

= Saskatchewan Highway 7 =

Saskatchewan Highway 7 is a major paved undivided provincial highway in the Canadian province of Saskatchewan , running from the Alberta border to Saskatoon . Highway 7 continues west into Alberta where it becomes Alberta Highway 9 .

Highway 7 is an important trade and travel route linking Saskatoon with several of its bedroom communities such as Delisle and Vanscoy , as well as larger centres farther afield such as Rosetown and Kindersley . Its primary use , however , is by travelers heading for Calgary , Alberta and the Canadian west coast .

Despite being one of the most heavily used roads in the province , as of 2015 only short stretches of the highway between Saskatoon and Rosetown have been divided to add passing lanes . The only passing lanes west of Rosetown 's eastern elevator access interchange , is a small section East and West of Flaxcombe . Extensive oil exploration and development has been occurring since 2010 , primarily in the Kindersley Region , from Brock to the Alberta Border . Heavy traffic , agriculture , grain transport , and oilfield service , as well as oil and fuel transports , are common on this highway . Agriculture , and oilfield services are the main industries of the area . The only District hospital on Hwy 7 is located at Kindersley .

Agrium Vanscoy Potash Operations is Canada 's third largest producer of potash fertilizer . In the 1930s early homesteaders would maintain Highway 7 as a means to supplement their income . Provincial Highway 7 followed the Canadian Northern railway grade for direction of travel with the actual road way being on the square on the Dominion survey township lines . Highway 7 was widened in 1944 and rebuilt between 1960 and 1961 .

Highway 7 currently terminates at its junction with 22nd Street West (Highway 14) in west Saskatoon , although it is marked to run concurrently to Highway 11 (Idylwyld Drive) . In 2005 , work began on realigning Highway 7 in order to make way for the Blairmore Suburban Centre development including the Bethlehem High School , Tommy Douglas Collegiate and the Shaw Centre located where Highway 7 linked with 22nd Street prior to 2006 . Realignment is being conducted in two phases .

= = Route description = =

The entirety of Highway 7 is a primary weight asphalt concrete (AS) national highway within the Ministry of Highways and Infrastructure (SHS) West Central Municipal Government Committee planning jurisdiction . Travel on Highway 7 begins east at the Alberta - Saskatchewan provincial border through the Missouri Coteau which features mixed prairie vegetation . Entering Alberta , the highway continues west as Alberta Highway 9 . Alsask is a village of about 150 people on the border and Highway 44 . The Military Dome site radar station is a heritage site and has been acquired by Alsask along with the 1960s airforce base . At Alsask , Highway 7 turns north east until km 3 @. @ 9 when again the highway is routed east . Again at km 6 @. @ 1 the highway turns north east until km 19 @. @ 8 just past the intersection with Highway 317 . Marengo , a small village of about 50 residents is 0 @. @ 8 kilometres (0 @. @ 50 mi) north of the junction . Highway 7 continues for several kilometres east reaching the village of Flaxcombe , which has a population of just over 100 . Highway 307 north provides access to the villages of Coleville and Smiley . This area belongs to the West Central Regional Economic Development Authority (REDA) . The town of Kindersley is the largest center featuring both oil and agricultural industries along Highway 7 and with a population of about 4 @, @ 500 is almost at city status of 5 @, @ 000 residents . As of 2009 , the Average Annual Daily Traffic (AADT) ranges from approximately 1 @, @ 600 to 2 @, @ 000 vehicles per day (vpd) near the Alberta @-@ Saskatchewan border to over 3 @, @ 000 vpd near Kindersley , updated statistics , and vehicle types in 2013 show evidence that the 2009 vehicle count is out of date and severely understates actual traffic flow . Due to its being a key route between Calgary , the fast @-@ growing city of Saskatoon , and economic drivers such as regional oil activity , inland grain terminal locations adjacent to Hwy 7 , and Saskatchewan 's strong economy , this highway 's capacity is under pressure .

Continuing east , Highway 7 comes to a short 1 @. @ 6 kilometres (0 @. @ 99 mi) concurrency between Highway 658 south and Highway 658 north . The village of Netherhill is also located between the Highway 658 junction and Highway 30 junction .

