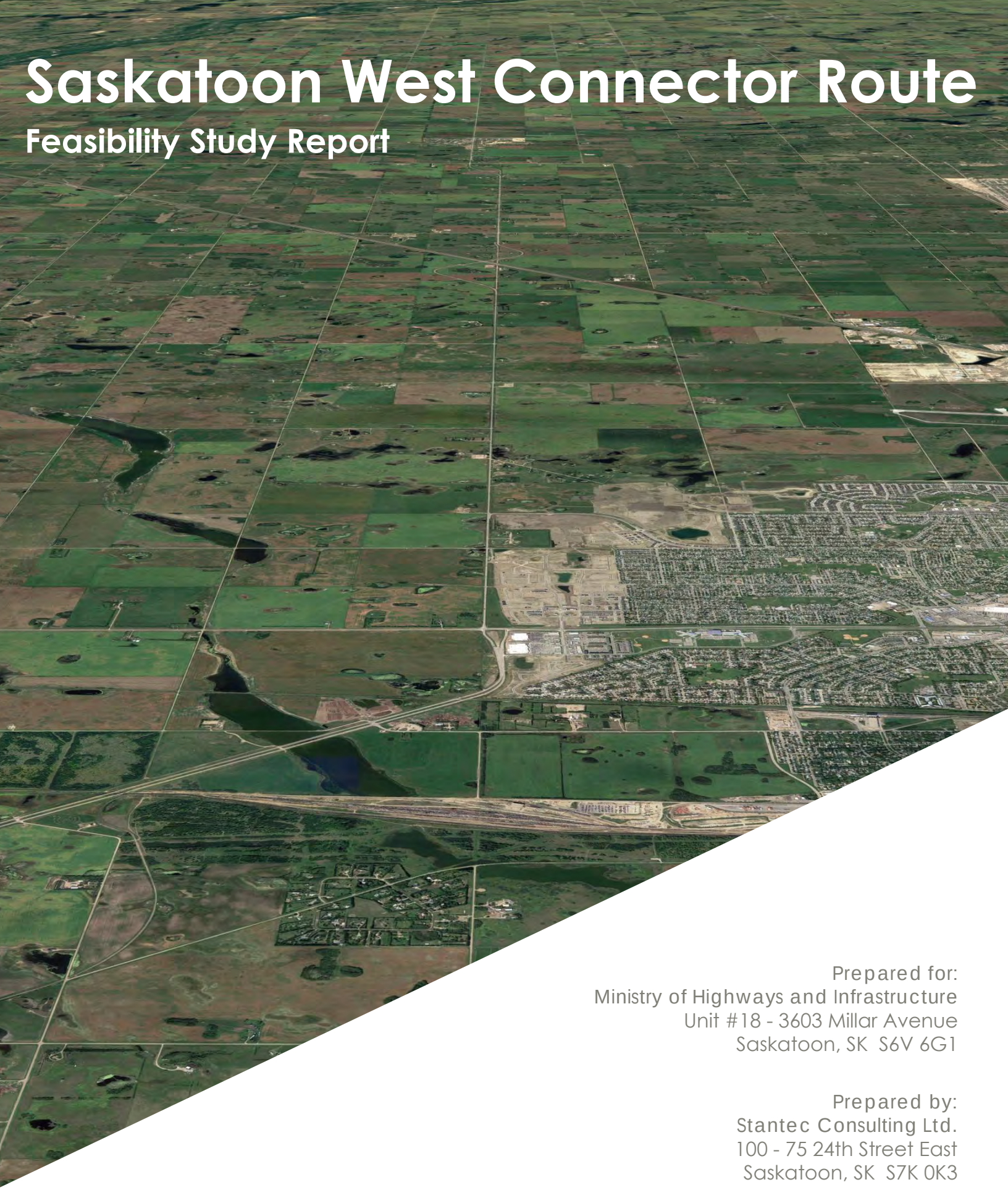
Saskatoon West Connector Route

Feasibility Study Report



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Sign-off Sheet

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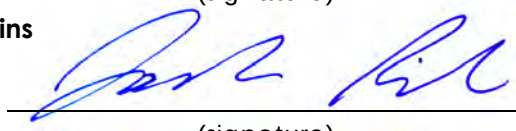
Reviewed by 
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Josh Richer

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1.0 BACKGROUND

The Ministry of Highways and Infrastructure (MHI), the City of Saskatoon (City), and the Rural Municipality of Corman Park (R.M.), (together the "clients") have retained Stantec Consulting Ltd. to undertake a Feasibility Study for a West Connector Route (the Project) near the western edge of Saskatoon, intended to address transportation demands resulting from population growth in the region. The route is expected to be located within the City and/or the R.M. boundaries.

The goal of the Feasibility Study is to investigate options to expand the existing transportation network, while increasing connectivity and promoting safe routes around the city. It is not the goal of the study to recommend or determine a specific or preferred route location or design for the future West Connector Route.

1.1 PROJECT LOCATION

The West Connector Route study area is located on the west side of Saskatoon, generally between Highway 16 and the south Saskatchewan River. Neault Road was identified by the project team as a preferred corridor due to its proximity to the city, relatively low existing traffic volumes, and its connectivity to the existing highway system and road network. The study area is a mixture of agricultural and urban land and is shown on Figure 1.1.

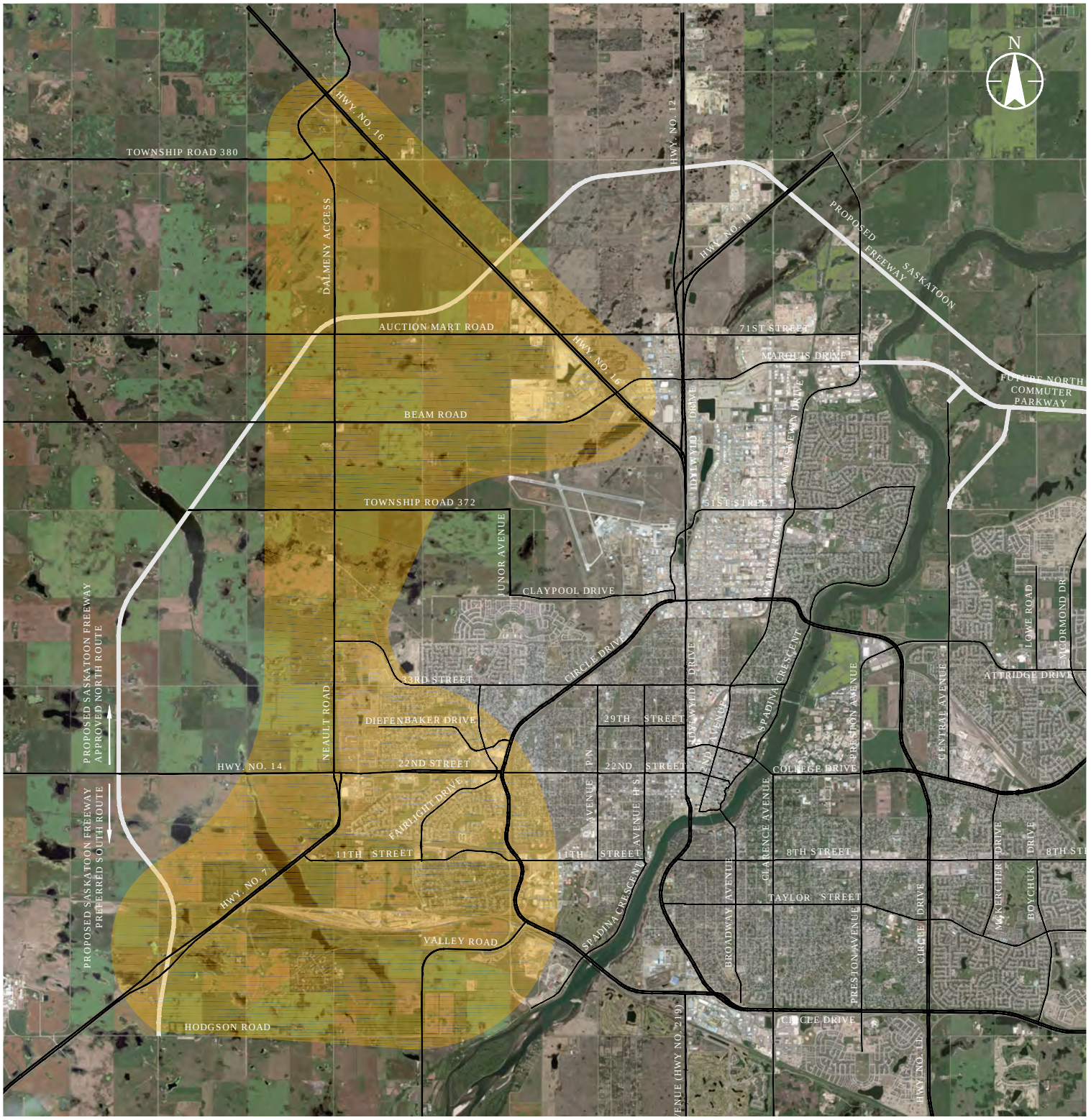
It should be noted that Neault Road becomes the Dalmeny Access outside of the City limits, which is also Grid 684. For the purposes of this project, "Neault Road" will be used to describe the lower portion of the roadway, extending from 22nd Street to Beam Road. "Dalmeny Access" will be used to describe the upper portion of the roadway, extending from Beam Road to Highway 16.

1.2 SASKATOON FREEWAY

The Saskatoon Freeway, formerly referred to as the Perimeter Highway, is a planned future high-speed freeway around the City of Saskatoon. A route has been selected for the north Saskatoon Freeway, which runs from provincial Highway No. 14 in a clockwise direction to just south of provincial Highway No. 5, as shown on location Figure 1.1. This route has been validated by the MHI, the City, and the R.M.

The Saskatoon Freeway is planned and expected to improve traffic flow, alleviate congestion and improve safety in and through the Saskatoon area. However, it currently has no established timeline or budget for construction, and is intended as a mid-to-long term project.

The West Connector Route Feasibility Study was initiated to provide an interim traffic flow solution which can be implemented before the construction of the Saskatoon Freeway.



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Study Area

Existing Major Roads

Future Roads

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West Connector Route Feasibility Study

Figure 1.1

Study Area Location

2.0 PRELIMINARY ASSESSMENTS

To help evaluate the feasibility of the chosen route options, potential conflicts in the study area were identified. The identified conflicts are shown on Figure 2.1 and discussed in detail below.

2.1 ENVIRONMENTAL OVERVIEW

An environmental desktop screening was conducted by MHI to identify environmentally sensitive areas within the project vicinity.

The screening identified eight wetland areas that could potentially be affected by the Project. Potential areas of concern are wetlands along Neault Road and Beam Road which are illustrated in Figure 2.2.

The desktop screening identified the following actions which may be required, and should be investigated further, should the study or design of this project advance to the next stage:

- An AHPP (Aquatic Habitat Protection Permit) will be required from the Water Security Agency due to the identified wetlands that may be impacted by the project;
- If substantial in-filling of any wetland is to take place, compensation for the loss of the wetland may be required by the Ministry of Environment and the City of Saskatoon Environmental Policy;
- A rare plant survey is recommended as the Saskatchewan Conservation Data Centre (CDC) screening revealed the potential for seven rare plants to be encountered in the project area;
- A breeding bird survey should be conducted if project operations are to occur between April 15 and August 20. If possible it is recommended that all clearing and grubbing activities be carried out from September 01 to April 15;
- Two rare animals were identified as potentially being in the project area, Sprague's Pipit and Olive-backed Pocket Mouse; however the Sprague's Pipit will be identified in the breeding bird survey (if it is in the project area) and there are no activity restrictions for the Olive-backed Pocket Mouse;
- Proper erosion and sediment control techniques before, during, and after construction should be employed; and,
- Disturbed areas should be re-seeded to aid in erosion control.

2.2 HERITAGE RESOURCE OVERVIEW

A desktop review was also conducted by MHI to identify potential areas of significant archaeological and heritage resources. Using the "Developers Online Screening Tool" on the Saskatchewan Ministry of Parks, Culture and Sport (SPCS) website, the following quarter sections were identified as potentially containing property which is Heritage Sensitive:

Along Beam Road near Highway 16:

- SW-20-37-05-W3
- NE-18-37-05-W3

Along Hodgson Road/Valley Road:

- SE-16-36-6-W3
- NE-14-36-6-W3
- NW-14-36-6-W3
- SE-14-36-6-W3
- SW-14-36-6-W3
- SE-13-36-6-W3
- SW-13-36-6-W3

These areas are illustrated in Figure 2.3, and may include first nations land or conservation areas, such as the Ducks Unlimited Chappell Marsh Conservation Area located north of Hodgson Road (NW 14-36-6-W3).

The flagged sections will require further screening by the Heritage Branch, which should be undertaken during the next pase of the project.

2.3 GEOTECHNICAL OVERVIEW

A desktop geotechnical analysis was completed by Golder Associates Ltd. in 2015 for the project area.

The report highlights that the surficial geology within the majority of the study area is generally defined as Glacio-lacustine Plain, which is comprised primarily of alternating layers of clay and silt up to 30 metres depth.

A hydrogeological investigation performed by the City as part of the Kensington Neighbourhood development described the stratigraphy as primarily 5 – 9 metres of surficial lacustrine clay, silt, and sand, overlying till.

Recent studies have indicated that relatively high moisture content has been present, due to above normal rainfall in recent years.

The silty clay and clay soils in combination with high water tables may create the need for stronger roadway structures throughout the study area.

2.4 LAND USE OVERVIEW

The central portion of the study area (including 22nd Street and 11th Street) is located within the current City limits, and is more urbanized. The further out from the area, to the north or south, the areas become less densely developed.

2.4.1 Urban Land Use

The majority of Neault Road and 11th Street, urban residential is established or under development along at least one side of the road. Land on the west side of the southern half of Neault Road is currently planned as future urban development.

There are also significant commercial developments along multiple portions of 22nd Street within the project area.

2.4.2 Rural Land Use

To the north, rural acreages are scattered along the Beam Road and Dalmeny Access, as well as in close proximity to the future Saskatoon Freeway. Beam Road runs along the north extent of the Saskatoon International Airport, with a light industrial business park to the north of the east portion of Beam Road.

To the south, rural acreages are present along and around Hodgson Road, Valley Road, and Highway 7. There is a significant rail yard (CN) located south of 11th Street.

The existing and future land uses within the study area are illustrated in Figure 2.4.

