

= Ontario Highway 33 =

King 's Highway 33 , commonly referred to as Highway 33 , is a provincially maintained highway in the Canadian province of Ontario . The route begins at Highway 62 in Bloomfield and travels east to the Collins Bay Road junction at Collins Bay in the city of Kingston , a distance of 60 @. @ 9 kilometres (37 @. @ 8 mi) . The highway continues farther east into Kingston as Bath Road (Kingston Road 33) , ending at the former Highway 2 , now Princess Street . Highway 33 is divided into two sections by the Bay of Quinte . The Glenora Ferry service crosses between the two sections just east of Picton , transporting vehicles and pedestrians for free throughout the year .

Originally , Highway 33 continued northeast through Trenton to the town of Stirling , ending at a junction with Highway 14 . This section was transferred to county governments by the beginning of 1998 . In 2009 , Highway 33 west of Picton became the site of the first modern roundabout on a provincial highway .

In 1984 , Queen Elizabeth commemorated Highway 33 between Trenton and Kingston as the Loyalist Parkway at a ceremony in Amherstview in honour of the settlers that landed there in 1784 .

= = Route description = =

Highway 33 , known as the Loyalist Parkway throughout its length , begins in the west at the southern terminus of Highway 62 , west of which the parkway continues as Prince Edward County Road 33 to Trenton . The route begins within the community of Bloomfield . To the east it crosses several creeks then intersects Prince Edward County Road 1 at the first modern provincially maintained roundabout . East of this , the highway enters into the city of Picton .

Within Picton , Highway 33 intersects the former Highway 49 , now Prince Edward County Road 49 . It exits the city and follows the southeastern shoreline of Picton Bay , passing the H.J. McFarland Conservation Area midway between the city and Glenora .

Highway 33 has two sections , which are joined by the Glenora Ferry , an auto ferry crossing the Bay of Quinte from Glenora to Adolphustown . The Ministry of Transportation of Ontario (MTO) , which maintains Highway 33 , also provides the ferry service free of charge . The eastern section of the highway begins west of Adolphustown , where it passes by several Loyalist heritage sites . Now in the county of Lennox and Addington , the route remains close to the shores of the Bay of Quinte for the remainder of its journey towards Kingston . It divides the Greater Napanee communities of Conway , South Fredericksburg , Parma , Sandhurst Shores and Sandhurst , then enters the municipality of Loyalist opposite Amherst Island . The highway passes through Bath , after which it follows the Bath Road , one of the oldest roads in Ontario , built circa 1785 . At Millhaven , a ferry service provides access to Amherst Island ; Highway 33 continues east and passes through Amherstview before crossing the county line into Frontenac County and the City of Kingston .

The short section of Highway 33 within Kingston travels as far east as Collins Bay Road , in the community of Collins Bay . From this point , the road continues east as Bath Road (Kingston City Road 33) , ending at Princess Street , formerly Highway 2 .

Highway 33 is 60 @. @ 9 kilometres (37 @. @ 8 mi) in length , excluding the length of the Glenora Ferry . Traffic volumes vary considerably throughout the length of the route . On an average day , over 5 @, @ 000 vehicles travel the section between Bloomfield and Picton . Between Picton and the Glenora Ferry , volumes drop to under 2 @, @ 000 . On the opposite shore , traffic volumes grow from over 6 @, @ 000 near Bath to over 11 @, @ 000 outside of Kingston .

= = History = =

Highway 33 , also known since 1984 as the Loyalist Parkway , follows a pioneer colonial route on which the first segments were built two hundred years prior . The route connects several historical settlement sites in Prince Edward County , continuing east through Bath to what is now Kingston .

In 1784 , following the American Revolution , the United Empire Loyalists began to arrive in Upper Canada , hoping to settle the frontier near Cataraqui (now Kingston) . With the help of the military ,

the loyalists blazed a trail west from Cataraqui to Bath , a distance of 25 kilometres (16 mi) . This trail would become a section of Highway 33 nearly 150 years later .

