

= Ontario Highway 403 =

King 's Highway 403 ( pronounced " four @-@ oh @-@ three " ) , or simply Highway 403 , is a 400 @-@ series highway in the Canadian province of Ontario that travels between Woodstock and Mississauga , branching off from and reuniting with Highway 401 at both ends and travelling south of it through Hamilton and Mississauga . It is concurrent with the Queen Elizabeth Way ( QEW ) for 22 km ( 14 mi ) from Burlington to Oakville . Highway 403 is also known as the Chedoke Expressway within Hamilton . Although the Highway 403 designation was first applied in 1963 to a short stub of freeway branching off of the QEW , the entire route was not completed until August 15 , 1997 , when the Brantford to the then @-@ still independent Town of Ancaster section was opened to traffic . The section of Highway 403 between Woodstock and Burlington was formally dedicated as the Alexander Graham Bell Parkway on April 27 , 2016 .

The majority of Highway 403 is surrounded by suburban land use , except west of Ancaster , where it passes through agricultural land ; Brantford is the only urban area through this section . In Hamilton , Highway 403 descends the Niagara Escarpment . It wraps around the northern side of Burlington Bay to encounter the QEW . From there , it travels straight through Burlington and Oakville with the QEW , departing to the north at the Mississauga ? Oakville boundary . The freeway then crosses through the centre of Mississauga in an east ? west direction , serving its city centre , before turning north . It continues north of Highway 401 as Highway 410 .

= = Route description = =

= = = Woodstock to Burlington = = =

Highway 403 begins at a junction with Highway 401 on the outskirts of Woodstock . The eastbound lanes split from eastbound Highway 401 , whereas the westbound lanes merge into westbound Highway 401 . It travels along the back lot lines of the second concession south of former Highway 2 . It passes beneath Oxford County Road 55 ( formerly Highway 53 ) and curves southeast . After crossing into the third concession , it curves back to the east . The highway travels straight for several kilometres , meeting with the southern leg of Highway 24 , which travels south to Simcoe .

The highway crosses the Grand River to the south of Paris , then passes over former Highway 2 as it enters into Brantford . As it passes through Brantford , the highway angles southeast and passes beneath the northern leg of Highway 24 and then the Wayne Gretzky Parkway . The route exits the small city to the east and curves northeast shortly thereafter . It travels between Jerseyville Road and former Highway 2 to Ancaster , jogging to avoid cutting through Dunmark Lake . As the freeway enters Ancaster , it once again crosses former Highway 2 and dips through the southern side of the town .

East of Ancaster , the freeway passes through a short greenbelt , with Hamilton Golf and Country Club lying to the north . A divided segment of Highway 6 meets the freeway and continues concurrently with it through Hamilton ; to the south , Highway 6 travels to John C. Munro International Airport , Caledonia and Jarvis at Highway 3 . Continuing east , Highway 403 and Highway 6 curve north into Hamilton and meet the Lincoln M. Alexander Parkway before abruptly curving to the east and descending the Niagara Escarpment . Scenic views of Hamilton , its harbour , and Lower Princess Falls are located along this steep descent . At the bottom of the escarpment the highway travels through a narrow , heavily developed corridor alongside former Highway 8 . It passes beneath multiple bridges in a depressed trench , eventually curving north at a sharp corner and passing beneath more bridges . This section features a reduced speed limit of 80 km / h ( 50 mph ) as opposed to 100 km / h ( 60 mph ) . The highway returns to ground level alongside the Chedoke Creek , a now @-@ channelized river from which the freeway may take its name .

As the freeway continues north , it crosses an isthmus between Hamilton Harbour and Cootes Paradise alongside several roads which it has served to replace . It circles around the northern shore of Hamilton Harbour and returns to an eastward orientation . The concurrency with Highway 6

ends at an interchange where Highway 403 continues east and Highway 6 travels north towards Guelph . The freeway continues straight for several kilometres and meets the Queen Elizabeth Way and Highway 407 at the Freeman Interchange .

= = = Oakville to Mississauga = = =

Highway 403 travels concurrently with the QEW for 22 @. @ 6 km ( 14 @. @ 0 mi ) between Freeman and Oakville , a straight section surrounded almost entirely by commercial units and warehouses . At the Ford Assembly Plant near the Halton ? Peel regional boundary , Highway 403 branches off from the QEW and heads north for 5 km ( 3 @. @ 1 mi ) along the western edge of Mississauga . At that point it again meets Highway 407 . Both freeways interchange , but curve to avoid each other . Highway 407 continues to the north and west , while Highway 403 curves east to follow alongside a hydro corridor through the centre of Mississauga . From this interchange to Highway 401 , high @-@ occupancy vehicle ( HOV ) lanes are present in the shoulder lanes for vehicles with at least one passenger . Sandwiched between residential subdivisions on both sides , the freeway passes beneath Erin Mills Parkway and crosses the Credit River .

