

= Ontario Highway 409 =

King 's Highway 409 , commonly referred to as Highway 409 and historically as the Belfield Expressway , is a 400 @-@ series highway in the Canadian province of Ontario that extends from Highway 401 in Toronto to Pearson International Airport , west of Highway 427 , in Mississauga . It is a short freeway used mainly as a spur route bypass for traffic approaching the airport or Highway 427 northbound from Highway 401 westbound , as both are not accessible at the complex interchange between Highways 401 and 427 .

Planning for Highway 409 took place throughout the late 1960s amidst considerable controversy around its original path through the historic town of Malton . Eventually the route was changed to provide access to the airport instead of towards Brampton and completed through the mid @-@ 1970s , opening in 1978 . The significance of the route has increased over the years alongside expansion of the airport . In 2000 , the Greater Toronto Airports Authority (GTAA) purchased the section west of Highway 427 in order to modify the ramps leading into the airport .

The speed limit along Highway 409 is 100 kilometres per hour (62 mph) east of Highway 427 and 60 km / h (37 mph) west of it . It is patrolled by the Ontario Provincial Police east of the Toronto ? Peel boundary and by the Peel Regional Police to the west of it . The original name of the freeway was derived from the road running parallel to and north of it , Belfield Road . Belfield is a local road managed by the City of Toronto and runs from Kipling Avenue to Atwell Drive .

= = Route description = =

Highway 409 serves as a direct link between Highway 401 , Highway 427 , and Pearson International Airport . While it is not intended as a commuter route , there are several exits serving the industrial areas of Etobicoke centred on the highway . Highway 409 also serves as the only connection between westbound Highway 401 and northbound Highway 427 , as no access is provided at the 401 ? 427 interchange .

Highway 409 begins at Airport Road as the knotted flyovers from Toronto Pearson Airport converge into the freeway from the various terminals . Through this section to Highway 427 , the highway is maintained by the Greater Toronto Airport Authority (GTAA) and has a posted speed limit of 60 kilometres per hour (37 mph) .

As the highway passes under Highway 427 , it turns right and takes on an east @-@ west orientation . It passes over Carlingview Drive , and begins to descend into a trench . It passes beneath Highway 27 , two railway spurs , and Iron Street before returning to level grade . Around the interchange with Martin Grove Road , the freeway twists slightly to the left and right between factories and warehouses .

At its eastern terminus , Highway 409 crosses Kipling Avenue and merges onto Highway 401 express and collector lanes , while the westbound collector lanes diverge and become the westbound lanes of Highway 409 .

= = History = =

Plans for Highway 409 , originally known as the Belfield Expressway , were first presented in 1965 to the Mississauga council . In September 1968 , three possible routes were submitted to the council . At the time , the town of Malton occupied the area of the planned expressway , having not yet been annexed as part of Mississauga . The 45 m (148 ft) wide strip of land would require the expropriation and demolition of 50 houses , as well as several businesses , a school , and two community parks . Citizens of the village formed a group to protest the freeway and to demand another route be taken . An above grade alternative , similar to the Gardiner Expressway was proposed , as well as a tunnel under the airport .

However , at the same time , Toronto was embroiled in heated debate over the fate of its planned urban expressway system . When the Spadina Expressway was cancelled in 1971 , the planned Belfield Expressway was completely revised . Instead of continuing northwest from Highway 427

and through Malton 's four @-@ corners at Derry Road and Airport Road towards Brampton , it would curve southwest and provide access to the developing Pearson Airport .

Before plans for the new route were finalized , a flyover was built to provide access from Belfield Road to eastbound Highway 401 , opening on October 7 , 1968 . Because the lands on which the freeway was to be built were occupied , the province elected to apply to expropriate the right @-@ of @-@ way in April 1972 . Construction was underway by the end of the year , with the first contracts constructing the trench section near Highway 27 . Structures , drainage and grading were completed west of Iron Street to Carlingview Avenue in 1974 . In June of that year , contracts were awarded for the same work east of Iron Street to Highway 401 . When this was completed in 1975 , a paving contract was awarded from Carlingview Avenue to Highway 401 .

Highway 409 first opened to traffic by 1976 , with temporary ramps at Carlingview Avenue acting as the western terminus . That year the final contracts were awarded to construct portions of the Highway 427 interchange and connect Highway 409 with the airport road system . The entire freeway opened on August 25 , 1978 .

The flyover ramp , which connects southbound Highway 427 with eastbound Highway 409 was constructed in the early 1990s . Prior to that , an at @-@ grade intersection crossed the northbound lanes of Highway 427 , controlled by a traffic signal . This signal had the longest cycle of any traffic light in Toronto during its years of operation .

The portion of Highway 409 west of Highway 427 is owned and operated by the Greater Toronto Airports Authority (GTAA) . Despite its private ownership , the section east of Airport Road is still considered a part of Highway 409 . The GTAA purchased this section of the highway in 2000 in order to rebuild the approaches to Toronto Pearson Airport .

Until 2008 , Highway 409 remained almost unchanged from its original construction . However , beginning on July 10 , 2008 , traffic access was restricted to the outermost lanes . The steel " W " guardrail and truss light posts in the median were replaced by an Ontario Tall Wall barrier with a high @-@ mast lighting system . Construction was carried out over several years and was scheduled for completion on September 1 , 2011 .

= = Exit list = =

The following table lists the major junctions along Highway 409 , as noted by the Ministry of Transportation of Ontario .