Highway 30 south provides access to the hamlet of McMorran . The highway takes a few gentle curves north east at km 106 @. @ 1 through the unincorporated areas of Fiske and McGee to the junction with Highway 4 . Rosetown is a town about half the size of Kindersley located at this junction . The Goose Lake Plain landscape area of the Moist Mixed Prairie ecoregion is the main feature between Rosetown and Saskatoon . The bearing of the highway continues north east until the town of Zealandia whose population is hovering around 100 people . After Zealandia , the highway continues in a north @- @ northeast direction coming to junction with Highway 768 north and the junction with Highway 655 west and with Highway 655 south . The village of Tessier is next along this north east section of highway , and then Delisle . Delisle , a town , with a population of about 800 residents is located at the intersection of Highway 7 , Highway 45 south , and Saskatchewan Highway 673 east on the south west side of town . The AADT along the route fluctuates between 2 @, @ 000 and 3 @, @ 000 vpd until Delisle . The intersection with Highway 766 is to the north east of Delisle . The corner of Highway 672 (South and east) is at the intersection with Highway 7 at the village of Vanscoy . Agrium Vanscoy Potash Mine is located 32 kilometres (20 mi) south west of Saskatoon , just to the north west of Vanscoy . The potash mine was established in 1931 as Cominco Fertilizers Ltd. changing names in 1995 to Agrium Inc . , the nation 's third largest producer of potash The AADT on Highway 7 near Vanscoy increases to over 5 @, @ 600 vpd . Both Highway 672 east and Highway 766 east provide access to Pike Lake Provincial Park . Highway 7 continues north westerly arriving at the first interchange at km 249 @. @ 7 with Highway 60 south .

The twinned overpass is 1 @. @ 5 kilometres (0 @. @ 93 mi) in length continuing on as a 10 kilometres (6 @. @ 2 mi) length of twinned highway . This twinned section of the highway

handles between 7 @, @ 000 and 12 @, @ 000 vpd on average throughout the year . The 11th Street West intersection provides access from the south end of the City of Saskatoon to Highway 7 . Highway 7 becomes concurrent with Highway 14 at the west end of Saskatoon . This is the new Blairmore Suburban Development Area (SDA) hosting seven new neighbourhoods and a future interchange at the intersection of Highway 14 west , Dalmeny Road north , and 22nd Street West . Highway 7 continues east along 22nd Street West , concurrent with Highway 14 .

= = History = =

The Old Bone Trail was the name of the red river cart trail between Saskatoon and Rosetown . The Saskatchewan Highway Act was established in 1922 , in compliance with the 1919 Canadian highway act . At the initial stages of the Saskatchewan Highway Act , 10 miles (16 km) of provincial highways were gravel and the rest were earth roads . The road allowances were laid out as a part of the Dominion Land survey system for homesteading . Travel along the Provincial Highway 7 before the 1940s would have been traveling on the square following the township road allowances , barbed wire fencing and the Canadian Northern rail line . As the surveyed township roads were the easiest to travel , the first highway was designed on 90 @- @ degree , right @- @ angle corners as the distance traversed the prairie along range roads and township roads .

Mr. Ralph Glen Chapman an early 20th century settler in Pleasant Valley maintained 10 miles (16 km) of Highway 7 . Mr. Block of the German Mennonite settlement at Fiske maintained a stretch of Highway 7 as a means of supplementing his income in the 1930s . In 1939 , Andy Anderson in the same fashion , kept a 10 miles (16 km) stretch of Highway 7 clear .

In 1944 the widening of Highway 7 was undertaken . The Elma rural municipality (R.M.) requested that an automatic warning system should be established at the level crossing of the Canadian National Railway and Highway 7 . At this same time , the rural municipality requested that the hills be gravelled which are situated on either side of Flaxcombe . The third concern in 1948 was to construct an all @- @ weather highway between Kindersley and Alsask , and this too was requested of the Department of Highways (DOH) . In 1950 , the rates of pay for roadwork were 60 cents an

hour for a single labourer , 80 cents an hour for man and two horses , a labourer with four horses would earn C \$ 1 @. @ 00 per hour and for man with six horses \$ 1 @. @ 20 per hour In the 1950s the R.M. provided grants to the local snow plough club to keep the highway clear after storms . The 1951 oil strike at Coleville resulted in a Husky service station and bulk plant opening at Flaxcombe on Highway 7 in 1955 . It was located on the railroad to facilitate loading crude oil into rail cars . Highway 7 was rebuilt between 1960 and 1961 . Highway 7 currently terminates at its junction with 22nd Street West (Highway 14) in west Saskatoon . In 2005 , work began on realigning Highway 7 in order to make way for the Blairmore Suburban Centre development including the Bethlehem High School , Tommy Douglas Collegiate and the Shaw Centre located where Highway 7 linked with 22nd Street prior to 2006 . Realignment is being conducted in two phases . Starting in 2006 , Highway 7 was linked with Betts Avenue , a new city street , which in turn intersected 22nd Street at a traffic signal . The city and province have begun to build an interchange farther west (but still with the city limits) at the junction of Highway 14 and Highway 684 (Dalmeny Road) , at which point the new Highway 7 alignment links with this interchange . Long @-@ term plans call for a link to be created from Highway 684 to the Yellowhead Highway in Saskatoon 's north side , though it has not yet been announced whether the Highway 7 designation will be applied north of Highway 14 . There are plans for a major construction in 2008 @-@ 2009 west of Saskatoon on Highway 7 .

= = Intersections from west to east = =