

= Ontario Highway 3 =

King 's Highway 3 , commonly referred to as Highway 3 , is a provincially maintained highway in the Canadian province of Ontario which travels parallel to the northern shoreline of Lake Erie . It has three segments , the first of which travels from the Ambassador Bridge in Windsor to Highway 77 in Leamington . The second portion begins at Talbotville Royal outside of St. Thomas at Highway 4 , and travels to the western city limits of Port Colborne . The road is regionally maintained within Port Colborne as Niagara Regional Road 3 , but regains its provincial designation at Highway 140 . Its third and final terminus is at Edgewood Park , within the Fort Erie town limits . From there , the road continues as Niagara Regional Road 3 to the Peace Bridge , where drivers can cross to the United States . The total length of Highway 3 is 259 @. @ 2 km (161 @. @ 1 mi) , consisting of 50 @. @ 2 km (31 @. @ 2 mi) from Windsor to Leamington , 187 @. @ 9 km (116 @. @ 8 mi) from Talbotville Royal to Port Colborne and 21 @. @ 1 km (13 @. @ 1 mi) from Port Colborne to Edgewood Park .

Until the late 1990s , Highway 3 formed a single continuous 413 @. @ 2 km (256 @. @ 8 mi) route from the Ambassador Bridge to near the Peace Bridge , but since then has had significant portion transferred to regional and county governments . A large segment of the route follows the historic Talbot Trail , a settlement road following the northern shore of Lake Erie constructed by Colonel Talbot in the early 1800s as part of a grand settlement plan along the lake front . East of Canborough , the road generally follows older settlement trails : Forks Road , connecting Dunnville with Wainfleet , portions of Sherk 's Road , through Port Colborne to Gasline , and the Garrison Road , a military road built west from Fort Erie . The highway was initially designated in 1920 , but not numbered until five years later . It originally connected to Niagara Falls , but was rerouted to Fort Erie following completion of the Peace Bridge in the late 1920s . Although a few portions of Highway 3 were upgraded in the years since , the highway generally follows the same route as it did in 1930 . However , in 1997 , segments through Port Colborne and Fort Erie were decommissioned as a provincial highway , followed by a segment of the route from Leamington to Talbotville Royal in 1998 . All three now exist as county / regional roads . The portion of Highway 3 along Huron Church Road in Windsor was reconstructed as part of the Windsor ? Essex Parkway project between 2011 and 2015 .

= = Route description = =

Highway 3 follows the route of the historic Talbot Trail for most of its length . Abutting the northern shore of Lake Erie between Windsor and Fort Erie , the route deviates in places to bypass towns and to avoid the less than direct trail laid nearly two centuries ago . Prior to 1998 , the highway spanned this entire distance , but has since then been divided into three discontinuous sections . The western section travels 50 @. @ 2 km (31 @. @ 2 mi) from Windsor to Leamington . From there , a 145 @. @ 0 km (90 @. @ 1 mi) gap separates the western and central sections . Highway 3 resumes near St. Thomas at the southern end of Highway 4 and travels 187 @. @ 9 km (116 @. @ 8 mi) east to Port Colborne . The central and eastern sections are divided by a 3 @. @ 4 km (2 @. @ 1 mi) Connecting Link through Port Colborne . The eastern section begins at Highway 140 and travels 21 @. @ 1 km (13 @. @ 1 mi) to Fort Erie . It ends at Rosehill Road , a short distance west of the Peace Bridge crossing into New York .

= = = Western segment = = =

The western segment of Highway 3 begins at the Ambassador Bridge , which connects Canada with the U.S. state of Michigan over the Detroit River . The five lane highway travels southeast through Windsor along Huron Church Road , surrounded by residential subdivisions , then curves east to meet the western end of Highway 401 . The section through Windsor to Cabana Road is maintained under a Connecting Link agreement . Between the E. C. Row Expressway and Highway 401 , construction is ongoing as of 2015 on the Windsor ? Essex Parkway , which will displace Highway 3 from its former alignment . At Essex County Road 11 , Highway 3 enters rural

southwestern Ontario , and is dominated by farmland for much of its length through Essex County . The now four @-@ laned route becomes divided as it follows the Essex Bypass around the southern edge of Essex , with commercial services lining the highway , primarily on the north side . Returning to farmland and narrowing to a two lane undivided road , the highway continues southeast , passing nearby , but avoiding , several small communities that the original highway travelled through . After passing Essex County Road 18 , the route curves eastward , passing north of Ruthven before entering Leamington along its northern fringe . The western section ends at the southern terminus of Highway 77 , where the provincially built but county maintained Leamington Bypass continues east to meet the Talbot Road just east of the town .