On the other side of the river , the freeway skirts to the north of downtown Mississauga , as well as the Square One Shopping Centre . It passes beneath Hurontario Street ( once a section of Highway 10 ) and begins to widen before abruptly curving to the north as it approaches Cawthra Road . As the curve ends , the freeway widens further into ten lanes . This short section of highway passes beneath Eglinton Avenue and begins to diverge into a sprawling interchange approaching Highway 401 . Access to Highway 410 , which continues northward to Brampton , is provided from the collector lanes .

= = History = =

Highway 403 , although one of the first divided highways conceived for Ontario , is one of the most recently completed freeways in the province ; the multiple segments of the route did not become continuous until 2002 . Planning for the route was underway by 1958 , with the completion of the Freeman Bypass along the QEW providing a three @-@ legged junction for the new freeway . Sections of Highway 403 through Hamilton opened between December 1963 and September 1969 . An isolated section known as the Brantford Bypass was opened in October 1966 , and would remain unconnected to other freeways for over 20 years . Plans for a third segment through Mississauga were contemplated throughout the 1960s , but were not finalized until late 1977 , after which construction began . Portions opened at both ends in 1980 and 1981 , while the central gap , crossing the Credit River , was completed in December 1982 .

Construction to bridge the gaps in Highway 403 between Ancaster and Woodstock was carried out over three major phases . The first phase was a short extension of the Brantford Bypass beginning in 1975 . Later , work began to connect that extension with Highway 401 near Woodstock , opening in 1988 . The last phase , between Ancaster and Brantford , was opened in 1997 . The final discontinuity , between Burlington and Oakville , was signed as a concurrency with the QEW in 2002 . Originally , this section was to have travelled along the corridor occupied by Highway 407 , until budget shortfalls in 1995 resulted in a change of plans .

= = = Predecessors = = =

The corridor that connects London and Hamilton has always been considered important to Ontario . In late October 1793 , Captain Smith and 100 Queen 's Rangers returned from carving The Governor 's Road 32 km ( 20 mi ) through the thick forests between Dundas and the present location of Paris . John Graves Simcoe was tasked with defending Upper Canada from America following the revolution and with opening the virgin territory to settlement . After establishing a " temporary " capital at York , Simcoe ordered an inland route constructed between Cootes Paradise at the tip of Lake Ontario and his proposed capital of London . By the spring of 1794 , the road was

extended as far as La Tranche , now the Thames River . Today , most of this route forms part of former Highway 2 and former Highway 5 .

The paving of the divided four @-@ lane Middle Road , with gentle curves , a grass median and grade @-@ separated interchanges , would set the stage for the freeway concept . It was the first intercity freeway in North America when it opened in June 1939 . Thomas McQuestion , the new minister of the Department of Highways and the man most responsible for the Middle Road , decided to apply the concept to sections of Highway 2 plagued with congestion . A portion east of Woodstock was rebuilt in this fashion , but World War II would put an end to the ambitions of McQuestion , at least temporarily .

= = = Initial construction = = =

The end of the Korean War heralded the resuming of freeway construction in Ontario ; the advances in machinery more than made up for lost time . The construction of Highway 401 across the province took first priority . However , the opening of the section from Highway 4 near London to Highway 2 east of Woodstock on May 31 , 1957 would complete part of the route required between London and Hamilton . By 1958 , planning on the Chedoke Expressway , or Controlled Access Highway 403 was well underway , though plans for a four lane freeway between Woodstock and Hamilton were around as early as 1954 . The opening of the Freeman Bypass of the QEW in August 1958 provided a connection point for a new freeway , and construction began the same day that the Burlington Bay Skyway opened : October 31 , 1958 . Highway 403 between Longwood Road ( Highway 2 ) and the QEW was opened to traffic on December 1 , 1963 at a length of 9 @. @ 0 km ( 5 @. @ 6 mi ) . Work was already underway on the next section of the route that would extend it to Aberdeen Avenue . That section opened on July 9 , 1965 , extending the freeway by 3 @. @ 7 km ( 2 @. @ 3 mi ) .

