

= Ontario Highway 7A =

King 's Highway 7A , commonly referred to as Highway 7A , is a provincially maintained highway in the Canadian province of Ontario that serves as a bypass of Highway 7 . The highway begins in the community of Manchester , where Highway 7 is concurrent with Highway 12 , and travels east through Port Perry , Nestleton Station , Bethany and Cavan , ending at Highway 115 southwest of Peterborough . From there , Highway 7 can be reached via Highway 115 northbound . Near its midpoint the route is concurrent with Highway 35 for 1 @. @ 5 kilometres (0 @. @ 93 mi) .

Highway 7A is 48 @. @ 3 kilometres (30 @. @ 0 mi) long , passing through the Regional Municipality of Durham , city of Kawartha Lakes and Peterborough County . Outside of the communities it serves , the highway passes through generally agricultural areas , though it enters the Oak Ridges Moraine near Highway 35 .

The highway was designated in the 1930s in downtown Peterborough and shortly thereafter was extended west to Manchester . The causeways over Lake Scugog date back to the 1850s , and were repeatedly reinforced over the course of a century to reach their current state . During the 1950s , the construction of Highway 115 caused the route of Highway 7A to be modified . At the end of the decade , the causeways were reconstructed for the final time . The eastern end of the highway was reconfigured several times before arriving at its current routing after the 1960s .

= = Route description = =

Highway 7A is a 48 @. @ 3 @- @ kilometre (30 @. @ 0 mi) highway which serves as an alternative route to Highway 7 , bypassing Lindsay and providing a shorter and more direct southern route between Whitby and Peterborough . It begins in the community of Manchester at an intersection with Highway 7 and Highway 12 . West of this intersection , the road continues as Durham Regional Road 21 towards Stouffville . The highway travels northeast into the town of Port Perry , where it curves east and becomes Scugog Street . Passing through the town , the highway serves as a commercial strip , centring on Simcoe Street . In the east end of the town , the highway passes several big @- @ box retailers before crossing the western arm of Lake Scugog on the Scugog Causeway .

On Scugog Island now , the highway first passes Island Road (Durham Regional Road 7) , which leads to Great Blue Heron Casino and the Mississaugas of Scugog Island reserve , then curves southeast and enters the Osler Marsh . It once continued east along what is now Reader Road and curved southeast at the end of that road . The modern route , constructed when the causeways were reinforced in the 1960s , lies south of the original route . The route continues southeast across the Cartwright Causeway , separating the eastern arm of Lake Scugog from the marsh . After approximately a kilometre (0 @. @ 6 miles) , the highway curves east and continues for 1 @. @ 5 kilometres (0 @. @ 93 mi) to the end of the causeway . For the next 3 @. @ 2 kilometres (2 @. @ 0 mi) , the highway travels straight to the east past farmland , then curves north near Blackstock . It intersects Durham Regional Road 57 , which travels south to Bowmanville . The two routes travels north concurrently with for 1 @. @ 2 kilometres (0 @. @ 75 mi) before Road 57 departs north towards Caesarea as Highway 7A gently curves east and passes through the former railway village of Nestleton Station .

Returning to farmland , the highway enters the northern tip of the Oak Ridges Moraine and the terrain begins to undulate near the border between Durham Region and Kawartha Lakes . Eventually , the farmland transitions into forests and the highway dives into and out of glacial ravines ; these form the headwaters of the Pigeon River . The route intersects Highway 35 approximately 11 kilometres (6 @. @ 8 mi) east of Nesleton Station ; both highways travel south concurrently for 1 @. @ 5 kilometres (0 @. @ 93 mi) before Highway 7A branches east and Highway 35 continues south to Orono and Newcastle . A carpool parking lot is also available at this junction .

Highway 7A continues east through a valley @- @ ridden region containing a mix of thick deciduous forests and farmland . Shortly after passing the northern terminus of City Road 32 (Porter Road) ,

the highway enters the village of Bethany , where it crosses the Victoria Rail Trail and intersects the southern terminus of City Road 38 (Ski Hill Road) before curving southeast and entering Peterborough County . The highway curves back to the east and passes through a final ravine . It crosses through farmland before entering the community of Cavan , where it meets County Road 10 . Approximately 1 @. @ 5 kilometres (0 @. @ 93 mi) east of Cavan , Highway 7A ends at an interchange with Highway 115 , which itself intersects and becomes concurrent with Highway 7 approximately 4 @. @ 5 kilometres (2 @. @ 8 mi) northeast of this point , thereafter continuing into Peterborough .

= = History = =

The history of Highway 7A is largely connected to that of Lake Scugog , and has played an important role for over a century , although the highway was not designated until the 1930s . Joseph Bigelow , a businessman and later the Reeve of Port Perry and James Graham , Reeve of Scugog , played a significant role in the construction of two causeways across the lake ? the Scugog and the Cartwright Causeways . These were gradually reinforced over the span of a century (1856 ? 1960) before reaching their present state , and now carry Highway 7A .

= = = Development = = =

Lake Scugog was created when William Purdy and his sons dammed the Scugog River in Lindsay (Upstream from the current dam and locks) in 1834 to power his grist mill . With the raised water levels , the highlands of Scugog Township became an island , separated from Cartwright Township to the southeast , and from Port Perry and Reach Township to the west . As a result , residents were forced to ferry across the lake during the summer and across the ice during the winter . The periods between were precarious , with many carts falling through the thawing ice and into the marsh . In 1852 , Ontario County was formed , and residents began to petition the new government for construction of a bridge from Port Perry across to the island . Scugog Township passed Bylaw No. 2 on February 25 , 1856 , which granted \$ 1000 towards construction of a floating bridge .