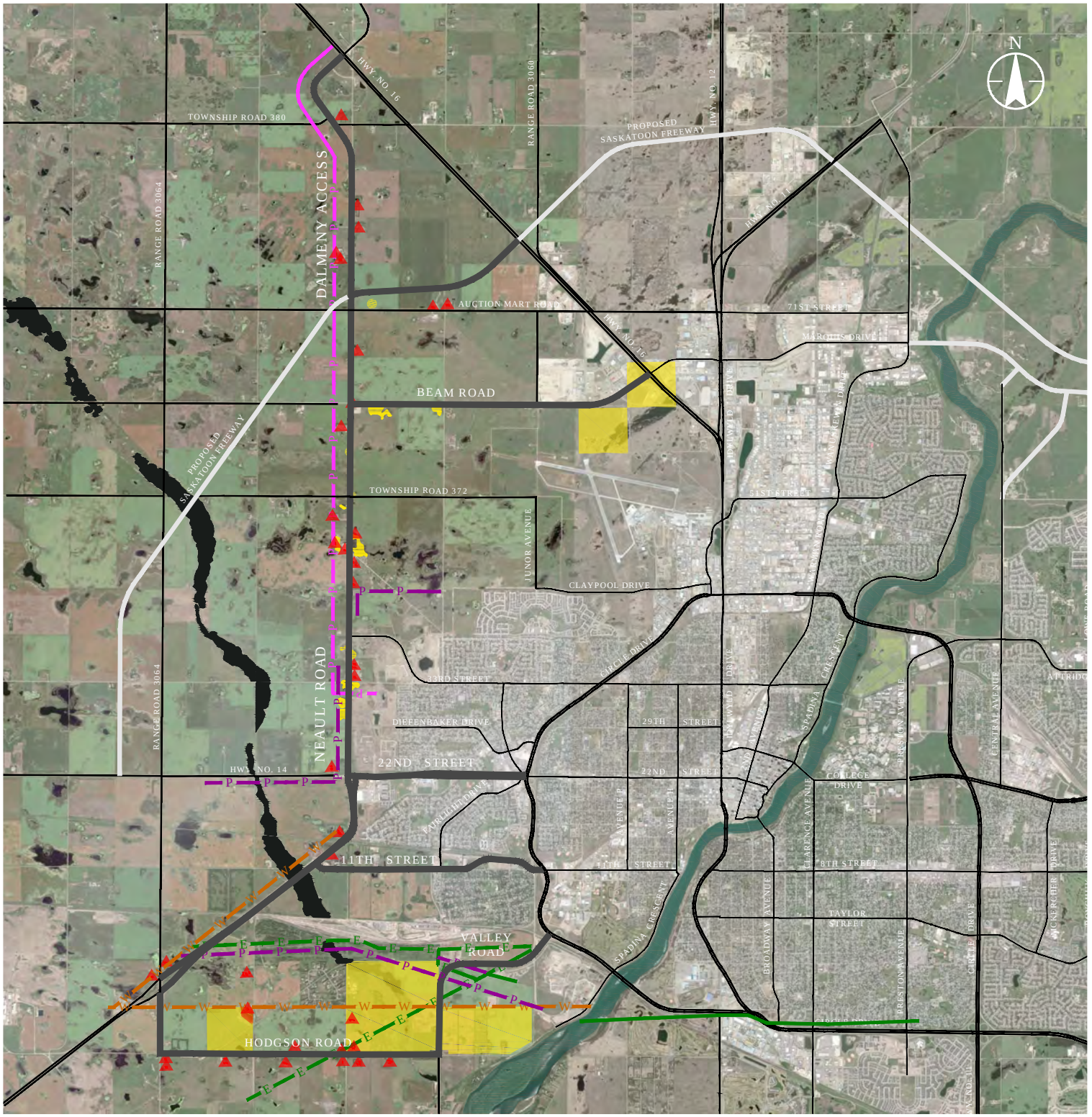
2.5 UTILITY LOCATION OVERVIEW

A preliminary screening was conducted to identify utility conflicts in the study are. Some of the major potential conflicts which were identified include:

- **SaskPower Transmission line**: along the west side of Dalmeny Access from Highway 16 to 33rd Street where it crosses Dalmeny Access.
- **Water line**: runs on the northwest side of Highway 7 from the junction of Highway 7 and Highway 60 to11th Street, as well as east/west one quarter section (800 m) north of Hodgson Road from Highway 7 to the river.

- **SaskEnergy Transmission Line**: runs east west south of the CN rail yard from Highway 7 to Valley Road, and cuts diagonally through S3 from just south of Valley & Circle Drive South to south of Hodgson Road.

Further discussions should be held with utility providers in order to coordinate work and minimize conflicts moving forward. It is anticipated that some utility relocates will be required regardless of the route selected.



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- Proposed Routes
- Future Roads
- Potential Environmental or Heritage Concern
- Saskatoon West Swale
- Existing Residences
- P — SaskPower Line
- P — Future SaskPower Line
- E — SaskEnergy Line
- W — Raw Water Line

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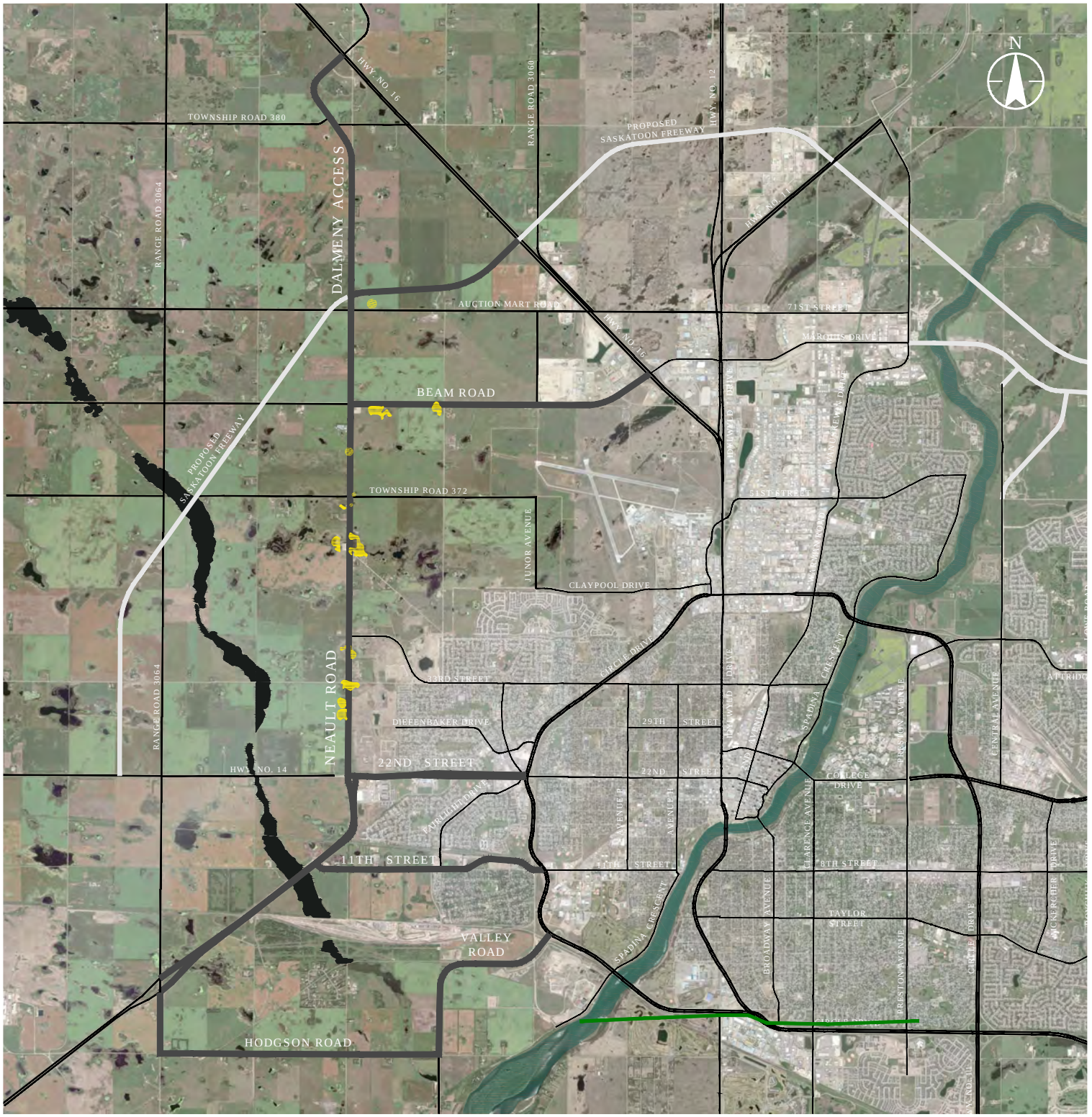
West Connector Route Feasibility Study

Figure 2.1

Potential Conflicts



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- Proposed Routes
- Future Roads
- Potential Environmentally Sensitive Areas

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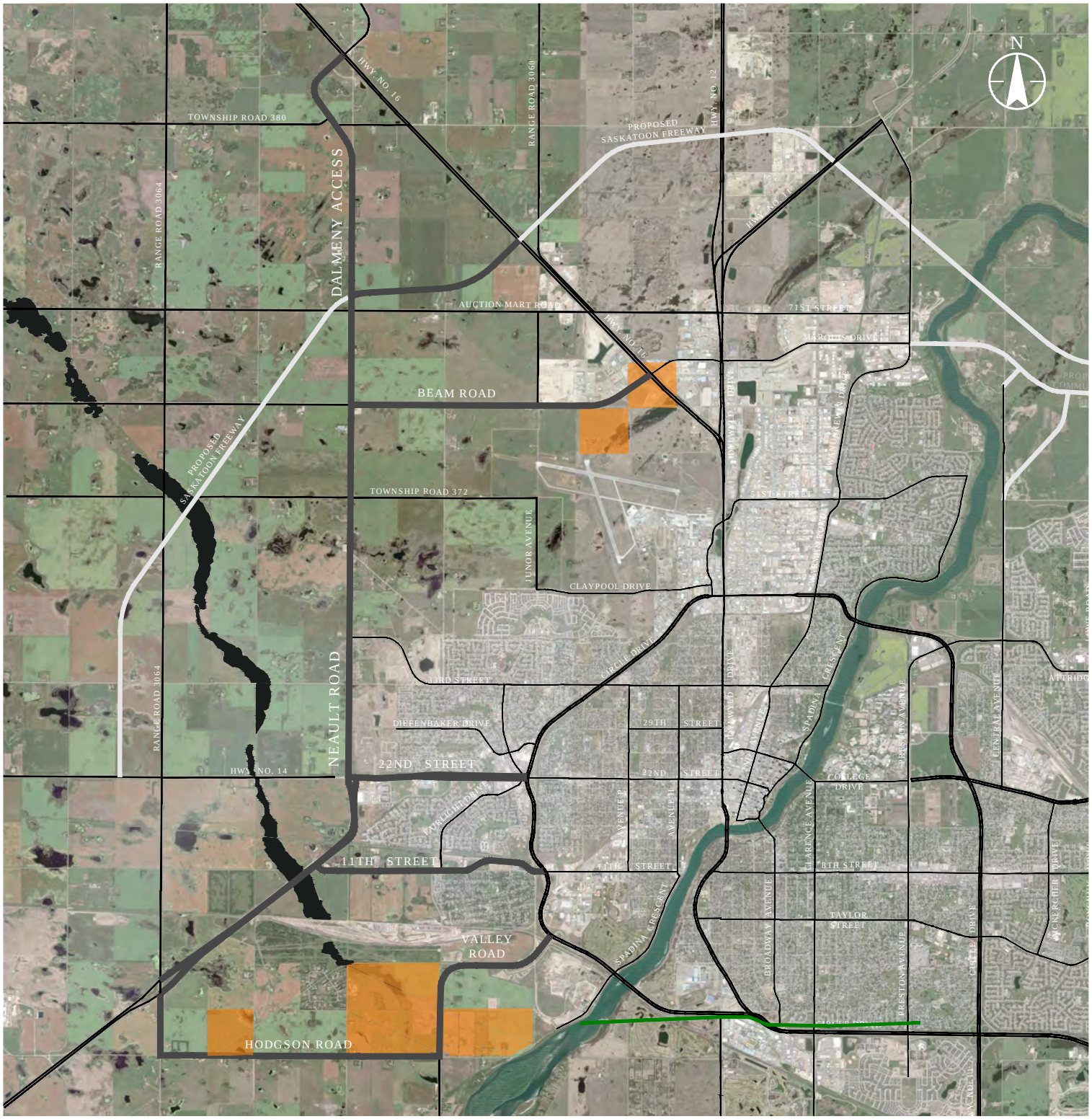
West Connector Route Feasibility Study
Figure 2.2
Potential Environmentally Sensitive Areas



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- Proposed Routes
- Future Roads
- Potential Heritage Concerns

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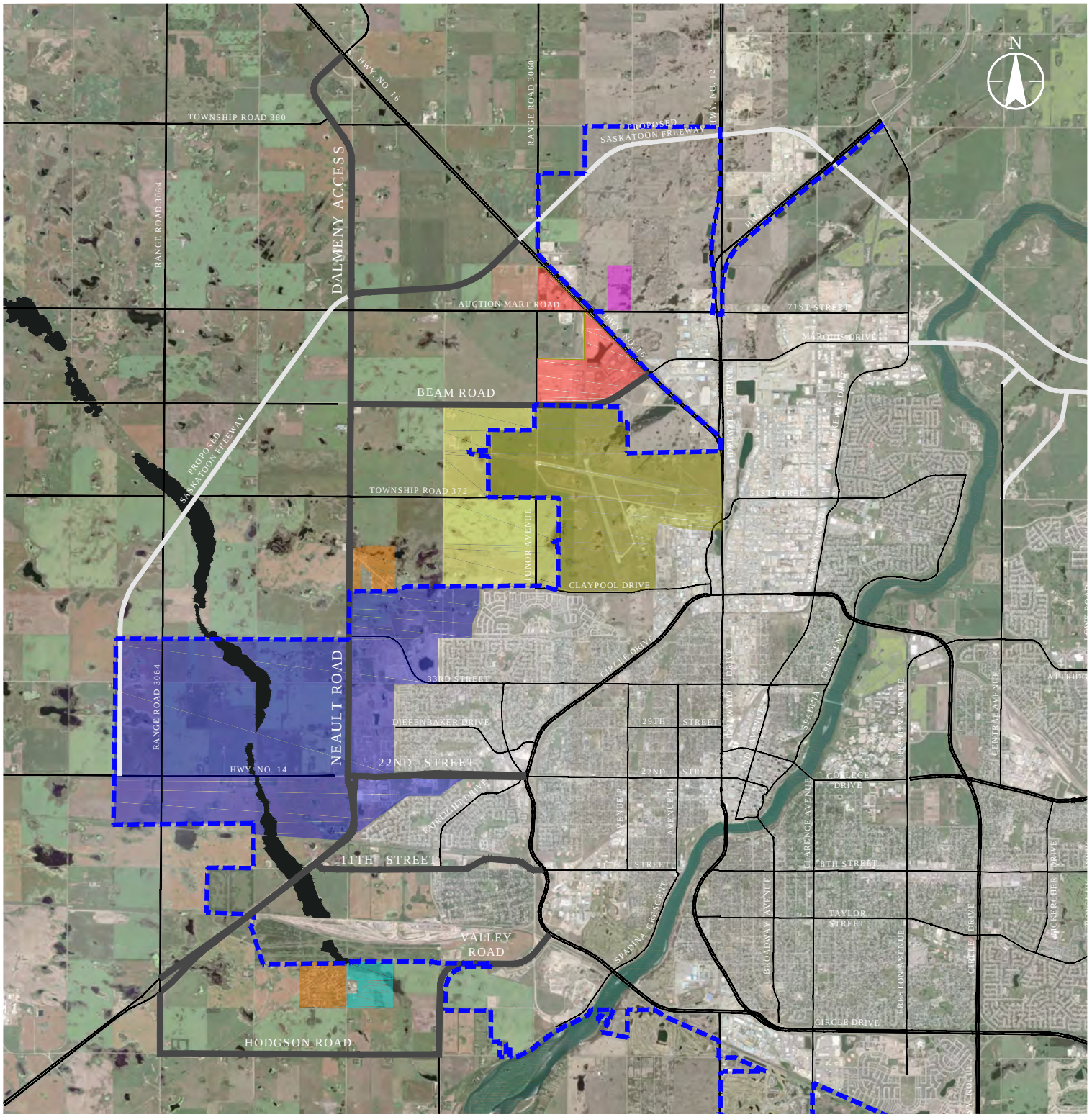
West Connector Route Feasibility Study
Figure 2.3
Potential Heritage Concerns



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- Proposed Routes
- Future Roads
- City of Saskatoon Boundary
- Saskatoon Future Development
- Light Industrial
- Country Residential
- Red Pheasant Cree Nation Reserve
- Saskatoon Airport Authority
- Airport Proposed Expansion
- Conservation Area

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West Connector Route Feasibility Study

Figure 2.4

Existing and Future Land Uses

3.0 ROUTE OPTIONS

At the direction of MHI, Neault Road was assumed as the central corridor for the West Connector Route. Using this, Stantec developed three northern route options, and three southern route options, connected by a common central corridor along Neault Road. The three northern route options, referred to as N1, N2, and N3, as well as the three southern route options referred to as S1, S2, and S3 are shown in Figure 3.1 and described in detail below.

