepburn a pair of scissors with which to cut the ribbon crossing the road and declare the highway open . Hepburn , addressing the crowd that was gathered , asked " What would you say if we call it the Heenan Highway , what would you think of that ? " . The crowd cheered and Hepburn cut the ribbon .

The Heenan Highway was assumed by the DHO shortly after its merger with the Department of Northern Development . Following the merger , the DHO begin assigning trunk roads throughout northern Ontario as part of the provincial highway network . The portion lying within Kenora District was designated as Highway 70 on September 1 , while the portion within Rainy River District was designated on September 29 .

The original route of Highway 70 split in two south of Finland ; Highway 70 turned east to Off Lake Corner , then south to Emo , while Highway 70A turned west to Black Hawk then south to Barwick . The northern end of the highway was also concurrent with Highway 17 for 21 @. @ 7 kilometres (13 @. @ 5 mi) into Kenora , and the southern end concurrent with Highway 71 for 37 @. @ 0 kilometres (23 @. @ 0 mi) between Emo and Fort Frances . During 1952 , the highway was extended south from its split to Highway 71 , midway between Barwick and Emo . By 1953 , the new road was opened and informally designated as the new route of Highway 70 . The old routes were decommissioned on February 8 , and the new route designated on March 10 , 1954 .

Throughout the mid to late 1950s , a new highway was constructed west from Thunder Bay towards Fort Frances . Initially this road was designated as Highway 120 . In 1959 , it was instead decided to make this new link a westward extension of Highway 11 ; a major renumbering took place on April 1 , 1960 : Highway 11 was established between Rainy River and Fort Frances , Highway 71 was truncated west of the Highway 70 junction , and the entirety of Highway 70 was renumbered as Highway 71 .

Bruce Peninsula

On April 22 , 1965 , the DHO recycled the Highway 70 designation , providing a shorter route for traffic between the Bruce Peninsula and Owen Sound . The new highway followed an existing Grey County road through Shallow Lake - the Southwest Diagonal . It was surveyed in 1854 by Ontario 's deputy surveyor , Charles Rankin , to provide a short route between the undeveloped Sydenham (now Owen Sound) and Hepworth townsites . This route passed through a large swamp and as a result remained an unimproved one lane trail up until the 1920s . By the time the road was designated as a provincial highway , it was a paved two lane route . On April 1 , 1997 , Highway 6 was decommissioned south of Hepworth to Highway 21 . The entire length of Highway 70 was subsequently renumbered Highway 6 to rectify the discontinuity .

= = Major intersections = =

The following table lists the major junctions along Highway 70 , as noted by the Ministry of Transportation of Ontario . This table covers the routing of Highway 70 between 1965 and 1997 ; for the iteration near Kenora see Highway 71