= = = Central segment = = =

The central segment is the longest of the three , at 187 @.@ 9 km (116 @.@ 8 mi) . It begins at the southern terminus of Highway 4 at Talbotville Royal in Elgin County , just northwest of St. Thomas and south of London . The route travels east into St. Thomas , becoming a two @-@ laned expressway aptly named the St. Thomas Expressway . This expressway begins at Wellington Road (Elgin County Road 25 / 26) and travels through St. Thomas to Centennial Road , featuring a single interchange . However , the right @-@ of @-@ way is wide enough to accommodate any future upgrade to a divided expressway . At the eastern end , Highway 3 turns south onto Centennial Road and then east onto Talbot Line , following the historic Talbot Trail to east of Aylmer . This mostly straight and rural portion passes through several small villages before the Talbot Trail splits from it to follow Elgin / Norfolk County Road 38 through Straffordville . Highway 3 meanwhile curves northeast and passes through Tillsonburg , encountering Highway 19 . It then curves east and travels parallel to the St. Thomas and Eastern Railway to Courtland , reemerging with the Talbot Trail and snaking towards Delhi , now within Norfolk County .

At Delhi , Highway 3 turns south for 4 km (2 @.@ 5 mi) before returning to its eastward orientation . It continues through farmland to the town of Simcoe , where it meets Highway 24 . From Simcoe to Canborough , the highway is nearly straight as an arrow , with an occasional jog to the northeast . It enters Haldimand County and intersects Highway 6 in Jarvis . At Cayuga it crosses the Grand River ; until 2014 , a five @-@ span steel girder bridge crossed the river , but it has since been replaced by a concrete structure . At Canborough , the historic Talbot Trail ends and Highway 3 veers south to Dunnville , briefly travelling along the northern bank of the Grand River and gradually curving back eastward . East of Dunnville , the route follows Forks Road into Wainfleet and the Niagara Region . At Chambers Corners it turns south and passes through Wainfleet village , crossing the old Feeder Canal which once supplied the Welland Canal with water from the Grand River . Just north of Lake Erie , Highway 3 turns east and travels straight towards Port Colborne , passing just south of the Wainfleet Bog . At Townline Road , the boundary between Wainfleet and Port Colborne , the central section ends and the roadway continues as Niagara Regional Road 3 through the city , meeting the southern end of Highway 58 .

Portions of the central segment of Highway 3 through several towns are maintained under Connecting Link agreements , including within Aylmer , Delhi , Simcoe , Cayuga and Dunnville . The combined length of these segments is 15 @.@ 9 kilometres (9 @.@ 9 mi) .

= = = Eastern segment = = =

The final and shortest section of Highway 3 begins at Highway 140 on the eastern fringe of Port Colborne and lies entirely within Niagara Region . The 21 @.@ 1 km (13 @.@ 1 mi) segment travels several kilometres inland to Lake Erie , as well as parallel to it . From there it mostly travels along a straight line eastward through generally rural areas . The notable exception is the village of Gasline , where the Niagara Speedway stands on the northern side of the highway . At the Fort Erie boundary , the route widens to four lanes and jogs northeast to align with the old Garrison Road . As the highway progresses eastward into the town , the surroundings gradually become more urbanized before it ends at Rosehill Road . The roadway continues east through Fort Erie to the foot

of the Peace Bridge as Niagara Regional Road 3 , connecting with the Queen Elizabeth Way to provide access to the United States .

= = = Connections with the United States = = =

Highway 3 was the only Ontario provincial highway to start and end at bridges (the Ambassador Bridge leading into Detroit , Michigan and the Peace Bridge leading into Buffalo , New York) with both termini at international crossings . A quick link from Chicago , Toledo , and Detroit to Buffalo and Western New York , Highway 3 was shorter and more direct than any American route (including Interstate 90) , because the Lake Erie shoreline dips south along Ohio , Pennsylvania , and New York . After the 1954 New York State Thruway opened from Buffalo to New York City , Michigan officials had encouraged Ontario to replace Highway 3 with a turnpike from Detroit to Buffalo .

Highway 3 has been largely replaced as a Detroit ? Buffalo truck route by Highway 401 , Highway 403 and the Queen Elizabeth Way . The last section of Highway 403 opened in August 1997 , leaving a local section of Highway 3 on Windsor surface streets as a bottleneck to be bypassed by the Windsor ? Essex Parkway and Gordie Howe International Bridge to Detroit in 2020 .