3.1 N1: DALMENY ACCESS

Route N1 is approximately 6.4 km in length and runs along Dalmeny Access from Highway 16 to Beam Road. The roadway is currently a two lane, recently resurfaced roadway with a speed limit of 90 km/h. Its junction with Highway 16 is stop-controlled in the northeastbound/ southwestbound directions (for Dalmeny Access) and its junction with Beam Road is stop-controlled in the eastbound/westbound directions.

3.2 N2: SASKATOON FREEWAY

Route N2 follows a 3.0 km section of the future Saskatoon Freeway alignment between Highway 16 and Dalmeny Access, which is not yet constructed. It also includes a 2.0 km section of Dalmeny Access from the Saskatoon Freeway to Beam Road, which is described above.

The Saskatoon Freeway is expected to be a four-lane divided highway which would include an interchange at Highway 16. If this route were selected for the West Connector Route, it is anticipated that a two-lane section of the Freeway would be built in advance of the rest of the project.

3.3 N3: BEAM ROAD

Route N3 is approximately 5.4 km in length and runs along Beam Road from Highway 16 to Neault Road. Beam Road is currently a two lane roadway with a graveled surface along the majority of the route and a small paved portion near Highway 16. It currently has a speed limit of 80 km/h.

Beam Road's junction with Highway 16 is signalized, and its junction with Dalmeny Access is stop-controlled in the eastbound/westbound directions.

3.4 CENTRAL CORRIDOR: NEAULT ROAD

The central corridor portion of the West Connector Route runs along Neault Road from Beam Road to 22nd Street. It is approximately 6.4 km long and consists of a two lane paved roadway with a speed limit of 90 km/h.

Neault Road's junction with 22nd Street (Highway 14) is signalized and protected for a future interchange as it connects to Highway 7. Neault Road is otherwise free-flow in the northbound and southbound directions, although signals are anticipated at the junctions of 11th Street and 33rd Street.

As previously described in section 1.1, for the purposes of this project "Neault Road" is used to describe the lower portion of the roadway, extending from 22nd Street to Beam Road. "Dalmeny Access" is used to describe the upper portion of the roadway, extending from Beam Road to Highway 16.

3.5 S1: 22ND STREET

Route S1 is approximately 3.2 km in length and runs along 22nd Street from Neault Road to Circle Drive. The roadway is currently a four lane paved roadway along the majority of the route, with some sections of six lanes. 22nd Street has an urban cross section and speed limit of 60 km/h. Its junction with Neault Road is signalized and its junction with Circle Drive is an interchange, with several other signalized intersections along the corridor.

3.6 S2: 11TH STREET

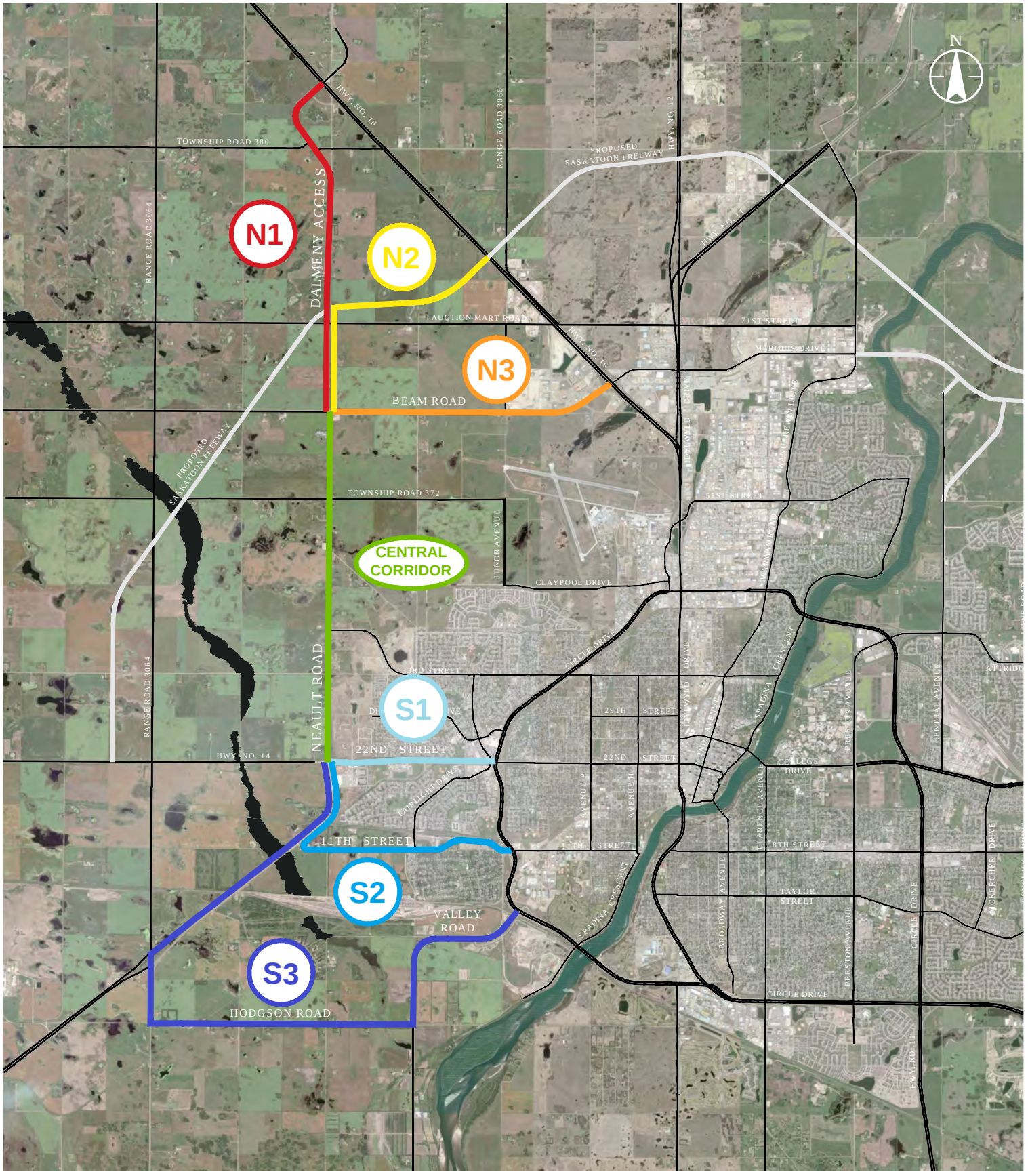
Route S2 is comprised of approximately 4.0 km along 11th Street West from Highway 7 to Circle Drive and approximately 1.7 km along Highway 7 to 22nd Street. 11th Street is a two lane paved roadway with a speed limit of 50 km/h. The portion of Highway 7 is a four lane paved highway with a speed limit of 80 km/h. The junction of 11th Street and Highway 7 is stop-controlled in the eastbound/westbound directions, and the junction of 11th Street and Circle Drive is an interchange.

3.7 S3: HODGSON ROAD/VALLEY ROAD

Route S3 is longest route out of the three south options. The route runs along Highway 7 for 6.9 km and Highway 60 for 1 km to connect to Hodgson Road (also called Township Road 362) for 4.8 km, then to Valley Road (also called Range Road 3061) for 3.5 km to connect to Circle Drive.

The various sections of the S3 route currently have varying speed limits and surfacing. Highway 7 is currently a four lane divided highway with speed limit of 80 km/h transitioning to 100 km/h after 11th Street. Highway 60 is a two lane paved highway with a speed limit of 100 km/h. Hodgson Road is a graveled rural roadway with a speed limit of 80 km/h. Valley Road is a paved roadway with a speed limit of 90 km/h. Valley Road widens from two lanes to four lanes when passing the landfill access road heading towards Saskatoon.

The junction of Highway 7 & Highway 60 is stop-controlled in the northbound/southbound direction. Hodgson Road is stop-controlled in the eastbound/westbound directions at both Highway 60 and at Valley Road. The junction of Valley Road & Circle Drive is an interchange.



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West Connector Route Feasibility Study
Figure 3.1
Route Options

4.0 ENGAGEMENT

4.1 PUBLIC CONSULTATION

A public information session was held for the West Connector project on December 2, 2015. The session was an open house format, with display boards for viewing and staff on hand to answer any questions from the public. Comment forms were provided in person at the session, as well as online on the Ministry of Highways and Infrastructure's website. The session was attended by approximately 150 people, 78 of whom completed the comment form provided.

Some general comments heard from the public regarding each route are summarized below.

N1 – Dalmeny Access

- Support for this route
- Comments on quality of road (narrow shoulders, intersection problems)
- Concerns about dangerous goods hauled near residences

N2 – Saskatoon Freeway

- Support for this route
- Efficiency in building Saskatoon Freeway ahead of time, not building two different routes
- Questions about conflict with Auction Mart Road, and how they interact

N3 – Beam Road

- Some support for this option (closer to the City, north industrial areas) and some resistance (too close to airport, traffic at Hwy 16)
- Concerns about existing road conditions

Central Corridor – Neault Road

- Concerns about existing road conditions (too narrow, cannot handle primary weight)
- Request for more information on traffic control (will more signals be installed?)

S1 – 22nd Street

- Minimal support on this route
- 22nd Street already has too much traffic
- Restrictions for oversized vehicles

S2 – 11th Street

- Resistance to this route from residents
- Traffic operations & safety already compromised due to trains and proximity to residences

- West end of 11th street needs significant upgrades
- Intersection with Highway 14 needs improvements
- Some support for this as the shortest route

S3 – Hodgson Road / Valley Road

- Most support for this south route
- May be too far outside the City to be popular with some users

A complete summary of the feedback receive at the open house can be found in Appendix A.

A second open house is not currently scheduled; however, display boards have been prepared and provided to the clients, should one be held at a future date. The boards outline the project background, provide more detail on each of the route options, previous public feedback, cost of each of the potential route improvements, and the next steps to be taken moving forward. These are included in Appendix B.

4.2 STAKEHOLDER CONSULTATION

A meeting was held with key stakeholders on April 6, 2016. During the meeting, the project background and route options were presented, followed by a discussion with the stakeholders on the route options, and any concerns or preferences they had. Stakeholders in attendance were:

- Saskatoon Trucking Association;
- Turner Transport;
- Q-Line Trucking;
- AFI Dist. Group;
- North Saskatoon Business Association (NSBA);
- Saskatoon Regional Economic Development Authority (SREDA);
- PCS Cory; and
- Saskatoon Airport Authority.

Moosomin First Nation was invited to take part in the meeting, but was unable to attend.

Some key concerns voiced at the key stakeholder meeting included:

- vertical clearances of the chosen routes;
- heavy weight considerations;
- timing of the project;
- relationship of the chosen route with Circle Drive South; and
- speed limits of the chosen routes.

Overall, the stakeholders voiced a preference for the N2 and S3 route options. A complete summary of the key stakeholder meeting is outlined in Appendix C.

Through discussion with the project team, further information from specific stakeholders was requested. Based on this, Stantec contacted specific secondary stakeholders in order to share information about the project and collect additional feedback regarding the routes. Input was received back from the following organizations:

Ducks Unlimited Canada

- Feels the route is needed but would be minimally used by their organization
- Do not have any concerns about the project and generally feel it would have minimal impact on their operations.
- Stated a preference for north route N2 and south route S3

Biz Hub (Concorde Group)

- Strong preference stated for north route N3 for the following reasons:
    - Provides connection to North Commuter Bridge via Marquis Drive
    - Re-routes heavy truck traffic from the North End and provides direct route to Hwy 7
    - Allows an additional route for residents accessing SaskTel Centre for events to/from the west side of the city
    - Route identified as a Major Arterial Road in the 40 Year growth plan and developments have been planned around that assumption
- If N3 is selected, they feel it would increase operating efficiencies for some of their businesses including better customer and employee access
- Both south routes S2 and S3 acceptable, but preference for S3 due to “bypass” nature for heavy & hazardous vehicle loads

Moosomin First Nation and CN Rail were both contacted requesting input on the project, and no response was received from either.

The complete feedback received from these stakeholders is included in Appendix C.