Meanwhile , to the west , work had begun on a bypass of Brantford . The new freeway passed north of the city between Paris Road in the west and the junction of Highway 2 and Highway 53 in the east , a distance of 10 @. @ 3 km ( 6 @. @ 4 mi ) ; it opened October 31 , 1966 . A portion of the Brantford Bypass was itself bypassed in 1997 when the final section of Highway 403 was completed and is known as Garden Avenue . However , the Brantford Bypass would remain an isolated section of Highway 403 for over 20 years .

In Hamilton , work was underway on an extension of the Chedoke Expressway to Mohawk Road , crossing the Niagara Escarpment . This tedious project , which required extensive rock blasting , was soon accompanied by further construction from Mohawk Road to Highway 2 near Ancaster . Both projects were completed together and originally scheduled to be opened with a ribbon @-@ cutting ceremony on August 22 , 1969 . However , local residents complained that the new section lacked any barriers preventing children from wandering onto the highway , postponing the ceremony until August 27 as temporary snow fencing was erected . This proved inadequate and protests grew more vocal over the following week . Several petitions were presented to Deputy Highway Minister H. Howden on August 26 , and the ceremonies were promptly cancelled . Over the following week , the Minister of Highways George Gomme met with residents and reached a compromise whereby a 24 ? hour patrol was established to watch for children until a proper fence could be constructed . The route was subsequently opened on September 3 , without any ceremony . This completed the Hamilton section of Highway 403 .

= = = Mississauga = = =

Planning for the segment of Highway 403 through Mississauga dates back to the late 1950s when the Hamilton Expressway appeared on the Metropolitan Toronto 's regional transportation plan . It was to be a continuation of the Richview Expressway , which was ultimately never built , continuing from Toronto to Hamilton . The plan featured the expressway 's eastern terminus at the Highway 401 and Highway 427 interchange . As Toronto 's anti @-@ expressway movement gained momentum , provincial plans shifted the Hamilton Expressway to the west near Etobicoke Creek . In

1962 , the right @-@ of @-@ way alongside the hydro corridor between Burlington and Etobicoke Creek was protected after traffic studies indicated the need for a future freeway . On May 25 , 1965 , the Department of Highways unveiled the Toronto Region Western Section Highway Planning Study . The plan designated Highway 403 north from Burlington and then parallel with the QEW to Highway 401 near Highway 27 .

By the time construction was actually underway , plans had been completely modified to connect the overburdened QEW at Oakville with Highway 401 at the new Highway 410 interchange . This interchange was a better connection point for Highway 403 , but would also require the widening of Highway 401 from six lanes to twelve . Plans were submitted and approved in December 1977 by Mississauga city council , and construction began .

The new freeway opened in sections during the early 1980s . The first section between Cawthra Road and Highway 401 was opened August 18 , 1980 . This was followed by a short section from Highway 5 ( Dundas Street ) south to the QEW at Ford Drive , which opened in mid @-@ 1981 . Later that year , an extension to Erin Mills Parkway was opened on November 17 , 1981 . The final section to be opened took the longest to complete , involving construction of two bridges over the Credit River valley ; it opened on December 2 , 1982 . The cost of the entire 22 km ( 13 @.@ 7 mi ) Mississauga segment was \$ 87 million .

Around the same period , the Ministry of Transportation began to study upgrading Highway 401 to a collector ? express system between Renforth Drive and Highway 403 , and along Highway 403 between Highway 401 and Highway 10 . This took place between late 1982 and the summer of 1985 ; the existing outermost ramps from Highway 403 to Highway 401 eastbound were re @-@ designated to serve collector traffic , as a pair of flyover ramps were added inside the interchange to serve motorists in the express lanes .

The right @-@ of @-@ way originally intended for Highway 403 between Cawthra Road and Etobicoke Creek was eventually used for a controlled access arterial extension called Eastgate Parkway , which was planned beginning in 1982 . The extension was built between 1988 and 1994 , incorporating a portion of Fieldgate Drive at the eastern end . The first section , between Cawthra Road and Dixie Road , opened in early 1991 . This was followed several years later by the section from Dixie Road to Eglinton Avenue that opened in late 1994 .

In the fall of 1991 , alongside the widening of Highway 410 into a full freeway , construction began on the connecting ramps between Highway 403 and Highway 410 , which pass under the existing bridge structures for Highway 401 collector traffic , while new overpasses were constructed in the centre for Highway 401 express lanes . The loop ramp from Highway 410 southbound to Highway 401 eastbound was replaced by a semi @-@ directional high @-@ speed flyover , while a new directional ramp and semi @-@ direction flyover were added to serve westbound Highway 401 commuters . Prior to the opening of this link , traffic from both freeways was forced onto eastbound Highway 401 . The 2 @.@ 2 km ( 1 @.@ 4 mi ) link opened on November 2 , 1992 at a cost of \$ 7 @.@ 3 million .

