

= Hanlon Expressway =

The Hanlon Expressway or Hanlon Parkway is a high @-@ capacity at @-@ grade suburban limited @-@ access road connecting Highway 401 with the city of Guelph in the Canadian province of Ontario . The 17 km (11 mi) route travels in a generally north @-@ south direction in the city 's west end . It is signed as Highway 6 for its entire length ; from Wellington Street to Woodlawn Road it is concurrent with Highway 7 . The speed limit alternates between 70 and 80 km / h (45 and 50 mph) .

Though the road was originally designed to be a freeway , budget limitations precluded the construction of overpasses ; apart from the interchanges with Highway 401 , Laird Road , and Wellington Street West (Highway 7 and former Highway 24) , all junctions are at @-@ grade intersections . There are also two railway crossings near the northern terminus , though both are for spur lines . The Hanlon is graded and landscaped similarly to a freeway , with broad flat shoulders and an open median .

It was initially built between 1972 and 1975 , after years of planning and engineering . The first interchange , at Wellington Street , was opened 25 years later in 2001 . In late 2013 , a second interchange was completed at Laird Road . The Government of Ontario has announced plans to build a new Highway 7 freeway bypass joining the current northern terminus of the Hanlon Expressway to the Conestoga Parkway in Kitchener ; in @-@ line with this work , the Hanlon Expressway will be upgraded to 400 @-@ series standards . Long @-@ term plans call for a potential extension south of Highway 401 to meet Highway 6 south of Freelon .

= = Route description = =

The Hanlon Expressway begins at a trumpet interchange with Highway 401 and cuts through several farms northward before curving slightly westward to follow along the west side of the right @-@ of @-@ way of Hanlon Road . It enters Guelph at Maltby Road , skirting the outskirts of urban development . At the Laird Road interchange , opened in late 2013 , the expressway encounters the Hanlon Creek Business Park . As it progresses into residential subdivisions , the Hanlon Expressway encounters an at @-@ grade intersection , with Downey Road travelling to the west and Kortright Road West to the east . Continuing north , the route crosses to the east side of the Hanlon Road right @-@ of @-@ way as it intersects Stone Road West to the west of the Stone Road Mall . Before crossing the Speed River , the expressway meets College Avenue West , an at @-@ grade intersection at the southwest corner of Centennial Park Arena .

The Hanlon Expressway crosses the Speed River as it swerves to the west and meets Wellington Street , the only other interchange along the route . To the east , Wellington Road is Highway 7 , which follows the Hanlon Expressway north from the interchange ; to the west it was formerly Highway 24 . North of the Wellington Road the expressway was built slightly west of what is now Silvercreek Parkway . It passes beneath the a line of the Goderich ? Exeter Railway , a sideline of the Canadian Pacific Railway , before encountering three at @-@ grade intersections : Paisley Road , Willow Road and Speedvale Avenue West . This section also features two at @-@ grade rail crossings . Shortly thereafter , it ends at Woodlawn Road West ; Highway 6 travels east from this point while Highway 7 travels west .

The road , like with nearby Hanlon Creek , is named after Felix Hanlon , one of the men who cut the first tree in Guelph along with John Galt . He was one of the original settlers in the area , and his family eventually deeded their land to the city .

= = History = =

Prior to the construction of the Hanlon Expressway , Hanlon Road existed as far north as College Avenue . Edinburgh Road was the westernmost crossing of the Speed River . On the opposite side of the valley , Silvercreek Road continued , as it does today , along the same right @-@ of @-@ way as Hanlon Road . With the rapid suburban expansion of Guelph in the 1950s and 1960s , a

revised transportation plan was conceived to handle the increasing traffic load . The Guelph Area Transportation Study was completed in 1967 , and recommended a new controlled @-@ access highway to allow through @-@ traffic on Highway 6 to bypass the city . Route planning , engineering and design began on October 2 , 1967 and was subsequently completed in 1969 . Construction began between Waterloo Avenue and Stone Road in 1970 ;

this section opened on June 28 , 1972 . The next section , from Stone Road to Clair Road , opened in October 1973 . Work on the northern section from Waterloo Avenue to Woodlawn Road began in August 1974 . That section , as well as the final section south to Highway 401 were opened on November 7 , 1975 .

Initially , the Hanlon featured no interchanges . Despite this , this Ministry of Transportation of Ontario (MTO) has planned to upgrade the route to a freeway since at least 1994 , when an environmental assessment (EA) for the expressway north of the Speed River was completed . Construction of the Wellington Avenue interchange began in October 1998 ; it opened in July 2001 , connecting Wellington Street west of the expressway with the Silvercreek Parkway into downtown Guelph . The interchange cost C \$ 13 @. @ 2 million and opened a year later than expected due to a design flaw that resulted in several months of delay and a lawsuit against the MTO resulting in a budget overrun of C \$ 3 @. @ 2 million . No further work has been done north of the Speed River , and the 1994 EA now requires updating . On April 30 , 2012 , construction began on the Laird Road interchange . It partially opened on the week of November 11 , 2013 , and was fully opened on November 29 , 2013 , in a public ceremony attended by local officials as well as Guelph MPP Liz Sandals .

= = Future = =

As initially envisioned , the Hanlon Expressway will be upgraded to a controlled @-@ access highway by removing all existing at @-@ grade intersections and improving the highway to 400 @-@ series standards . Planning for this work initially began in the early 1990s with the EA for the section north of the Speed River , which resulted in the construction of the Wellington Street interchange . The EA for the section south of the Speed River began in early 2007 . The Laird Road interchange and associated closing of the Clair Road intersection were the first projects completed as part of this work .

Future projects will result in numerous changes . A full interchange will be constructed between Wellington County Road 34 and Maltby Road ; the intersection with the former will become an overpass while the latter will be closed , with Maltby Road terminating at a cul @-@ de @-@ sac on both sides of the expressway . Further north , a partial @-@ access diamond interchange will be built at Downey Road / Kortright Road West , with ramps from the northbound lanes and to the southbound lanes and the crossroad run beneath the expressway . The lack of ramps on the north side is due to the proximity of Stone Road to the north , where a full interchange will be constructed . A service road will be constructed along the west side of the expressway connecting Downey Road and Stone Road to provide better access to the YMCA , which previous controversial plans had neglected . At College Road , an underpass will be built .

= = Major intersections = =

The following table lists the major junctions along Hanlon Expressway , as noted by the Ministry of Transportation of Ontario . The entire route is located in Wellington County .