5.0 TRAFFIC

With the identification of three north routes and three south routes, there are nine possible combination routes for the West Connector. In order to simplify the traffic analysis process, the project team selected three combination routes for traffic analysis, consisting of:

- Option 1: North Route 1 and South Route 3
- Option 2: North Route 2 and South Route 2
- Option 3: North Route 3 and South Route 1

Stantec received output data from the Saskatoon Region Traffic Demand Model representing each of these scenarios, plus a base scenario (no routes selected) at four population horizons. The population horizons within the model are based on the populations within the City of Saskatoon:

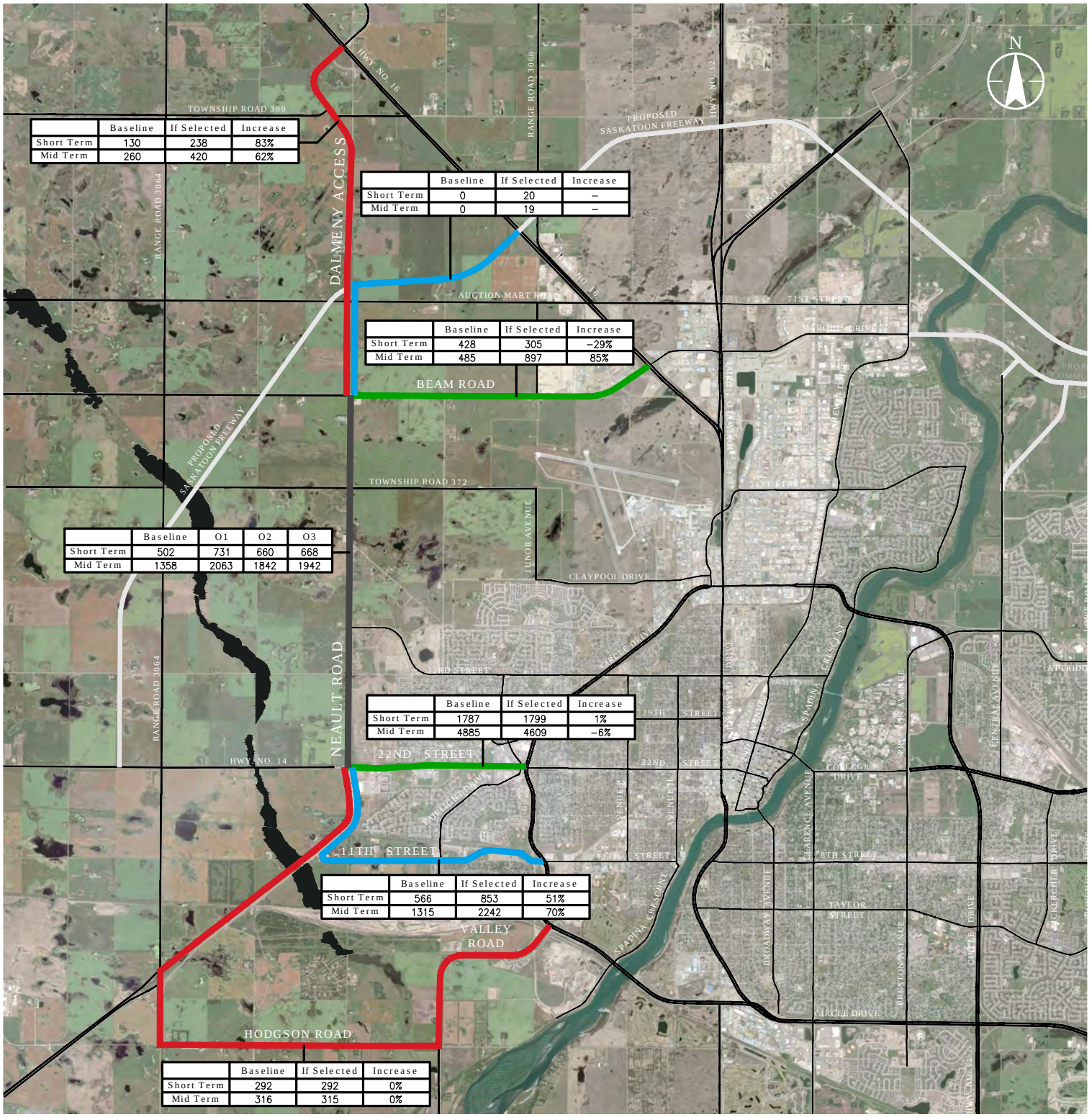
- 300,000 population horizon – not including Saskatoon Freeway
- 400,000 population horizon – not including Saskatoon Freeway
- 400,000 population horizon – including Saskatoon Freeway
- 500,000 population horizon – including Saskatoon Freeway

Based on this data, Stantec prepared corridor volume projections for each of the scenarios comparing the projected traffic volumes for a selected corridor versus the base scenario.

The factors included in “route selection” for the traffic model include:

- number of lanes
- link capacity per lane
- surface type
- travel time from origin to destination compared to alternative routes

Based on the information received, the resulting traffic volumes for each corridor and each population horizon are shown in Figure 5.1. The figure shows the expected PM peak hour two-way link volumes on each segment if no changes are made to the network vs. if they are “selected.” Only the 300,000 and 400,000 population horizons are represented in this figure because these represent the timeframe applicable to the project (i.e. past the 400,000 population horizon, the Saskatoon Freeway will be in place which impacts multiple factors, and will require further analysis to see how things change). However, detailed traffic data for all horizons is included in Appendix D.



	Baseline	If Selected	Increase
Short Term	130	238	83%
Mid Term	260	420	62%

	Baseline	If Selected	Increase
Short Term	0	20	–
Mid Term	0	19	–

	Baseline	If Selected	Increase
Short Term	428	305	–29%
Mid Term	485	897	85%

	Baseline	O1	O2	O3
Short Term	502	731	660	668
Mid Term	1358	2063	1842	1942

	Baseline	If Selected	Increase
Short Term	1787	1799	1%
Mid Term	4885	4609	–6%

	Baseline	If Selected	Increase
Short Term	566	853	51%
Mid Term	1315	2242	70%

	Baseline	If Selected	Increase
Short Term	292	292	0%
Mid Term	316	315	0%

West Connector Route Alternatives

Option 1: **Includes** N1 & S3

Option 2: **Includes** N2 & S2

Option 3: **Includes** N3 & S1

Scenarios

Short Term: 300,000 Population Traffic Model
(does not include Saskatoon Freeway)

Mid Term: 400,000 Population Traffic Model
(does not include Saskatoon Freeway)

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West Connector Route Feasibility Study

Figure 5.1

Projected Traffic Volumes - PM Peak Hour

5.1 TRAFFIC VOLUME COMPARISON

5.1.1 Route N1: Dalmeny Access

The traffic volumes show a significant increase in traffic volumes, percentage wise, when this road is selected for the West Connector Route, in both the short and mid-term horizons. This indicates that drivers are more likely to use this route with certain upgrades; however, the overall volumes are still low and well within the capacity of an undivided two-lane roadway.

5.1.2 Route N2: Future Saskatoon Freeway

No traffic volumes are projected on this corridor in the base condition because this roadway does not yet exist. If selected, this section would be built in advance of the completion of the complete Saskatoon Freeway. However, the traffic model suggests that this corridor will not attract high numbers of vehicles if selected and built.

5.1.3 Route N3: Beam Road

This corridor is projected to see a decrease in traffic volumes if selected in the short term, and a significant increase in the mid-term. It's unclear whether this decrease is due to the margin of error in the traffic model or if users are actually avoiding the route. As with the Dalmeny Access, the overall projected traffic volumes are still within the capacity of an undivided two-lane roadway.

5.1.4 Central Corridor: Neault Road

The implementation of any of the potential West Connector Routes results in increased traffic volumes on Neault Road, on average 37% in the short term and 44% in the mid-term. Between the three options, there is less than a 10% variance in traffic volumes, suggesting that traffic increases should be in the same vicinity, regardless of the route selected.

5.1.5 Route S1: 22nd Street

The traffic model shows little to no change in volumes when this road is selected for the West Connector Route, in both the short and mid-term horizons. This indicates either that drivers are no more likely to use this corridor once selected, or that the roadway is already at capacity and will not attract more users.

5.1.6 Route S2: 11th Street

The traffic volumes show a significant increase in traffic volumes, percentage wise, when this road is selected for the West Connector Route, in both the short and mid-term horizons. This indicates that drivers are likely to use this route with certain upgrades.

5.1.7 Route S3: Hodgson Road

The traffic volumes are not projected to change significantly when this road is selected for the West Connector Route, in both the short and mid-term horizons. This suggests that drivers are not likely to use this route if selected, likely due to its distance from Saskatoon.

5.1.8 Traffic Summary

In terms of traffic capacity, based on the traffic volumes and projections received, the existing capacity will not be exceeded on any of the segments proposed, for any options selected, meaning no additional lanes are required.

There are many improvements, however, which would are likely to attract more traffic to specific routes, including surfacing upgrades, shoulder/lane widening, intersection treatments, lighting, etc.

Based strictly on the traffic model data, there are no indications that any of the proposed routes attract significant traffic away from other roadways. Additionally, while some routes had very little effect on traffic, there was no clear route which was demonstrated as being superior to all other routes, strictly based on traffic model information.

The fact that an obvious route is not clearly superior to the others may be due to a number of reasons, including due to the congestion being a network problem, which is not easily resolved by the upgrading of a single route; it may be due to errors, inaccuracies, or other items not accounted for in the modelling; or it may be due to a lack of origin-destination trips which all may affect the use of the proposed routes.

6.0 IMPROVEMENTS REQUIRED / CONSTRUCTION COSTS

At this preliminary level of route feasibility study, specific cost estimates for local improvements are not feasible. Through discussion with the clients, it was decided that planning level detail should be sufficient for this project. Based on this, Stantec has prepared an opinion of probable cost for each of the route options based on various improvements/upgrades assumed to be required, as discussed with the project team.

A summary of the opinion of probable costs is provided below. A detailed breakdown of the associated costs presented below is included in Appendix E.

6.1 N1: DALMENY ACCESS

This route is expected to require improvements such as shoulder widening and intersection improvements, including additional turning lanes and traffic signals at Highway 16.

The probable cost for these improvements is approximately $5 M.

6.2 N2: SASKATOON FREEWAY

This route would require the construction of two lanes of the future Saskatoon Freeway, i.e. half of the ultimate cross-section. Additional upgrades required would include turning lanes at both the Dalmeny Access and Highway 16 intersections, as well as traffic signals and intersection lighting at Highway 16.

The probable cost for these improvements is approximately $8 M.

Note: while an interchange is planned at the Saskatoon Freeway / Highway 16 junction, it would be constructed as part of that project, and not the West Connector project.

6.3 N3: BEAM ROAD

If selected, this route would require paving and widening along the length of Beam Road. Additionally, turning lanes and intersection lighting would be constructed at Neault Road, as well as turning lanes at the Highway 16 intersection.

The probable cost for these improvements is approximately $8 M.

Note: an interchange is planned at the Beam Road / Highway 16 junction; however it will not be required as a part of the West Connector project.

6.4 CENTRAL CORRIDOR: NEAULT ROAD

Neault Road will require widening and repaving as a part of the West Connector Project, to enable primary weight trucks to travel this portion of roadway. The probable cost for these improvements is approximately $8 M.

6.5 S1: 22ND STREET

The existing 22nd Street corridor is fully built out and no additional capacity can be installed without extensive work to the interchange at Circle Drive and 22nd Street. Intersection improvements may be required but are unknown until further traffic study is completed. No cost is included at this point for any improvements. Further investigation is required.

6.6 S2: 11TH STREET

Several improvements would be required for this corridor if selected for the West Connector Route. From Highway 7 to Chappell Drive, 11th Street would be widened and rebuilt. The existing 11th Street bypass would be extended westward to Chappell Drive to reroute traffic away from the houses fronting 11th Street south of the Viterra facility. Additionally, turning lanes and intersection lighting would be required at the Highway 7 intersection. The probable cost for these improvements is approximately $16 M.

Property is likely required for the bypass realignment, which has not been included in this estimate. Further study will also be required to determine if upgrades are required to mitigate impacts to the Circle Drive interchange operations.

6.7 S3: HODGSON ROAD

If selected, this route would require paving and widening along the length of Hodgson Road, which will likely require property aquisition. Additionally, turning lanes and intersection lighting would be installed at both the Highway 60 and Valley Road intersections. The probable cost for these improvements is approximately $9 M.

7.0 CONCLUSIONS

The purpose of this feasibility study was to provide potential options, constraints, and critical information pertaining to the potential future West Connector Route. The purpose of this study was not recommend, nor to select a preferred alternative for the route.

Stantec has investigated the feasibility of the potential routes for the West Connector project and identified the potential constraints and challenges for each one, as well as determining the projected requirements and potential costs to upgrade each route.

Based on the traffic modeling information, there is no conclusive evidence which demonstrates that the development of a West Connector Route would attract significant traffic as a potential option to traffic, during the short term horizons investigated. It is recommended that further traffic modeling and analysis be completed, particularly relating to origin-destination studies on traffic throughout the area.

The feedback received from the public and stakeholders, however, supported the need for a West Connector Route. While the overall route preferences differed between the public and the stakeholders, the responses indicated that such a route would be used.

Previous studies regarding the capacity of Circle Drive South indicated that there was sufficient traffic capacity for the long term projections, and that no additional southern bridge crossings would be required. Feedback from the stakeholders indicated that, while this may be true, restrictions on over-weight and over-dimensional loads placed restrictions on movements around Saskatoon. While the S3 option provided relief to some of these restrictions, it is recommended that further analysis be completed on potential routes for over-weight and over-dimensional loads, to reduce restrictions and barriers on future routes.

If this project should continue, it is expected that the next phase will include a functional planning study and further public consultation. This document and the corresponding display boards will provide a basis for this further study.

APPENDIX A

Open House 1- Feedback

1.0 NORTH ROUTES

1.1 GENERAL COMMENTS

- Confusion as to what the upgrades entail.
  - Interchanges (Particularly Hwy 14 & Neault, and Hwy 16 & Beam)
  - Paving
  - No. of lanes
- Objection to the routes being directly adjacent to existing residential

1.2 OPTION N1 (DALMENY ACCESS TO HWY 16)

- Safety concerns at Dalmeny Access & Hwy 16 due to lack of turning lanes on all approaches
- Fewest concerns with this route

1.3 OPTION N2 (PROPOSED SASKATOON FREEWAY)

- Sense that this is the only 'real' solution, as the other ones only add to existing congestion.
- Some preference as it will be built anyway as part of Freeway route (saves building routes twice).
- Concerns about how 71st integrates with new alignments.
- Seems to have primarily supportive comments (maybe due to lower residential impacts?)

1.4 OPTION N3 (BEAM ROAD)

- Requests to pave Beam Road regardless of whether it is chosen, as it will be continuous from the east side once NCP is completed.
- Supported because it connects majority of north industrial areas together.
- Not supported as it would direct traffic into highly congested areas. Concerns over the grid-lock that would result all along Marquis.

2.0 SOUTH ROUTES

2.1 GENERAL COMMENTS

- Move dangerous goods out of city.
- Enforcement of truck traffic routes would be required, regardless of routes.
    - Sense that trucks will go the route they want regardless of allowances.
- Another route should be investigated: Either directly north or south of the CN yards.
- Request for investigation into alternate routes near Hodgson Road.
    - Directly along railway (north or south of yards)
    - Continued due west from Valley Road south of dog park
    - Diagonally across vacant land (minimize residential impacts)

2.2 OPTION S1 (22ND STREET)

- Concerns that the improvements needed to make 22nd Street a viable option are not feasible, and won't actually be implemented.
- Least direct opposition as it is already a major corridor, built for heavy traffic.
- No directly facing residential (unlike 11th and Hodgson).
- Widening required regardless of outcome.
- Increased speed limit on 22nd street.

2.3 OPTION S2 (11TH STREET)

- Concerns with existing issues along 11th becoming worse:
    - Safety (rail crossings, peds & cyclists, children crossing to schools, etc.)
    - Noise from trains and traffic.
    - Trains blocking traffic and emergency vehicles.
    - Difficulty as residential driveways directly access potential route.
- Increased traffic & dangerous goods next to residential.
- Hesitance from Montgomery area, as concerns expressed that plans were not followed through on CDS.
- Assumption that 11th Street is already at capacity, and cannot handle more.
- Some support for S2 as logically, it is the most direct route off CDS to Hwy 7.
- Perceived as higher cost due to rebuilding the road
- Sense that Montgomery shares more than its fair burden for the sake of Saskatoon's growth.
- Montgomery Local Area Plan should have included this information.
- Montgomery residents assume S2 is all negative; improvements should be further discussed to show benefits to those impacted, instead of allowing assumptions to make decisions.

2.4 OPTION S3 (HODGSON ROAD)

- Longest route – feeling that it will not be used unless traffic is forced.
- Perception that it will be most expensive option as it is longest.
- Some support for S3 as it pulls some traffic out of Saskatoon core.
- Numerous comments indicating support for S3, as both S1 and S2 appear too busy already.
- Concerns with how multiple projects around Valley Road (COC, Garbage Dump, etc.) will have an impact on the roads within the vicinity.