When the Michigan Department of Transportation discontinued US 25 in 1973 , much of it through Detroit was redesignated as M @-@ 3 , whose southern terminus came at Clark Street in Detroit , at the junction of I @-@ 75 by the Ambassador Bridge . This provided a connection between Michigan 's M @-@ 3 and Ontario 's Highway 3 until 2001 , when jurisdictional changes within downtown Detroit created a discontinuous segment of M @-@ 3 , and this international Route 3 connection was lost when the portion of M @-@ 3 along Fort Street was redesignated M @-@ 85 .

= = History = =

= = = Talbot Trail = = =

The history of Highway 3 dates back over 200 years to the pioneering settlement era of Upper Canada following the American Revolution and the resulting influx of United Empire Loyalists . Thomas Talbot , an influential scion who joined the British army at the age of 11 , would challenge the government , the terrain , and the forces of nature to see to it that his road be built . Due to his family legacy , Talbot worked through the ranks quickly and found himself a personal aide to John Graves Simcoe , the first Lieutenant Governor of Upper Canada . He returned to England after Simcoe fell ill , but vowed to return to the hinterland he had come to love .

After completing his military commission , Talbot returned to Upper Canada in 1801 at the age of 30 . Although Simcoe had promised Talbot 5 @,@ 000 acres (20 @,@ 000 @,@ 000 m2) of land in Yarmouth Township on the shoreline of Lake Erie , he had not made it official . Talbot returned to England in 1802 and spoke to the legislature , promoting his concept of a vibrant farming settlement . The government granted Talbot his land and promised an additional 200 acres (81 ha) for each family that settled a 50 acres (20 ha) lot in the original grant . Talbot returned to Upper Canada in 1803 with four families and a letter from Lord Hobart authorizing his grant , and established what is now the town of Port Stanley . Wishing to expand his grant and create his ideal colony , Talbot sought out new settlers ; a road was required .

Talbot received a grant of \$ 250 in September 1804 for the construction of a road between Brantford and Delhi . John Bostwick would survey the route that year ; however , funding shortages would halt construction in 1806 . Talbot approached the new Lieutenant Governor ? Francis Gore ? in 1808 with the intent of persuading him to fund the building of the road . He insisted that a road would increase the value of the land in the surrounding townships , as well as providing a greater incentive for newcomers to settle in what was otherwise a desolate wilderness . Gore instructed deputy surveyor Mahlon Burwell to " Build a road one chain wide , laid out on the principle of Yonge Street with lots on each side . " Burwell began this work in 1809 westward from Delhi . In 1811 , he

was tasked with surveying the West Talbot Road from Talbotville Royale to Amherstburg . By then , a road was already opened between Port Talbot and Talbotville Royale .

Construction of the new road proved far more difficult than first imagined . Workers followed an old Native American trail , wholly consumed by nature , between Delhi and Port Talbot . To get across the numerous swamps , felled trees were laid across the path to create a corduroy road , much to the chagrin of settlers . The outbreak of the War of 1812 would temporarily halt further construction . When it resumed in 1816 , Talbot himself began directing the surveyor , ordering that the road remain on the highest ground possible . This led to an irregular and winding route between Aylmer and Delhi . By 1830 , the corduroy logs had been removed and the road improved and extended from Amherstburg to Canborough .

= = = Niagara trails = = =

East of Canborough , Highway 3 follows several early settlement trails : Forks Road between Dunnville and Chambers Corners , Sherk 's Road through Port Colborne to Gasline , and the military Garrison Road through Fort Erie . These roads predate the land survey grid of concession roads and sidelines , which would be used by the provincial government to make Highway 3 a continuous route through the Niagara Peninsula where none previously existed .

Forks Road , a river road following Forks Creek , served to connect the Grand River at Dunnville with the Welland River west of Welland . Like many early roads in Upper Canada , it was built along a river bank . It can therefore be assumed that this trail was built prior to the completion of the Feeder Canal in 1832 . Sherk 's Road was built at the request of Elias Sherk (d . 1893) in 1858 to connect his house (the historic Danner House) with his and Michael Gondor 's properties . The irregular road connected the Welland Canal at Humberstone (now Port Colborne) to the community of Ridgeway , where it met the west end of the Garrison Road . That road was built due to the threat of American attack to provide quick access from Fort Erie , and , like other military roads in Upper Canada (e.g. Dundas Street or Yonge Street) , it travelled in a straight line , in this case parallel to the Lake Erie shoreline .