= = = Bridging the gaps = = =

In 1975 , construction began on a westward extension of the Brantford Bypass , from Highway 2 ( Paris Road ) to Rest Acres Road , which would become Highway 24 . This work consisted of the twin bridges over the Grand River and an interchange at Rest Acres Road . The Canadian National Railway underpass west of Highway 2 was built by the railway . By the beginning of 1978 , this work was completed . Work resumed west of Highway 24 during the spring of 1982 to connect with Highway 401 near Woodstock in order to relieve the high traffic volumes along Highway 2 . This included interchanges at Brant County Road 25 and Highway 53 . A section from Highway 24 to County Road 25 was opened in November 1984 , followed by the section west of there to Highway 53 one year later . Construction of the gap between Highway 53 and Highway 401 began in late 1985 , followed by the Highway 401 overpass for the westbound lanes , which began in 1987 . Transportation minister Ed Fulton ceremoniously opened the new freeway connection on September 26 , 1988 , completing the Woodstock to Brantford link .

Highway 403 was briefly left with three discontinuous sections : Woodstock ? Brantford , Ancaster ? Burlington , and Oakville ? Mississauga . Between Brantford and Ancaster , traffic was defaulted onto Highway 2 , a four @-@ lane road with numerous private driveways and at @-@ grade intersections . On March 24 , 1987 , Chris Ward , MPP for Wentworth North officially announced that construction of the missing link between Brantford and Ancaster would begin in 1989 . Construction did not actually begin until the summer of 1990 . It included interchanges at Garden Avenue , Highway 52 and Highway 2 . A continuous construction program was carried out over the next seven years , with the link opening on August 15 , 1997 . Highway 2 , which was the only parallel route before the completion of Highway 403 , was subsequently downloaded to regional jurisdiction .

#### = = = Controversy = = =

Though some officials considered Highway 403 to be a perfect example of a freeway construction process , it was not built without its share of controversy . In addition to the previously mentioned issues that occurred in 1969 , portions of the freeway through Mississauga were built alongside established communities , leading to angry homeowners associations pressuring the province for noise mitigation measures and compensation .

In the late 1980s and early 1990s , the Mississauga section of Highway 403 was the site of more than two dozen fatal accidents over a five @-@ year period , one of the highest rates in North America at the time , despite being up to modern road standards . This led Peel Regional Police and the media to nickname it the ' Death Highway ' . In particular , the stretch from Mavis Road to Erin Mills Parkway has been the site of numerous accidents . Highway 403 features a downward slope as motorists head eastbound towards the Mavis Road interchange ; drivers complain of having to slam the brakes when traffic comes to a standstill , leading to rear @-@ end collisions . There is also glare from the sun that causes vision problems throughout the day .

#### = = = Recent construction = = =

The Hamilton @-@ Brantford and Mississauga sections of Highway 403 were initially planned to be linked up along the corridor that is now occupied by Highway 407 . However , these plans were altered by the Bob Rae government in 1995 , due to budgetary constraints . It was also announced that the Mississauga section of Highway 403 would be renumbered as Highway 410 . Ultimately , this never came to pass . Consequently , Highway 403 was signed concurrently along the Queen Elizabeth Way in 2002 , remedying the discontinuity .

In early 2001 , high @-@ mast lighting was scheduled to be added to the previously unlit Mississauga section between Highway 407 and Eastgate Parkway . In 2003 , the right shoulders between Erin Mills Parkway and Mavis Road were widened for GO Transit and Mississauga Transit to run express bus services . These projects preceded the widening of Highway 403 between Highway 407 and Highway 401 / 410 , through which a high @-@ occupancy vehicle ( HOV ) lane was added in each direction ; the project started in summer of 2004 and these opened on December 13 , 2005 . The HOV lanes and the dividing Ontario Tall Wall concrete barrier were constructed using the existing right @-@ of @-@ way provided by the grass median . Highway 403 between Woodstock and Burlington was formally dedicated as the Alexander Graham Bell Parkway on April 27 , 2016 .

Sufficient right @-@ of @-@ way exists at the Highway 401 / 403 / 410 junction for a loop ramp from Highway 403 eastbound to Highway 401 westbound , and a directional ramp for the opposite movement . This would give Highway 401 eastbound traffic direct access to Cawthra Road , making it a full four @-@ way interchange . These links are to be completed as Highway 401 is widened to a 12 @-@ lane collector @-@ express system west of the interchange .

#### = = Exit list = =

The following table lists the major junctions along Highway 403 , as noted by the Ministry of Transportation of Ontario .