On June 5 , 1799 , Asa Danforth Jr. began construction eastward from Toronto on a road which was to extend the Governor 's Road through Port Hope and to the Trent River . That road , completed in 1801 , would be described by acting surveyor general William Chewett to be " good " for use in the dead of winter but " impassible " during the wet summers , when the path turned to a bottomless mud pit . It would be extended in 1802 to reach the Bay of Quinte at Stone Mills (now Glenora) and a ferry crossing established to Adolphustown . The Bath extension of the Danforth Road (1802) provided access to a key early colonial road , the Bath Road , which had long joined Bath to Kingston .

Sporadic privately operated ferry services between Adolphustown and Stone Mills (Glenora) were initially a primitive affair . In October 1835 a Mr. Clark from Cobourg tipped out of the bark canoe ferrying him to Glenora and was buried without an inquest ; a year earlier , a Rev. Mathew Miller from Cobourg had drowned after falling through the February ice . The road itself was no better , barely adequate for horse and rider but unfit to run stagecoach lines .

This road would serve as the initial mail road linking Kingston to Toronto , but was poorly maintained and soon allowed to fall into disrepair . By 1817 , the Kingston Road replaced or bypass much of Danforth 's Road , following a similar path to the Trent River (with minor improvements in routing around Scarborough , Port Hope , Cobourg and Grafton) but then blazing a more northerly route through Belleville and Napanee . Like the Danforth Road before it , this 1817 York Road was initially a muddy dirt road ; it would , however , suffice to establish reliable scheduled stagecoach runs by which mail and passengers could make the two @-@ day trip from Kingston to Toronto and permit enterprises (such as the branches of the newly established Bank of Montreal) safe and timely delivery of documents and valuables . By 1839 , the Napanee @-@ Kingston route was being improved for use as a gravel toll road .

While the area around Bath and the Bay of Quinte would remain a major agricultural region , the pattern of redirecting Kingston @-@ Toronto traffic further inland which started with construction of the Kingston Road (1817) would be repeated with the Grand Trunk Railway (1856) and ultimately Highway 401 (1964) .

Due to its historic role in early colonisation and its prime waterfront scenic location , the original route from Kingston westward through Bath and the Quinte Region would be commemorated in 1984 by Queen Elizabeth as the Loyalist Parkway .

Ironically , the first section of Highway 33 to be assumed as provincial highway is not part of the commemorated Loyalist Parkway . On July 9 , 1930 , the Department of Highways assumed the Trenton ? Stirling Road as King 's Highway 33 , a distance of approximately 25 kilometres (16 mi) . In July 1934 , as part of a depression @-@ relief effort , the Carrying Place Trail through Prince Edward County and the United Counties of Lennox and Addington was assumed as an extension of Highway 33 . (The section between Trenton and Glenora was assumed on July 4 , 1934 , the section between Adolphustown and Kingston on July 11 .) The provincially operated ferries , as the first to operate without a toll on the route , entered service after 1936 .

In 1984 , Queen Elizabeth toured the Kingston area as part of its two hundredth anniversary , attending several events and ceremonies through her visit . On her final day in the region , she dedicated the Loyalist Parkway in honour of the settlers that landed there in 1784 . The ceremony was held in Amherstview on September 27 , 1984 .

In 1998 , all portions of Highway 33 west of Ontario Highway 62 , Bloomfield or east of Collins Bay Road , Kingston were decertified as provincial highway and downloaded as county or city roads .

In 2009 , intersection of Highway 33 and Prince Edward County Road 1 (Scoharie Road) near Picton saw the introduction of a traffic roundabout , the first ever constructed on a provincial highway in the province , to replace the at @-@ grade intersection . The MTO felt that the area had reached its operational threshold due to high tourist and recreational activity , particularly during the busy summer months , and so felt a traffic roundabout was needed .

The engineering and consulting firm Morrison Hershfield was retained to undertake the detail design for the realignment and reconfiguration of the existing intersection at Highway 33 and

Country Road 1 into a single lane roundabout with a central island and truck apron . The assignment included highway engineering , drainage and hydrology engineering , electrical engineering , public consultation , and traffic engineering . The roundabout was officially opened on July 17 , 2009 .

= = Major intersections = =

The following table lists the major junctions along Highway 33 , as noted by the Ministry of Transportation of Ontario .