= = = Provincial Highway Network = = =

Until 1918 , the majority of the primary roads through southern Ontario formed part of the County Road System . The Department of Public Works and Highways paid up to 60 % of the construction and maintenance costs for these roads , while the counties were responsible for the remaining 40 % . In 1919 , the federal government passed the Canada Highways Act , which provided \$ 20 @ , @ 000 @ , @ 000 to provinces under the condition that they establish an official highway network ; up to 40 % of construction costs would be subsidized . The first network plan was approved on February 26 , 1920 , and included the Talbot Road . The majority of what would soon become Highway 3 was designated several months later in August . However , it would not receive a route number until the summer of 1925 .

Four significant changes to Highway 3 have taken place since the designation of the route in 1920 . The first was an adjustment to the eastern terminus . The second was the Essex Bypass , built through the 1970s between Windsor and Leamington . The third was the St. Thomas Expressway , a super two highway built in the late 1970s . The final change was the provincial highway transfers conducted in 1997 and 1998 that resulted in three segments of Highway 3 being decommissioned : between Leamington and Talbotville Royale , through Port Colborne and within Fort Erie .

Highway 3 originally ended at the Honeymoon Bridge in Niagara Falls ; it continued east of Chambers Corners along Forks Road (Regional Road 23) rather than south through Wainfleet as it does today . It then travelled north through Welland and east along Lundys Lane . Highway 58 and Highway 20 would later follow portions of this route . As part of the " spirit of cooperation " that inundated Canada and the US following World War I , as well as to celebrate a century of peace , a new bridge was planned between Fort Erie and Buffalo alongside the international railway crossing . Construction began in 1925 ; the completed bridge opened to traffic on June 1 , 1927 . Two months

later , on August 7 , the bridge was formally dedicated as the Peace Bridge by US Vice President Charles Dawes , and Edward , Prince of Wales .

Traffic patterns quickly shifted to take advantage of the new crossing and the bypass of Niagara Falls that it provided . In foresight of this , the Department of Public Highways took control of a Welland County road between Chambers Corners and Fort Erie on May 11 , 1927 . This roadway , which followed a significant portion of Sherk 's Road and the Garrison Road , in addition to a concession road built west from Port Colborne and north through Wainfleet village , was designated as Highway 3A . The following year it was surfaced with concrete and a new bridge built over the Welland Canal in Port Colborne . The new route became so popular that in 1929 the Highway 3 and Highway 3A designations were swapped .

In the early 1970s , as part of a review to determine the future route of Highway 406 south of Welland , proposals arose for a bypass of Highway 3 from east of Dunnville to Port Colborne near Highway 58 .

= = = Essex Bypass and St. Thomas Expressway = = =

The Essex Bypass was opened in stages in the 1970s and early 1980s . Plans were completed in 1968 as part of a province @-@ wide program to bypass small towns on busy provincial highways . The first stage , opened by 1972 , began west of Maidstone and passed south of Essex , where it then routed along Malden Road to its former alignment (now Essex County Road 34) . Construction of an eastward extension to Ruthven was underway by 1982 , and completed in 1983 , with the road following Union Road to the old alignment . Construction of a final extension , from Union Road north of Ruthven to past Highway 77 on the northern fringe of Leamington , was underway in late 1998 ; it opened in early December 1999 . Although the Leamington Bypass was constructed by the Ministry of Transportation (MTO) , the 1 @.@ 1 @-@ kilometre (0 @.@ 68 mi) segment east of Highway 77 to County Road 34 (Talbot Road) was never a part of Highway 3 or the provincial highway network . It is signed as Essex County Road 33 , as Leamington is planning to link the discontinuous segments of County Road 33 with the East Side Arterial Road .

The St. Thomas expressway was built along the northern edge of that city beginning in 1974 . It features six overpasses and a single interchange , at First Avenue . A ribbon cutting ceremony was held on September 7 , 1981 to officially open the new route , which bypassed the former Highway 3 alignment along Talbot Street and the short concurrency with Highway 4 (Sunset Drive) . The bypass cost C \$ 16 @.@ 5 million to construct , and features a two @-@ lane roadway with allotted space on the north side for a second two @-@ lane roadway . Plans originally called for the expressway to extend further east to New Sarum and later even as far as Aylmer , but these have never materialized .

= = = Downloads and changes since = = =

Aside from the Essex Bypass and St. Thomas Expressway , Highway 3 remained generally unchanged between the 1930s and late 1990s . However , budget constraints brought on by a recession in the 1990s resulted in the Mike Harris provincial government forming the Who Does What ? committee to determine cost @-@ cutting measures in order to balance the budget after a deficit incurred by former premier Bob Rae . It was determined that many Ontario highways no longer served long @-@ distance traffic movement and should therefore be maintained by local or regional levels of government . The MTO consequently transferred many highways to lower levels of government in 1997 and 1998 , removing a significant percentage of the provincial highway network .