The bridge proved to be an expensive burden , and for many years the responsibility for maintaining it was repeatedly shifted from township to county and back again . Ice would often carry away entire sections of the bridge during the spring thaw , requiring replanking or complete reconstruction . In the spring of 1876 , work began to convert the first 180 metres (590 ft) of the Port Perry side of the floating bridge into a permanent embankment . Logs were placed along both sides the bridge and various materials piled between them , sinking it into the soft soil below . Earth laid over top to provide a stable surface . The process also increased the width of the roadbed from 3 @. @ 7 metres (12 ft) to 5 @. @ 5 metres (18 ft) .

Further construction on the Scugog Causeway met fierce opposition from county officials , who argued that the new method had not even faced a winter season . It took until July 1878 for work to resume , when Port Perry Reeve Joshua Wright managed to manipulate the county council , convincing them " to strike out the magnificent \$ 150 [grant for seasonal maintenance which they had offered] and stipulate that 600 feet be filled in on the east end of the bridge . " A contract for this work was tendered in June 1879 , and completed one year later . Finally , in early 1885 , work on the final 180 metres began . This work was completed in July , at which point repairs were carried out on the existing sections .

Construction of the 4 @. @ 2 @- @ kilometre (2 @. @ 6 mi) Cartwright Causeway took place after nearly two decades of effort by its chief promoter , Joseph Bigelow . Bigelow witnessed the business opportunity that the Scugog Bridge opened up , and wished to construct a second structure towards Blackstock , opening the Port Perry markets to the fertile agricultural land of Cartwright Township . He first approached the Ontario County council in 1872 with his proposal , but was refused the funding . The council agreed to set up a committee , through which Bigelow sought out investors . In 1882 , the Lake Scugog Marsh Lands Drainage Company , which had purchased the marshlands south of the proposed causeway , approached Bigelow with an offer to build his causeway as part of

their plans to drain the marsh . They required a small investment in order to proceed with the work , but council ultimately refused even this , forcing the company to sell off its lands .

Undeterred , Bigelow continued to accrue funds from other level of government and surrounding townships . By 1889 , he had enough to begin work . Unlike the Scugog Bridge , Bigelow ensured that his structure would be permanent from the beginning and constructed a majority of the causeway by removing the top layer of peat from the marsh , piling logs in lengthwise approximately a metre deep and covering the exposed surface with the same depth of earth . By early 1891 , the causeway was completed , and shortly thereafter trees were planted along both sides .

The combined 12 @-@ kilometre (7 @.@ 5 mi) route quickly grew to be the main east ? west transportation corridor in the area . However , due to the soft soils and clay on which the causeway was built , it sank at a continuous rate and still required maintenance to keep it above water during the spring thaw . In 1928 , both causeways were reinforced , widened and heightened in response to growing automobile usage .

= = = King 's Highway = = =

By 1934 , the Department of Highways assumed Lansdowne Street in Peterborough as Highway 7A , providing an alternate route south of downtown . At that point in time , Highway 7 entered Peterborough by following Lindsay Street east from Fowlers Corners to Chemong Road and curving southeast . It followed Chemong Road to Reid Street , which it then followed south . The route proceeded west along McDonnell Street and south along George Street to Lansdowne Street , which it followed east out of Peterborough . Highway 28 entered Peterborough from the west along Lansdowne Street , curving north at what is now Ford Street . It followed this onto what is now Clonsilla Avenue , and curved east onto Charlotte Street , which it followed to George Street . Highway 7A thus provided a direct route between Highway 28 and Highway 7 south of Peterborough .

In May 1938 , Highway 7A was extended west to Highway 7 and Highway 12 at Manchester via Bethany and Port Perry . This created a concurrency with Highway 28 and brought the length of the highway to 68 kilometres (42 mi) . The new extension was a gravel road between Port Perry and Highway 28 , but the section between Port Perry and Blackstock was paved by October 1939 .

In late 1954 , Highway 115 was opened between Highway 35 at Enterprise Hill and Highway 28 south of Springville . As a result , Highway 7A was rerouted concurrently along a short section of the new highway . Several highways were rerouted in 1960 , including Highway 7 , which was redirected at Fowlers Corners to curve south and meet Highway 28 near Springville ; the former route became Highway 7B . During the spring of 2003 , Highway 7A was truncated at Highway 115 near Cavan , taking on its current routing .

During the late 1950s , spring flooding began to become problematic on both causeways , prompting the Department of Highways to reconstruct them and the approaches . Soil investigations were carried out over the length of the road in mid @-@ 1959 , and in August 1960 contracts were tendered for construction . The existing causeways were both closed as the adjacent marsh was excavated up to 6 metres (20 ft) deep . Nearby properties were purchased for the sole purpose of excavating for earth for fill , which was trucked at a continuous rate . Over 8 @,@ 100 @,@ 000 cubic feet (230 @,@ 000 m3) of organic material was removed from the marsh and 12 @,@ 494 @,@ 574 cubic feet (353 @,@ 806 @.@ 9 m3) of fill placed over several years of construction . As a result of this , the roadbed no longer sinks into the marsh and spring melt no longer poses an issue .

= = Major intersections = =

The following table lists the major junctions along Highway 7A , as noted by the Ministry of Transportation of Ontario .