3.0 MAIN CORRIDOR (NEAULT RD)

- Numerous comments indicating that it will need surface improvements and needs to be 'twinned'.
- Numerous requests for grade separation at major intersections.
- Expectation that road will be used more as it will connect to north bridge along Beam Road.

4.0 GENERAL CONCERNS

- Some sense of urgency for any solution, regardless of which.
- Resistance to interim solutions, appearance of money 'wasted'.
    - Keep costs down by utilizing future routes now.
- If there is a proposed freeway planned, why not just build it and be done?
- Sound attenuation/landscaping would be required for options affecting residential areas.
- More clarity requested for what improvements will entail, what road types, intersections, etc.
- Significant confusion between Freeway and WCR.
- Desire for Freeway route to be further west.
- If the problem is with congestion on Circle Drive/Idylwyld, why isn't the money spent on fixing those problems instead of this?
    - These solutions would be short and long term solutions then.

4.1 MEETING/FORMAT CONCERNS:

- Too Busy
- Speaker/presentation format may have helped to deliver main points of message.

APPENDIX B

Open House 2 – Display Boards

Welcome

Saskatoon West Connector Route

Information Session

Stantec

FAST CONSULTING Community Intelligence

Golder Associates

Government of Saskatchewan

City of Saskatoon

Rural Municipality of Corman Park

Project Background

Vision

- To assess the feasibility of routes that will assist in improving traffic flow in and through the Saskatoon area until the Saskatoon Freeway is constructed (unknown time frame).
- Expected to be completed in the next 5-10 years. Identify constraints and cost estimates of potential routes
- Note: Saskatoon Freeway is a separate project from this study.

What we've done

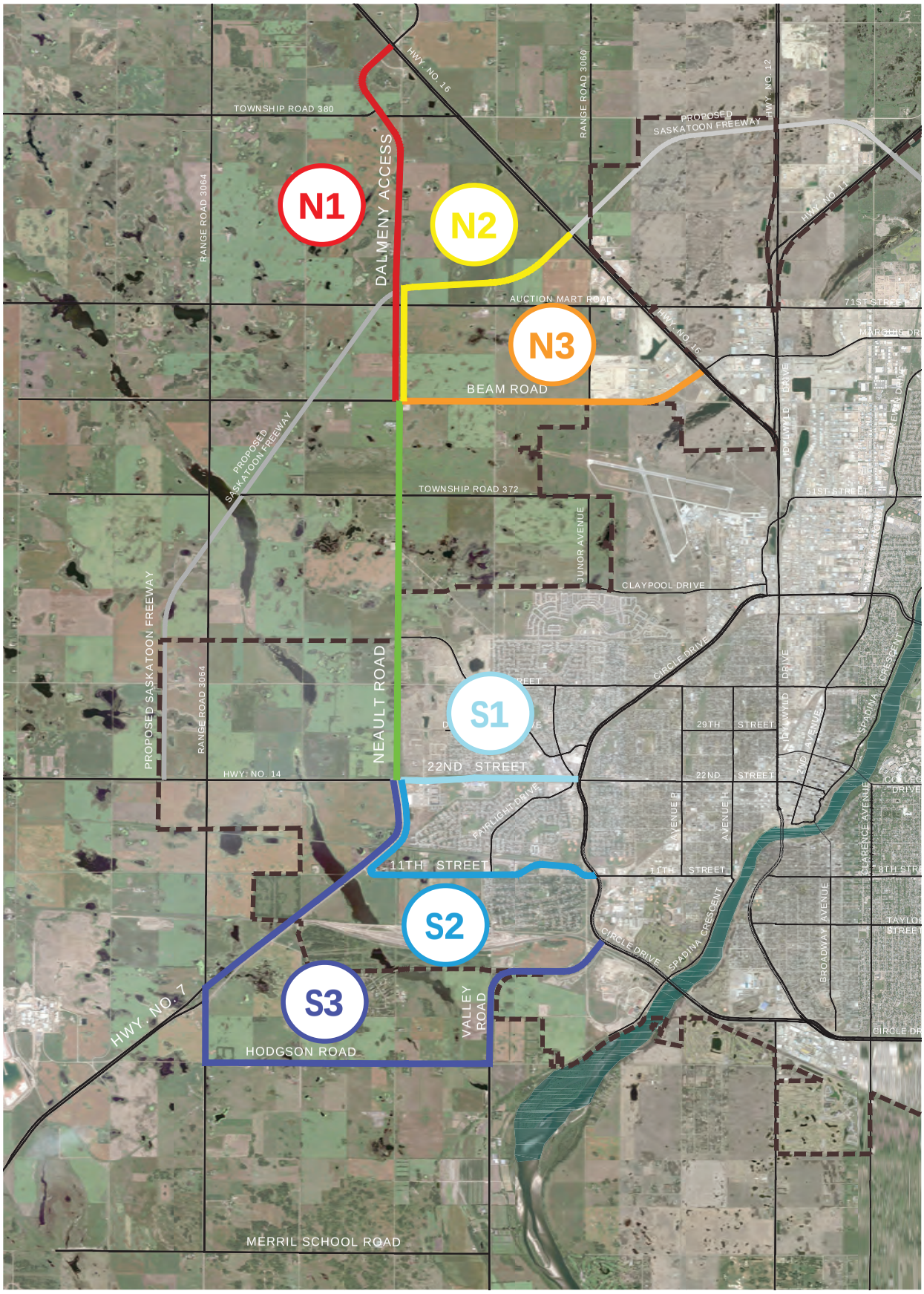
- Identified a main corridor, three potential north routes, and three potential south routes.
- Investigated constraints and impacts for each of the routes.
- Developed preliminary cost and traffic forecasts.

Open House 1 held in December 2015 - received approximately 150 attendees and 80 comment forms.

Stakeholder consultation conducted in Spring 2016 - included local business associations, trucking companies, PCS, conservation groups, first nations, and adjacent land owners including the airport and Bizhub.

Stantec

Route Alternatives



Route N1: Dalmeny Access

What We Heard:

- Support for this route
- Comments on quality of road (narrow shoulders, intersection problems)
- Concerns about dangerous goods hauled near residences

Investments Considered:

- Additional turning lanes at Highway 16
- Shoulder widening
- Traffic signals at Highway 16

(An interchange at Highway 16 is being considered as a long-term investment.)

Estimated Cost: $5-6M

Route N2: Saskatoon Freeway

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What We Heard:

- Support for this route
- Efficiency in building Saskatoon Freeway ahead of time, not building two different routes
- Questions about conflict with Auction Mart Road

Investments Considered:

- New construction of roadway (two lanes i.e. half of ultimate Saskatoon Freeway)
- Turning lanes at both Dalmeny Access & Highway 16 junctions
- Traffic signals at Highway 16
- Intersection lighting

(An interchange is being considered at Highway 16 as a part of the Saskatoon Freewway project.)

Estimated Cost: $10-12M

Route N3: Beam Road

What We Heard:

- Some support for this option (closer to the City, north industrial areas) and some resistance (too close to airport, traffic at Hwy 16)
- Concerns about existing road conditions

Investments Considered:

- Pave Beam Road (two lanes with wide shoulders)
- Turning lanes and lighting at Dalmeny Road intersection
- Turning lanes at Highway 16 intersection

(An interchange is being considered at Highway 16 as a long-term investment.)

Estimated Cost: $7-10M

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Central Corridor: Neault Road

What We Heard:

- Concerns about existing road conditions
- Request for more information on traffic control (will more signals be installed?)

Investments Considered:

- 4-Lane rural cross-section with a raised median (within City limits)
- Widen shoulders
- Re-pave roadway

Estimated Cost: $7-10M

Route S1: 22nd Street

What We Heard:

- 22nd Street already has too much traffic
- Restrictions for oversized vehicles

Investments Considered:

- Existing roadway is fully built out, no additional capacity can be installed
- Repave roadway
- Intersection investments will accomodate truck turning

(Intersection improvements are unknown until further study is completed)

Estimated Cost: $6-8M

Route S2: 11th Street

What We Heard:

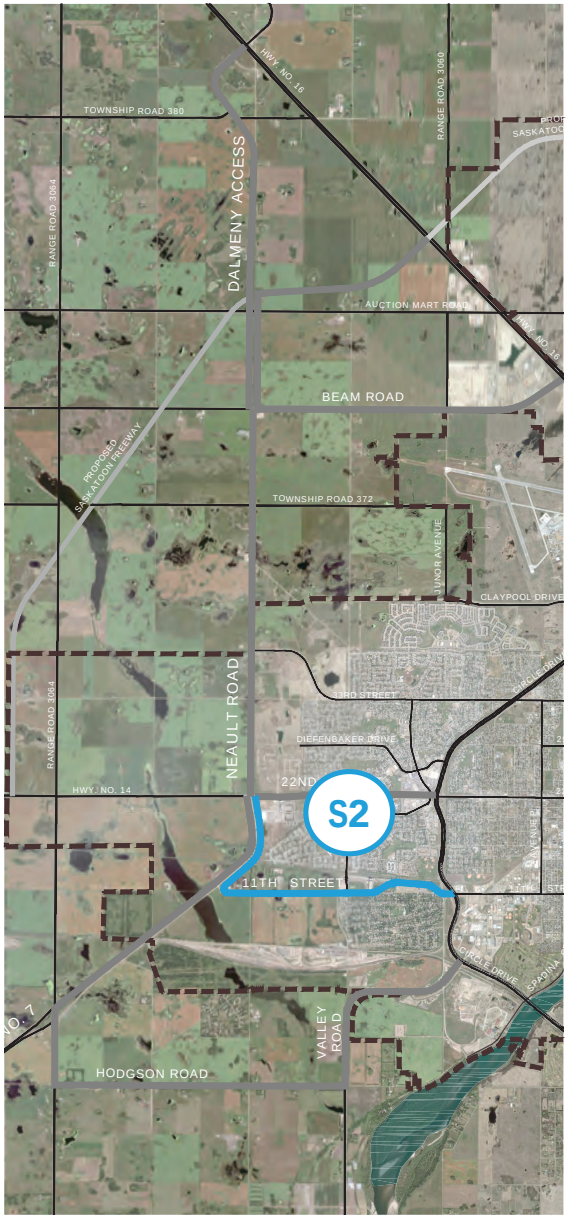
- Resistance to this route from community residents
- Traffic operations & safety already compromised due to trains
- West end of 11th street needs significant upgrades
- Some support for this as the shortest route

Investments Considered:

- Upgrade 11th Street west of Chappell Drive, including widening & paving
- Extend 11th street bypass to Chappell Drive and construct sound wall for this portion
- Turning lanes and lighting at Highway 7 intersection
- Property may be required for realignment

(Further study would be required on Circle Drive interchange operations)

Estimated Cost: $15-20M



Route S3: Hodgson Road / Valley Road

What We Heard:

- Most support for this south route
- May be too far outside the City to be popular with some users

Investments Considered:

- Turning lanes and lighting at Highway 60 intersection
- Turning lanes and lighting at intersection of Hodgson & Valley Road
- Pave roadway (two lanes with wide shoulders)
- Property will be required for widening

Estimated Cost: $10-14M

Next Steps

Moving forward, we will:

- Gather and review input and feedback from this open house.
- Prepare a report summmarizing our findings on the potential routes and associated traffic and cost projections.

This concludes the public consultation process for this project.

The next phase for this project could be a functional planning study which would include further consultation.

Thank You For Attending!

Stantec

Your opinion matters! Please fill out a comment card.

Contact Doug Fast at
d.fast@fastconsulting.ca
(306) 956-3070
with any further questions or comments.

View more information at:
http://www.highways.gov.sk.ca/saskatoon_west-connector

Study Partners:

Government of Saskatchewan

City of Saskatoon

Rural Municipality of Corman Park

Stantec

FAST CONSULTING Community Intelligence

Golder Associates

APPENDIX C

Key Stake Holder Meeting - Feedback

Memo

To:	Geoff Meinert, Ministry of Highways	From:	Josh Richer, Stantec Consulting
	Don Cook, City of Saskatoon		Bryce Hunter, Stantec Consulting
	Rebecca Row, RM of Corman Park		
File:	Saskatoon West Connector Route	Date:	April 25, 2016

Reference: West Connector Route – Stakeholder Meeting Summary

As part of the Saskatoon West Connector Route Feasibility Study, a stakeholder meeting was held on April 6, 2016. This memorandum was prepared to provide a summary of the discussions held, and results of the meeting.

1. BACKGROUND

The purpose of the meeting was to solicit feedback from key stakeholders who may, or whose operations or members may, be affected by the project. As per discussion between the project team, key stakeholders were identified, and invitations were sent to the following:

- PCS Cory
- Moosomin First Nation
- North Saskatoon Business Association
- Saskatoon Airport Authority
- Saskatoon Trucking Association

The attendees at the April 6 meeting were as follows:

Project Team:

- Josh Richer – Stantec
- Lindsay Haskins – Stantec
- Erin Medforth – Stantec
- Doug Fast – Fast Consulting

Stakeholders:

- David Weger - PCS Cory (Potash Corporation of Saskatchewan)
- David Gauthier – SREDA (Saskatoon Regional Economic Development Auth.)
- Keith Moen - NSBA (North Saskatoon Business Association)
- Harvey McClelland – Saskatchewan Trucking Associate & Turner Transport
- Lory Sproxton – Saskatoon Airport Authority
- Brent Marcoux – AFI Dist Group
- Brock Girling – Saskatchewan Trucking Associate & Q-Line Trucking
- Steve Peever – Q-Line Trucking

A brief presentation was given at the start of the meeting in order to provide attendants with a background of the project and findings to date. An informal discussion on the project, along with concerns and suggestions followed, and is described further below.

2. GENERAL COMMENTS AND CONCERNS

In general terms, all attendees saw the need for the project, but there was concern with a variety of things surrounding the project, which are described more within this section.

2.1 Planning

One of the primary concerns was the lack of a transportation master plan for the City and surrounding area. While it was discussed that this project may allow for partial offsetting of the Saskatoon Freeway project, the general consensus was that the Freeway should be part of a master plan, with a high-level timeline established, which would then give more basis for a project such as this. While this project may be needed at the current time, most attendees indicated they would rather see a Freeway within five years or so, which would then minimize the need for this project.

Concerns were expressed regarding the relatively unknown status of the Saskatoon Freeway, and the assumption that there are likely developments near the proposed route which are currently on hold, until more is known, and commitments are made with regards to the project. The recommendation was that securing and constructing a small portion of the project (as in Option N2) would solidify the location, and provide developers with certainty, buy-in, and comfort with both the Saskatoon Freeway and the West Connector projects.

2.2 Location & Speed

Regarding the location of the proposed route, there was agreement that any improvements should focus on bypassing the City as much as feasible. The general location of the proposed route was seen as acceptable, meeting the needs of a variety of users.

In addition to the general location of the project, discussion was had on the individual routes proposed in the presentation, specifically relating to the fact that certain routes are significantly shorter than other routes. There was consensus that the primary objective from a trucking perspective, would not be to have a shorter route, but would be to have a more free-flow route with higher speeds.

For example, given the option of travelling down existing 22nd Street (proposed Option S1), or heading significantly further to Hodgson Road (proposed Option S3), there was unanimous agreement that Hodgson Road would be the preference, provided it was posted at 70-90 km/h, and was designed to handle the larger turning radii typically associated with heavier truck traffic.