Despite once serving as one of the principal highways through southwestern Ontario , Highway 3 had been largely supplanted by Highway 401 , the QEW and later Highway 403 as a through @-@ route . As a result , portions of the route through the Regional Municipality of Niagara were transferred to the region on April 1 , 1997 , including a 3 @.@ 4 kilometres (2 @.@ 1 mi) segment through Port Colborne (most of which had existed as a Connecting Link) and a 5 @.@ 6 kilometres

(3 @. @ 5 mi) segment in Fort Erie . To the west , a segment of the route paralleling Highway 401 between Leamington and Talbotville Royal was decommissioned on January 1 , 1998 and transferred to Essex County , Chatham ? Kent and Elgin County . It has since been designated as Essex County Road 34 , Chatham ? Kent Road 3 and Elgin County Road 3 .

In 2001 , the MTO considered renumbering the western segment of Highway 3 as Highway 103 to avoid confusion . However , this never came to pass .

= = Future = =

At the western end of Highway 3 , two major traffic concerns have been the focus of controversy since the mid @-@ 1990s and early 2000s : the Essex Bypass and the approach to the Ambassador Bridge . Numerous attempts by local and provincial politicians since then have led the MTO to begin remedying the situation by upgrading the bypass to a divided four lane road and constructing the Windsor ? Essex Parkway to a new international crossing .

The Essex Bypass , completed around the village of Essex in 1972 , was designed to accommodate future widening to a divided four lane road when traffic volumes warranted . By the mid @-@ 1990s , a regular pattern of fatalities were occurring , prompting local politicians and Essex Member of Provincial Parliament (MPP) Bruce Crozier to lobby the MTO widen the route . It was announced in June 2006 that the entire 33 kilometres (21 mi) bypass would be widened to four lanes with a grassy median separating the opposing flows of traffic . The three phase project began in September 2007 with a 6 @. @ 4 kilometres (4 @. @ 0 mi) stretch between Maidstone and County Road 8 west of Essex . The four @-@ laned highway opened in June 2009 at a cost of C \$ 20 @. @ 7 million . The C \$ 22 @. @ 1 million second phase involved widening the highway between Walker Road and Maidstone to a five lane cross @-@ section , and began in mid @-@ November 2009 . It was completed in early 2012 . Despite concerns raised by Crozier in 2006 that the project would be halted after the first phase , which were dismissed at the time , no further work has actually been completed on the Essex Bypass since 2012 , and the section between Essex and Ruthven remains a two lane highway . It is still considered as a future project by the MTO , with no time line set . Three months after Crozier 's unexpected death on June 3 , 2011 , the entire Essex Bypass was renamed the Bruce Crozier Way in honour of his commitment to the widening of the highway .

In 2004 , a joint announcement by the federal government of the United States and Government of Canada confirmed that a new border crossing would be constructed between Detroit and Windsor . The Detroit River International Crossing (DRIC) was formed as a bi @-@ national committee to manage the project . The MTO took advantage of this opportunity to extend Highway 401 to the international border and began an environmental assessment on the entire project in late 2005 . The new parkway will be below @-@ grade and have six through @-@ lanes . It will follow (but not replace) Talbot Road and Huron Church Road from a new interchange at the current end of Highway 401 to the E. C. Row Expressway , where it will run concurrently westward for 2 km (1 @. @ 2 mi) . From there , it will turn northwest and follow a new alignment to the border . Initial construction of a noise barrier from North Talbot Road to Howard Avenue began in March 2010 . Full construction began on August 19 , 2011 , with an expected completion date of mid @-@ 2015 for the first phase and 2015 @-@ 16 for the remainder of the parkway . In early 2015 , it was announced that the parkway would open to traffic between Highway 3 and Labelle Street (near the E.C. Row Expressway) in the spring .

Work is ongoing in Cayuga to install a new crossing over the Grand River , replacing the five @-@ span steel structure that previously served traffic since 1924 . The new concrete structure was opened to traffic on June 20 , 2014 , and the former structure was demolished after that . On November 4 and December 4 of that year , construction on the bridge was halted by the Haudenosaunee Confederacy Chiefs Council on the claim that the structure impeded on land reserved for a towpath along the Grand River by the Six Nations of the Grand River First Nation . The remaining work includes a scheduled three @-@ day closure during which the new bridge will be jacked 5 metres (16 ft) north to align with the former structure , as well as decorative work .

Work is scheduled for completion in the autumn of 2015 .

= = Major intersections = =

The following table lists the major junctions along Highway 3 , as noted by the Ministry of Transportation of Ontario .