Suggestions were made to the effect that, should this route be considered a route for truck traffic, priority should be placed on providing a primarily free-flow route around the outskirts of the City, as trucking through City streets can be extremely challenging.

2.3 Load Considerations

Multiple concerns were raised with potential use of the routes suggested. One of the primary concerns is not getting around the city due to traffic; it's getting through the city with large or heavy loads. Currently, delivering overweight and oversized farm equipment from northwest Saskatoon (where significant manufacturing occurs) to southeast Saskatoon, it may not be possible to proceed through Saskatoon, even with Circle Drive South. Multiple attendees indicated that multiple trucking companies repeatedly haul such shipments north to St. Louis, or south to Outlook, to cross the river, before returning to the other side of Saskatoon.

Provincial Highways 16 and 14 are currently both listed as "*Provincial Highways on which B-trains can operate at 63,500 kg*", and this route could serve as a portion of the north-south connection between these routes, and around a portion of the City.

3. INTER-RELATIONSHIP WITH SASKATOON FREEWAY

3.1 Timelines

The timelines and location of the proposed Saskatoon Freeway were brought up numerous times during the meeting, as there is a relationship between these two projects.

As indicated above, while the need for this project is evident at the current time, most attendees indicated they would be willing to wait, if the Saskatoon Freeway was to be constructed within the next five years of so, as opposed to seeing this project proceed. This project is primarily seen as a temporary fix for some of the current issues encountered, and there was consensus between attendees that they would prefer to see the full project built (Saskatoon Freeway), as opposed to a temporary fix.

3.2 Relationship with Circle Drive South

Based on a recent study regarding future alignments of the south/southwest leg of the Saskatoon Freeway, the Ministry has determined not to proceed with any further work regarding this portion of the freeway at this time. As indicated at the meeting by one of the attendees who was involved in the stakeholder consultations for the Saskatoon Freeway, the decision to not proceed with further planning of this route was due to the understanding that Circle Drive South would have the traffic capacity to serve the City and region for the foreseeable future.

While it may be true that Circle Drive South has sufficient capacity, a concern brought up by multiple stakeholders was the fact that access onto Circle Drive South, for any wide or overweight loads, is extremely difficult if not impossible. As alluded to in Section 2.3, the lack of oversized and overweight corridors through the City diverts substantial traffic around the City, even for inter-city deliveries.

Based on this, there was consensus at the meeting that the bypass route should place significant concern on providing an access for overweight and oversized traffic to Circle Drive South.

4. DISCUSSION ON SPECIFIC ROUTES

4.1 Option N1 – Dalmeny Access (Grid 684)

Dalmeny Road is currently a paved 2-lane roadway, and many attendees indicated they (or their members) currently use this road. Through discussion, it was indicated that this option would require shoulder widening to make it a truly viable alternative, and, as it has the highest number of residences adjacent to the roadway of the three options investigated, it was understood that there could be significant cost to this.

While the potential for hauling hazardous goods along this route has not been discussed in detail, this was also indicated as a concern, due to the residences.

4.2 Option N2 – Saskatoon Freeway

Option N2 would include construction of one portion of the future Saskatoon Freeway, between Highway 16 and Dalmeny Access (anticipated to be 2 of the 4 lanes). This option was seen as the preferred option for a number of reasons.

The business development representatives indicated that their understanding is that there is significant uncertainty about the Saskatoon Freeway project, and that some development and business are holding off on future plans until more is known. From a business perspective, the establishment of one portion of the route would give certainty to the location and allow business and development to resume in the northwest area, as well as show commitment and good faith to the overall project.

This alternative was also seen as the most preferred by other attendees, as it provides a 'best of both worlds' alternative regarding its proximity to the city, and will allow the incorporation of requirements for overweight and oversize loads such as larger turning radii, taller structures, underground lines, etc.

This route also appears to disrupt a minimal number of residences, and with minimal residences in the general vicinity, this route also becomes a better candidate for a dangerous goods route.

4.3 Option N3 – Beam Road

Option N3 would include upgrading Beam Road to a paved 2 lane roadway. This alternative was less preferred than the N2 option.

It was understood that the Beam Road alternative may serve the short term needs best, there was concern over the need for an interchange at Beam Road / Marquis Drive and Highway 16 and the timelines required to complete such work. There were also minor concerns from the Saskatoon Airport Authority that this route borders on the current northern extent of the airport, and there is concern over future needs of the airport, and the long term prospects of the roadway.

4.4 Main Corridor – Neault Road

Regarding the use of Neault Road as the main corridor for the West Connector Route, there was general acceptance of the corridor proposed. While there were again questions regarding the timing of the Saskatoon Freeway, and discussion regarding the construction of the west portion of the freeway instead of this route, there was acceptance of this alignment as a temporary solution prior to the long term solution being in place.

4.5 Option S1 – 22nd Street West

Through discussion with the attendees at the meeting, it became quickly apparent that this option was not seen as a viable option by the attendees, particularly for any alternative that is to serve commercial truck traffic.

Through discussion, it was understood that commercial truck traffic will typically prefer routes which provide higher speed, less congestion, and free flow options. The assumption that truck traffic would use 22nd Street West, as it provides the shorted access onto Circle Drive was quickly dismissed, and it was indicated that a substantially longer route would not dissuade truck traffic, as long as it provided more free flow to the route.

Another concern which was raised was restrictions at the existing interchange configuration at Circle Drive and 22nd Street West, and the restrictions placed on oversized loads.

As shown in Figure 1 and Figure 2 (below), due to the interchange configuration, both the on-ramp and off-ramp pass through a structure with limited space in all directions. This was raised as a concern, as the structure is not accessible by oversized loads, which drastically limits the use of this option as a feasible route.

Figure 1: Circle Drive On-ramp from 22nd Street

Figure 2: Circle Drive Off-Ramp at 22nd Street

In addition to the restrictions above, accessing Circle Drive South from this location, which is one of the primary connections this project would provide, is further complicated by the fact that four additional underpasses are encountered prior to accessing the Circle Drive South bridge.

4.6 OPTION S2 – 11th Street West

The use of 11th Street West as part of the West Connector Route was received with mixed reactions. On one hand, this route could provide a quick connection from Highway 7 onto Circle Drive, but there are multiple issues with each aspect of this route.

The intersection of 11th Street with both Highway 7 and Circle Drive are restrictive. At Highway 7, concerns over how the intersection would be upgraded, and how traffic and turning requirements could be improved were raised. At Circle Drive, the presence of three separate rail crossings between 11th Street and Circle Drive was a significant concern with the route. If the purpose of the connector route is to provide improved connections around the City, this should be seen as a major restriction.

Other concerns raised included realigning a section of 11th Street, the restrictions placed due the Viterra plant, the required rebuilding of the west portion of the road, and the residential neighbourhood adjacent to the route, which would likely place restrictions on dangerous goods. These issues raised the question of the feasibility of this option, along with the public pressure likely to be encountered.

The general consensus regarding this alternative was that while it may work from a traffic perspective, the concerns indicated above limit the feasibility of this option, and it was generally disregarded as a viable option for larger truck traffic and dangerous goods.

4.7 Option S3 – Hodgson Road / Valley Road

The Hodgson Road / Valley Road option was discussed in length with the stakeholders, and the route was received positively by the group. While this route is the longest option, it has numerous characteristics which outweigh other options.

Highway No. 7 is listed as a provincial "*high-load corridor route*". The ability to connect this route directly with Circle Drive South was seen a legitimate benefit to this option. As indicated earlier, it is difficult to access Circle Drive South with oversized loads, and this option provides a direct connection. Additionally, the east/west lanes on Highway No. 7 diverge horizontally at its junction with Highway No. 60 (which would form part of this route), and provides improved benefits for traffic at this intersection.

Contrary to 11th Street West, this alternative has only one at-grade rail crossing and one grade separated rail crossing with Valley Road passing above the railway.

For traffic onto and off of the Circle Drive South river crossing, this route contains no underpasses, placing far fewer restrictions on oversized loads, allowing a direct connection with Circle Drive and across the river. This option also contains less traffic and fewer traffic controls, which allows for increased free flow traffic.

Hodgson Road is currently a rural grid road, with a speed limit of 80 km/hr. Valley Road (Highway 762) is a provincial highway with a speed limit of 90 km/hr. Highway 60 is a provincial highway with a speed limit of 100 km/hr. The higher speed of these roadways is especially attractive to commercial truck traffic, and it was indicated that, if the south route maintained an 80 km/hr speed limit, this route would be ideal as a truck route.

As this option is located further away from established neighbourhoods, it would better serve as a dangerous goods route, as well.

The stakeholders requested that additional investigation be completed into routing the southern option diagonally off Valley Road through the open land, as it would push traffic further yet from residences along Valley Road. This alternative was further validated through examination of utilities; there are a number of utilities within the ditches of Hodgson Road, many of which would likely require relocation, should the route proceed down the existing Hodgson Road alignment.

5. FUTURE CONSIDERATIONS

5.1 Saskatoon Freeway

As indicated in Section 3.2, the Ministry has determined not to pursue a south/southwest leg for the Saskatoon Freeway at the current time. The approved Saskatoon Freeway route currently terminates near its intersection with Highway 14.

Throughout the discussion, there was consensus that there may be a feasible and more preferred connection for the Saskatoon Freeway. Should the southern (S3) option be selected for the West Connector Route, it would appear logical to connect the southwest leg of the Freeway to the intersection of Highway 60/Highway 7, which could then connect to the south leg of the West Connector Route. Doing so would provide a southern connection onto Circle Drive South and complete the Saskatoon Freeway connectivity with a southern leg.

6. CLOSING

As described above, the conversation with stakeholders provided insight into business and commercial trucking operations, as well as the challenges which currently exist.

The need for the route was confirmed through this meeting with the various stakeholders, and they requested that priority be placed on oversized and overweight considerations for any route selected. There was also a recommendation that further investigation be completed regarding the timing of this project, as well as the Saskatoon Freeway project, to provide more certainty to either project.

In summary, the stakeholders had unanimous agreement that the N2 (Saskatoon Freeway) and S3 (Hodgson Road) alternatives were preferred for the West Connector Route.

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APPENDIX D

Traffic Data

		NB	SB	EB	WB	
12	Highway 16			415	229	C
				8	14	LT
				74	72	HT
	Dalmeny Rd	48	61			C
		1	1			LT
		3	3			HT
10	Saskatoon Freeway			0	0	C
				0	0	LT
				0	0	HT
	Dalmeny Rd	48	61			C
		1	1			LT
		3	3			HT
8	Beam Rd			99	24	C
				6	6	LT
				4	4	HT
	Neault Rd	105	533			C
		3	13			LT
		6	8			HT
6	22nd St W			1,253	928	C
				42	28	LT
				55	49	HT
5	Highway 7	541	450			C
		12	18			LT
		26	32			HT
4	11th St W			135	263	C
				7	10	LT
				8	14	HT
3	Highway 7			610	660	C
				16	25	LT
				31	44	HT
2	Highway 60	119	45			C
		7	6			LT
		3	5			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	491	615			C
		9	18			LT
		29	39			HT

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	1	33	153	33	271	0	0	11	42	32	465	0	1,041
Highway 16 & Saskatoon Freeway													
	0	0	0	0	310	0	0	0	0	0	628	0	938
Dalmeny Rd & Saskatoon Freeway													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Dalmeny Rd & Beam Rd													
	2	63	0	0	5	29	100	53	0	0	8	0	260
Highway 16 & Beam Rd													
	0	51	0	40	262	40	0	104	1	0	509	49	1,056
Neault Rd & Claypool Dr													
	0	81	1	0	0	87	160	118	0	0	0	0	447
Neault Rd & 33rd St W													
	5	159	4	173	8	77	8	97	0	0	1	7	539
Neault Rd & 22nd St W													
	4	202	348	35	132	298	444	75	14	1	262	3	1,818
Highway 7 & 11th St W													
	2	461	37	34	92	153	110	543	1	0	10	2	1,445
Highway 7 & Pike Lake Highway													
	0	0	0	0	672	54	128	0	0	2	527	0	1,383

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Supplemental turn volumes:

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
22nd St W & Circle Dr													
	453	393		41			19	593	214		1,724	530	3,967
11th St W & Circle Dr													
	46	941	200	77		165	370	740	508	671		0	3,718
Valley Rd & Circle Dr													
					1,342	187	28		25	80	1,218		2,880

Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

		NB	SB	EB	WB	
12	**Highway 16**			451	511	C
				14	11	LT
				92	91	HT
	Dalmeny Rd	86	32			C
		1	2			LT
		3	4			HT
10	**Saskatoon Freeway**			0	0	C
				0	0	LT
				0	0	HT
	Dalmeny Rd	86	33			C
		1	2			LT
		3	4			HT
8	**Beam Rd**			80	69	C
				3	5	LT
				3	7	HT
	Neault Rd	414	462			C
		7	7			LT
		10	10			HT
6	**22nd St W**			1,545	1,491	C
				30	19	LT
				54	49	HT
5	**Highway 7**	671	429			C
		23	15			LT
		39	37			HT
4	**11th St W**			234	289	C
				7	16	LT
				10	16	HT
3	**Highway 7**			775	652	C
				23	25	LT
				48	55	HT
2	**Highway 60**	112	158			C
		6	8			LT
		4	5			HT
1	**Twnshp Rd 362**			0	0	C
				0	0	LT
				0	0	HT
0	**Highway 7**	663	494			C
		17	16			LT
		47	51			HT

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	1	10	68	168	548	0	0	28	64	28	526	2	1,443
Highway 16 & Saskatoon Freeway													
	0	0	0	0	728	0	0	0	0	0	605	0	1,333
Dalmeny Rd & Saskatoon Freeway													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Dalmeny Rd & Beam Rd													
	1	37	0	0	11	70	77	90	1	1	9	1	298
Highway 16 & Beam Rd													
	0	82	0	27	638	27	0	99	1	1	478	59	1,412
Neault Rd & Claypool Dr													
	0	92	2	0	0	175	182	139	0	0	0	0	590
Neault Rd & 33rd St W													
	9	179	78	154	13	52	29	156	0	0	2	11	683
Neault Rd & 22nd St W													
	2	181	297	175	299	300	501	252	16	1	215	4	2,243
Highway 7 & 11th St W													
	1	461	19	112	56	153	220	619	1	1	6	3	1,652
Highway 7 & Pike Lake Highway													
	0	0	0	0	560	169	120	0	1	2	724	0	1,576

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Supplemental turn volumes:

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	E LT	Totals
22nd St W & Circle Dr													
	523	1,011		5			39	653	252		1,677	565	4,725
11th St W & Circle Dr													
	175	1,212	197	243		267	317	1,301	701	805		0	5,218
Valley Rd & Circle Dr													
					1,807	138	181		68	133	1,704		4,031

Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

		NB	SB	EB	WB	
12	**Highway 16**			570	337	C
				11	18	LT
				94	93	HT
	Dalmeny Rd	75	125			C
		3	1			LT
		4	4			HT
10	**Saskatoon Freeway**			0	0	C
				0	0	LT
				0	0	HT
	Dalmeny Rd	75	162			C
		3	1			LT
		4	4			HT
8	**Beam Rd**			400	129	C
				20	27	LT
				19	51	HT
	Neault Rd	597	1,393			C
		16	41			LT
		19	58			HT
6	**22nd St W**			2,217	1,842	C
				86	124	LT
				88	132	HT
5	**Highway 7**	609	1,189			C
		56	124			LT
		71	157			HT
4	**11th St W**			200	1,087	C
				79	11	LT
				75	6	HT
3	**Highway 7**			732	727	C
				20	30	LT
				43	57	HT
2	**Highway 60**	152	52			C
		7	7			LT
		3	5			HT
1	**Twnshp Rd 362**			0	0	C
				0	0	LT
				0	0	HT
0	**Highway 7**	580	675			C
		11	22			LT
		40	51			HT

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	B LT	Totals
Highway 16 & Dalmeny Rd													
	2	71	161	44	386	0	0	22	60	60	615	0	1,421
Highway 16 & Saskatoon Freeway													
	0	0	0	0	434	0	0	0	0	0	783	0	1,217
Dalmeny Rd & Saskatoon Freeway													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Dalmeny Rd & Beam Rd													
	2	166	0	0	5	201	430	82	1	2	9	0	898
Highway 16 & Beam Rd													
	0	169	0	32	403	32	0	346	0	0	599	94	1,675
Neault Rd & Claypool Dr													
	0	260	9	0	0	288	294	378	0	0	0	0	1,229
Neault Rd & 33rd St W													
	20	520	8	223	236	306	136	429	0	0	4	20	1,902
Neault Rd & 22nd St W													
	150	1,011	331	347	1,087	212	465	184	93	247	1,434	101	5,662
Highway 7 & 11th St W													
	396	938	136	62	116	127	316	602	9	2	402	72	3,178
Highway 7 & Pike Lake Highway													
	0	0	0	0	747	63	162	0	0	1	630	0	1,603

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Supplemental turn volumes:

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	E LT	Totals
22nd St W & Circle Dr													
	601	684		25			18	761	434		2,238	698	5,459
11th St W & Circle Dr													
	289	1,176	212	90		176	495	1,303	598	860		0	5,199
Valley Rd & Circle Dr													
					2,097	297	23		21	151	1,475		4,064

Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

		NB	SB	EB	WB	
12	**Highway 16**			595	850	C
				21	16	LT
				127	126	HT
	Dalmeny Rd	182	60			C
		2	2			LT
		6	3			HT
10	**Saskatoon Freeway**			0	0	C
				0	0	LT
				0	0	HT
	Dalmeny Rd	196	90			C
		2	2			LT
		6	3			HT
8	**Beam Rd**			437	166	C
				14	25	LT
				25	61	HT
	Neault Rd	1,139	866			C
		26	20			LT
		37	57			HT
6	**22nd St W**			2,681	2,708	C
				91	41	LT
				107	39	HT
5	**Highway 7**	1,533	825			C
		80	36			LT
		110	75			HT
4	**11th St W**			825	640	C
				26	62	LT
				13	34	HT
3	**Highway 7**			900	739	C
				30	30	LT
				69	77	HT
2	**Highway 60**	124	168			C
		7	7			LT
		4	6			HT
1	**Twnshp Rd 362**			0	0	C
				0	0	LT
				0	0	HT
0	**Highway 7**	776	569			C
		23	22			LT
		67	72			HT

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	1	22	76	181	868	0	0	71	123	43	697	4	2,086
Highway 16 & Saskatoon Freeway													
	0	0	0	0	1,057	0	0	0	0	0	778	0	1,835
Dalmeny Rd & Saskatoon Freeway													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Dalmeny Rd & Beam Rd													
	0	94	0	0	11	241	469	203	1	3	7	1	1,030
Highway 16 & Beam Rd													
	18	185	0	24	891	24	0	322	0	1	577	78	2,120
Neault Rd & Claypool Dr													
	0	272	14	0	0	327	423	478	0	0	0	0	1,514
Neault Rd & 33rd St W													
	21	491	88	222	50	337	375	615	2	0	44	64	2,309
Neault Rd & 22nd St W													
	157	500	286	213	1,616	354	935	778	145	81	1,343	211	6,619
Highway 7 & 11th St W													
	159	633	144	562	277	125	68	1,036	8	81	132	126	3,351
Highway 7 & Pike Lake Highway													
	0	0	0	1	662	179	134	0	0	2	863	0	1,841

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Supplemental turn volumes:

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	E LT	Totals
22nd St W & Circle Dr													
	817	1,290		16			27	982	397		2,082	686	6,297
11th St W & Circle Dr													
	187	1,676	206	239		297	393	1,663	803	913		0	6,377
Valley Rd & Circle Dr													
					2,177	289	276		162	274	2,216		5,394

Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

		NB	SB	EB	WB	
12	Highway 16			561	336	C
				11	18	LT
				94	93	HT
	Dalmeny Rd	77	121			C
		3	1			LT
		4	4			HT
10	Saskatoon Freeway			0	0	C
				0	0	LT
				0	0	HT
	Dalmeny Rd	78	147			C
		3	1			LT
		4	4			HT
8	Beam Rd			408	86	C
				21	26	LT
				20	51	HT
	Neault Rd	625	1,395			C
		17	41			LT
		21	58			HT
6	22nd St W			2,188	1,839	C
				84	125	LT
				86	132	HT
5	Highway 7	597	1,172			C
		56	124			LT
		71	158			HT
4	11th St W			200	1,118	C
				79	11	LT
				75	6	HT
3	Highway 7			725	726	C
				20	30	LT
				43	57	HT
2	Highway 60	149	51			C
		7	7			LT
		3	5			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	575	674			C
		11	22			LT
		40	51			HT

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	2	65	162	48	385	0	0	24	61	60	606	0	1,413
Highway 16 & Saskatoon Freeway													
	0	0	0	0	437	0	0	0	0	0	775	0	1,212
Dalmeny Rd & Saskatoon Freeway													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Dalmeny Rd & Beam Rd													
	2	150	0	0	5	159	442	85	1	2	8	0	854
Highway 16 & Beam Rd													
	0	119	0	35	421	35	0	354	0	0	605	79	1,648
Neault Rd & Claypool Dr													
	0	231	9	0	0	305	298	408	0	0	0	0	1,251
Neault Rd & 33rd St W													
	12	518	6	227	255	301	135	460	0	0	4	20	1,938
Neault Rd & 22nd St W													
	147	1,021	325	355	1,071	210	468	184	84	222	1,415	123	5,625
Highway 7 & 11th St W													
	411	907	136	55	146	137	308	596	9	2	411	73	3,191
Highway 7 & Pike Lake Highway													
	0	0	0	0	746	63	159	0	0	1	625	0	1,594

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Supplemental turn volumes:

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
22nd St W & Circle Dr													
	566	611		31			20	836	424		2,221	689	5,398
11th St W & Circle Dr													
	272	1,124	193	89		175	515	1,455	645	836		0	5,304
Valley Rd & Circle Dr													
					2,282	297	23		21	148	1,418		4,189

Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

		NB	SB	EB	WB	
12	Highway 16			594	848	C
				21	16	LT
				127	126	HT
	Dalmeny Rd	181	62			C
		3	2			LT
		6	3			HT
10	Saskatoon Freeway			0	0	C
				0	0	LT
				0	0	HT
	Dalmeny Rd	181	91			C
		3	2			LT
		6	3			HT
8	Beam Rd			282	157	C
				19	30	LT
				29	62	HT
	Neault Rd	1,094	898			C
		30	24			LT
		40	59			HT
6	22nd St W			2,838	2,745	C
				77	45	LT
				91	39	HT
5	Highway 7	1,573	834			C
		69	43			LT
		98	77			HT
4	11th St W			784	639	C
				37	55	LT
				26	33	HT
3	Highway 7			899	737	C
				30	30	LT
				69	77	HT
2	Highway 60	123	170			C
		7	7			LT
		4	6			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	774	567			C
		23	22			LT
		67	72			HT

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	1	22	82	184	866	0	0	71	123	44	694	4	2,091
Highway 16 & Saskatoon Freeway													
	0	0	0	0	1,058	0	0	0	0	0	781	0	1,839
Dalmeny Rd & Saskatoon Freeway													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Dalmeny Rd & Beam Rd													
	0	95	0	0	11	238	323	190	1	3	7	1	869
Highway 16 & Beam Rd													
	3	181	0	25	910	25	0	184	0	1	588	65	1,982
Neault Rd & Claypool Dr													
	0	282	14	0	0	327	459	342	0	0	0	0	1,424
Neault Rd & 33rd St W													
	21	490	98	214	50	328	359	515	3	0	44	71	2,193
Neault Rd & 22nd St W													
	161	530	291	251	1,569	352	998	734	195	72	1,424	179	6,756
Highway 7 & 11th St W													
	157	660	136	555	293	124	66	1,050	8	97	141	135	3,422
Highway 7 & Pike Lake Highway													
	0	0	0	1	659	180	134	0	0	2	862	0	1,838

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Supplemental turn volumes:

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
22nd St W & Circle Dr													
	856	1,361		10			25	771	412		2,185	580	6,200
11th St W & Circle Dr													
	185	1,959	204	237		304	412	1,710	819	1,034		0	6,864
Valley Rd & Circle Dr													
					2,263	378	297		147	186	2,756		6,027

Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

		NB	SB	EB	WB	
12	Highway 16			681	411	C
				14	24	LT
				107	117	HT
	Dalmeny Rd	108	167			C
		4	2			LT
		4	4			HT
10	Saskatoon Freeway			0	0	C
				0	0	LT
				0	0	HT
	Dalmeny Rd	389	353			C
		18	2			LT
		8	4			HT
8	Beam Rd			523	115	C
				5	38	LT
				5	86	HT
	Neault Rd	711	2,384			C
		49	64			LT
		16	84			HT
6	22nd St W			2,467	2,511	C
				137	238	LT
				141	240	HT
5	Highway 7	641	2,091			C
		107	248			LT
		116	294			HT
4	11th St W			55	1,585	C
				124	5	LT
				123	1	HT
3	Highway 7			982	968	C
				23	36	LT
				48	68	HT
2	Highway 60	156	51			C
		7	8			LT
		3	6			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	629	720			C
		14	26			LT
		44	61			HT

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	2	94	178	80	472	0	0	38	78	78	724	0	1,744
Highway 16 & Saskatoon Freeway													
	0	0	0	0	557	0	0	0	0	0	909	0	1,466
Dalmeny Rd & Saskatoon Freeway													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Dalmeny Rd & Beam Rd													
	1	357	0	0	4	235	528	412	1	2	5	3	1,548
Highway 16 & Beam Rd													
	32	183	0	26	708	26	0	503	0	0	651	195	2,324
Neault Rd & Claypool Dr													
	0	734	10	46	0	341	549	510	0	0	0	0	2,190
Neault Rd & 33rd St W													
	114	956	5	302	516	393	105	438	18	9	131	320	3,307
Neault Rd & 22nd St W													
	241	1,758	532	517	1,619	398	524	204	104	477	1,480	55	7,909
Highway 7 & 11th St W													
	618	1,714	301	95	67	41	429	698	55	5	737	71	4,831
Highway 7 & Pike Lake Highway													
	0	0	36	0	807	100	166	0	0	1	687	0	1,797

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Supplemental turn volumes:

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	E LT	Totals
22nd St W & Circle Dr													
	754	867		36			18	1,079	521		2,293	764	6,332
11th St W & Circle Dr													
	498	1,122	200	97		154	568	2,080	790	770		0	6,279
Valley Rd & Circle Dr													
					2,988	171	14		10	4	1,513		4,700

Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

		NB	SB	EB	WB	
12	**Highway 16**			719	1,054	C
				28	19	LT
				155	154	HT
	Dalmeny Rd	313	83			C
		4	2			LT
		9	1			HT
10	**Saskatoon Freeway**			0	0	C
				0	0	LT
				0	0	HT
	Dalmeny Rd	442	375			C
		10	2			LT
		18	2			HT
8	**Beam Rd**			470	182	C
				9	35	LT
				29	92	HT
	Neault Rd	1,789	1,469			C
		38	49			LT
		54	87			HT
6	**22nd St W**			3,141	2,971	C
				133	82	LT
				110	43	HT
5	**Highway 7**	2,165	1,354			C
		173	66			LT
		204	104			HT
4	**11th St W**			1,512	512	C
				1	86	LT
				0	62	HT
3	**Highway 7**			1,282	1,104	C
				37	34	LT
				82	88	HT
2	**Highway 60**	140	119			C
		8	6			LT
		4	6			HT
1	**Twnshp Rd 362**			0	0	C
				0	0	LT
				0	0	HT
0	**Highway 7**	864	706			C
		28	26			LT
		79	81			HT

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	1	30	76	246	1,062	0	1	167	164	56	843	5	2,651
Highway 16 & Saskatoon Freeway													
	0	0	0	0	1,316	0	0	0	0	0	924	0	2,240
Dalmeny Rd & Saskatoon Freeway													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Dalmeny Rd & Beam Rd													
	0	378	0	0	10	298	503	469	1	4	5	1	1,669
Highway 16 & Beam Rd													
	191	305	0	17	1,139	17	0	484	1	1	644	195	2,994
Neault Rd & Claypool Dr													
	0	764	34	0	0	386	720	519	0	0	0	0	2,423
Neault Rd & 33rd St W													
	328	752	71	227	467	350	428	706	120	1	223	305	3,978
Neault Rd & 22nd St W													
	213	948	445	372	1,818	392	1,144	1,289	178	185	1,666	219	8,869
Highway 7 & 11th St W													
	346	997	181	847	476	125	102	1,505	12	226	503	189	5,509
Highway 7 & Pike Lake Highway													
	0	0	100	2	813	228	152	0	0	2	969	0	2,266

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Supplemental turn volumes:

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
22nd St W & Circle Dr													
	847	1,656		21			15	1,256	475		2,266	757	7,293
11th St W & Circle Dr													
	270	2,095	198	231		318	414	1,773	793	1,060		0	7,152
Valley Rd & Circle Dr													
					2,469	73	163		8	8	3,163		5,884

Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

West Connector Traffic Projections

300,000 Horizon

N1 – S3 Scenario AM & PM Peak Hours

N2 – S2 Scenario AM & PM Peak Hours

N3 – S1 Scenario AM & PM Peak Hours

		NB	SB	EB	WB	
12	Highway 16			418	229	C
				8	14	LT
				74	72	HT
	Dalmeny Rd	63	111			C
		3	3			LT
		5	9			HT
10	Saskatoon Freeway			0	0	C
				0	0	LT
				0	0	HT
	Dalmeny Rd	63	112			C
		3	3			LT
		5	8			HT
8	Beam Rd			167	58	C
				11	18	LT
				14	22	HT
	Neault Rd	184	599			C
		14	30			LT
		20	34			HT
6	22nd St W			1,252	972	C
				41	23	LT
				47	32	HT
5	Highway 7	547	496			C
		15	21			LT
		28	35			HT
4	11th St W			136	241	C
				9	12	LT
				10	14	HT
3	Highway 7			616	662	C
				16	25	LT
				31	43	HT
2	Highway 60	121	45			C
		7	6			LT
		3	5			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	494	616			C
		9	18			LT
		29	39			HT

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300K
AM
N1-S3

Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	1	50	197	32	262	2	1	17	52	71	428	0	1,113
Highway 16 & Saskatoon Freeway													
	0	0	0	0	299	0	0	0	0	0	634	0	933
Dalmeny Rd & Saskatoon Freeway													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Dalmeny Rd & Beam Rd													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway 16 & Beam Rd													
	0	107	0	38	251	38	0	185	1	0	500	66	1,186
Neault Rd & Claypool Dr													
	0	197	2	8	0	87	163	216	0	0	0	0	673
Neault Rd & 33rd St W													
	1	269	13	192	0	81	7	178	0	0	0	8	749
Neault Rd & 22nd St W													
	17	247	399	83	105	303	428	129	14	1	254	5	1,985
Highway 7 & 11th St W													
	2	503	45	37	65	158	109	550	1	0	10	2	1,482
Highway 7 & Pike Lake Highway													
	0	0	0	0	674	54	131	0	0	2	530	0	1,391

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

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		NB	SB	EB	WB	
12	Highway 16			451	511	C
				14	11	LT
				92	91	HT
11	Dalmeny Rd	134	81			C
		3	3			LT
		7	10			HT
10	Saskatoon Freeway			0	0	C
				0	0	LT
				0	0	HT
9	Dalmeny Rd	134	82			C
		3	3			LT
		7	10			HT
8	Beam Rd			148	106	C
				11	14	LT
				15	26	HT
7	Neault Rd	517	514			C
		17	19			LT
		26	37			HT
6	22nd St W			1,529	1,535	C
				26	13	LT
				43	29	HT
5	Highway 7	680	464			C
		26	17			LT
		42	40			HT
4	11th St W			226	290	C
				9	19	LT
				13	18	HT
3	Highway 7			774	655	C
				23	24	LT
				49	54	HT
2	Highway 60	111	158			C
		6	8			LT
		4	5			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	662	496			C
		17	16			LT
		47	51			HT

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	1	23	62	14	518	2	1	49	93	70	485	2	1,320
Highway 16 & Saskatoon Freeway													
	0	0	0	0	685	0	0	0	0	0	556	0	1,241
Dalmeny Rd & Saskatoon Freeway													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Dalmeny Rd & Beam Rd													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway 16 & Beam Rd													
	0	136	0	28	597	28	0	139	1	1	431	59	1,420
Neault Rd & Claypool Dr													
	0	201	6	5	0	169	183	269	0	0	0	0	833
Neault Rd & 33rd St W													
	2	276	92	162	0	68	29	278	0	0	1	11	919
Neault Rd & 22nd St W													
	25	194	351	215	262	326	478	335	16	1	204	9	2,416
Highway 7 & 11th St W													
	1	493	27	124	55	154	216	622	1	1	6	3	1,703
Highway 7 & Pike Lake Highway													
	0	0	0	0	562	169	120	0	1	2	723	0	1,577

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

		NB	SB	EB	WB	
12	Highway 16			415	229	C
				8	14	LT
				74	72	HT
	Dalmeny Rd	58	95			C
		0	0			LT
		0	0			HT
10	Saskatoon Freeway			0	0	C
				0	0	LT
				0	0	HT
	Dalmeny Rd	59	96			C
		2	3			LT
		5	6			HT
8	Beam Rd			167	56	C
				11	18	LT
				14	22	HT
	Neault Rd	190	535			C
		13	30			LT
		19	32			HT
6	22nd St W			1,217	883	C
				38	22	LT
				44	31	HT
5	Highway 7	583	403			C
		14	21			LT
		27	34			HT
4	11th St W			180	424	C
				11	12	LT
				11	16	HT
3	Highway 7			620	680	C
				16	25	LT
				31	44	HT
2	Highway 60	122	47			C
		7	6			LT
		3	5			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	498	632			C
		9	18			LT
		29	40			HT

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	1	45	152	32	269	0	0	14	44	50	447	0	1,054
Highway 16 & Saskatoon Freeway													
	0	0	0	0	300	0	0	0	0	0	601	0	901
Dalmeny Rd & Saskatoon Freeway													
	0	96	0	0	0	9	7	59	0	0	0	0	171
Dalmeny Rd & Beam Rd													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway 16 & Beam Rd													
	0	104	0	38	252	38	0	184	1	0	484	48	1,149
Neault Rd & Claypool Dr													
	0	178	2	8	0	49	161	211	0	0	0	0	609
Neault Rd & 33rd St W													
	1	212	13	189	0	72	8	174	0	0	0	8	677
Neault Rd & 22nd St W													
	17	203	377	78	96	254	418	139	20	1	245	5	1,853
Highway 7 & 11th St W													
	2	390	65	85	10	351	126	538	1	0	21	2	1,591
Highway 7 & Pike Lake Highway													
	0	0	0	0	690	56	131	0	0	2	534	0	1,413

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

		NB	SB	EB	WB	
12	Highway 16			451	511	C
				14	11	LT
				92	91	HT
	Dalmeny Rd	110	60			C
		0	0			LT
		0	0			HT
10	Saskatoon Freeway			0	0	C
				0	0	LT
				0	0	HT
	Dalmeny Rd	111	60			C
		3	2			LT
		7	8			HT
8	Beam Rd			147	101	C
				11	15	LT
				15	26	HT
	Neault Rd	501	447			C
		16	19			LT
		26	36			HT
6	22nd St W			1,495	1,397	C
				23	13	LT
				39	27	HT
5	Highway 7	704	364			C
		25	17			LT
		42	40			HT
4	11th St W			281	505	C
				11	19	LT
				16	20	HT
3	Highway 7			792	673	C
				23	25	LT
				48	56	HT
2	Highway 60	117	164			C
		6	8			LT
		4	5			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	674	507			C
		17	16			LT
		47	52			HT

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	1	16	65	163	537	0	0	35	75	44	510	2	1,448
Highway 16 & Saskatoon Freeway													
	0	0	0	0	703	0	0	0	0	0	576	0	1,279
Dalmeny Rd & Saskatoon Freeway													
	0	61	0	0	0	10	10	110	0	0	0	0	191
Dalmeny Rd & Beam Rd													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway 16 & Beam Rd													
	0	132	0	27	614	27	0	140	1	1	451	58	1,451
Neault Rd & Claypool Dr													
	0	179	6	5	0	132	180	246	0	0	0	0	748
Neault Rd & 33rd St W													
	2	217	92	160	0	62	32	256	0	0	1	11	833
Neault Rd & 22nd St W													
	25	146	330	182	218	274	466	353	18	1	199	9	2,221
Highway 7 & 11th St W													
	1	386	35	169	21	357	258	599	1	1	13	3	1,844
Highway 7 & Pike Lake Highway													
	0	0	0	0	574	175	126	0	1	2	736	0	1,614

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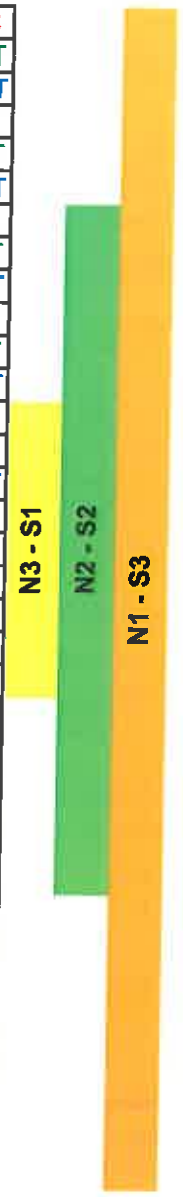
Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

		NB	SB	EB	WB	
12	Highway 16			416	229	C
				8	14	LT
				74	72	HT
	Dalmeny Rd	53	79			C
		2	1			LT
		3	3			HT
10	Saskatoon Freeway			0	0	C
				0	0	LT
				0	0	HT
	Dalmeny Rd	53	80			C
		2	1			LT
		3	3			HT
8	Beam Rd			167	59	C
				11	19	LT
				14	23	HT
	Neault Rd	178	583			C
		13	29			LT
		18	30			HT
6	22nd St W			1,236	979	C
				41	23	LT
				46	32	HT
5	Highway 7	547	507			C
		14	20			LT
		27	33			HT
4	11th St W			135	226	C
				8	11	LT
				8	14	HT
3	Highway 7			616	660	C
				16	25	LT
				31	44	HT
2	Highway 60	121	44			C
		7	6			LT
		3	5			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	495	616			C
		9	18			LT
		29	39			HT



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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	1	42	151	33	268	0	0	13	45	41	456	0	1,050
Highway 16 & Saskatoon Freeway													
	0	0	0	0	307	0	0	0	0	0	618	0	925
Dalmeny Rd & Saskatoon Freeway													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Dalmeny Rd & Beam Rd													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway 16 & Beam Rd													
	0	108	0	38	258	38	0	184	1	0	499	49	1,175
Neault Rd & Claypool Dr													
	0	165	1	8	0	86	162	205	0	0	0	0	627
Neault Rd & 33rd St W													
	1	237	12	187	0	88	7	170	0	0	0	8	710
Neault Rd & 22nd St W													
	17	242	383	76	106	317	428	129	14	1	255	5	1,973
Highway 7 & 11th St W													
	2	517	41	36	54	155	109	550	1	0	10	2	1,477
Highway 7 & Pike Lake Highway													
	0	0	0	0	673	53	131	0	0	2	531	0	1,390

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

		NB	SB	EB	WB	
12	Highway 16			451	511	C
				14	11	LT
				92	91	HT
	Dalmeny Rd	99	48			C
		2	2			LT
		3	4			HT
10	Saskatoon Freeway			0	0	C
				0	0	LT
				0	0	HT
	Dalmeny Rd	99	49			C
		2	2			LT
		3	4			HT
8	Beam Rd			149	106	C
				11	15	LT
				15	28	HT
	Neault Rd	493	489			C
		16	19			LT
		23	33			HT
6	22nd St W			1,507	1,515	C
				25	13	LT
				41	29	HT
5	Highway 7	676	462			C
		25	17			LT
		40	38			HT
4	11th St W			226	286	C
				9	18	LT
				11	16	HT
3	Highway 7			774	655	C
				23	25	LT
				48	55	HT
2	Highway 60	111	158			C
		6	8			LT
		4	5			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	662	496			C
		17	16			LT
		47	51			HT

M:\Transportation.Planning\Projects\Saskatoon Region TDM\VISUM_Files_June2015\Infrastructure Plan 08052015\[WestConnector_10052015_Projections 300K PM N3-S1.xlsx]All_Turns_Scenario

Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	1	14	66	164	541	0	0	33	71	40	514	2	1,446
Highway 16 & Saskatoon Freeway													
	0	0	0	0	717	0	0	0	0	0	591	0	1,308
Dalmeny Rd & Saskatoon Freeway													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Dalmeny Rd & Beam Rd													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway 16 & Beam Rd													
	0	136	0	28	627	28	0	139	1	1	464	59	1,483
Neault Rd & Claypool Dr													
	0	169	6	4	0	169	183	236	0	0	0	0	767
Neault Rd & 33rd St W													
	2	246	90	160	0	69	29	248	0	0	1	11	856
Neault Rd & 22nd St W													
	25	189	327	197	263	328	479	325	16	1	205	9	2,364
Highway 7 & 11th St W													
	1	493	24	116	57	153	216	622	1	1	6	3	1,693
Highway 7 & Pike Lake Highway													
	0	0	0	0	562	169	120	0	1	2	723	0	1,577

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

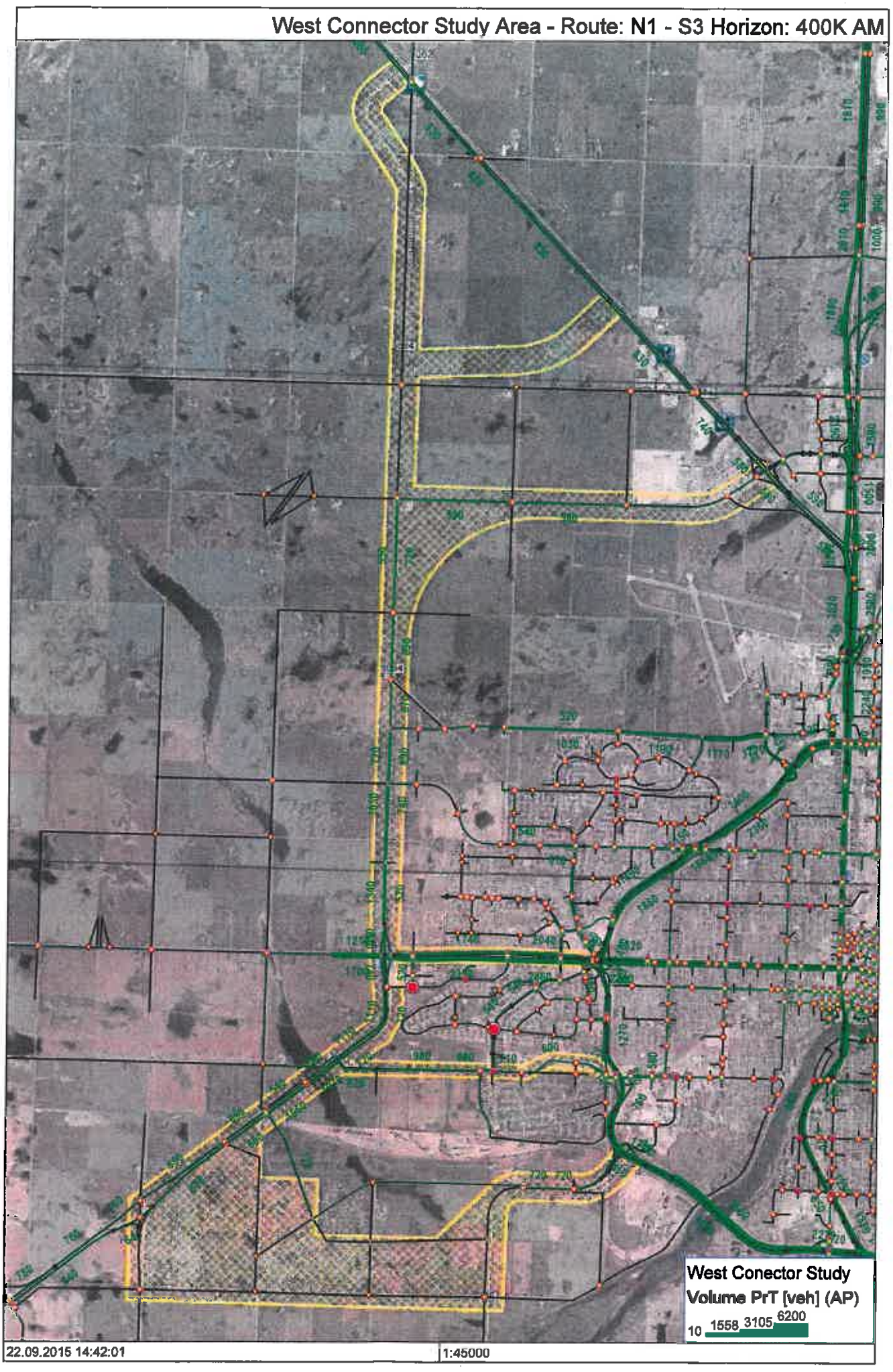
West Connector Traffic Projections

400,000 Horizon

N1 – S3 Scenario AM & PM Peak Hours

N2 – S2 Scenario AM & PM Peak Hours

N3 – S1 Scenario AM & PM Peak Hours


West Connector Study Area - Route: N1 - S3 Horizon: 400K AM
West Conector Study
Volume PrT [veh] (AP)
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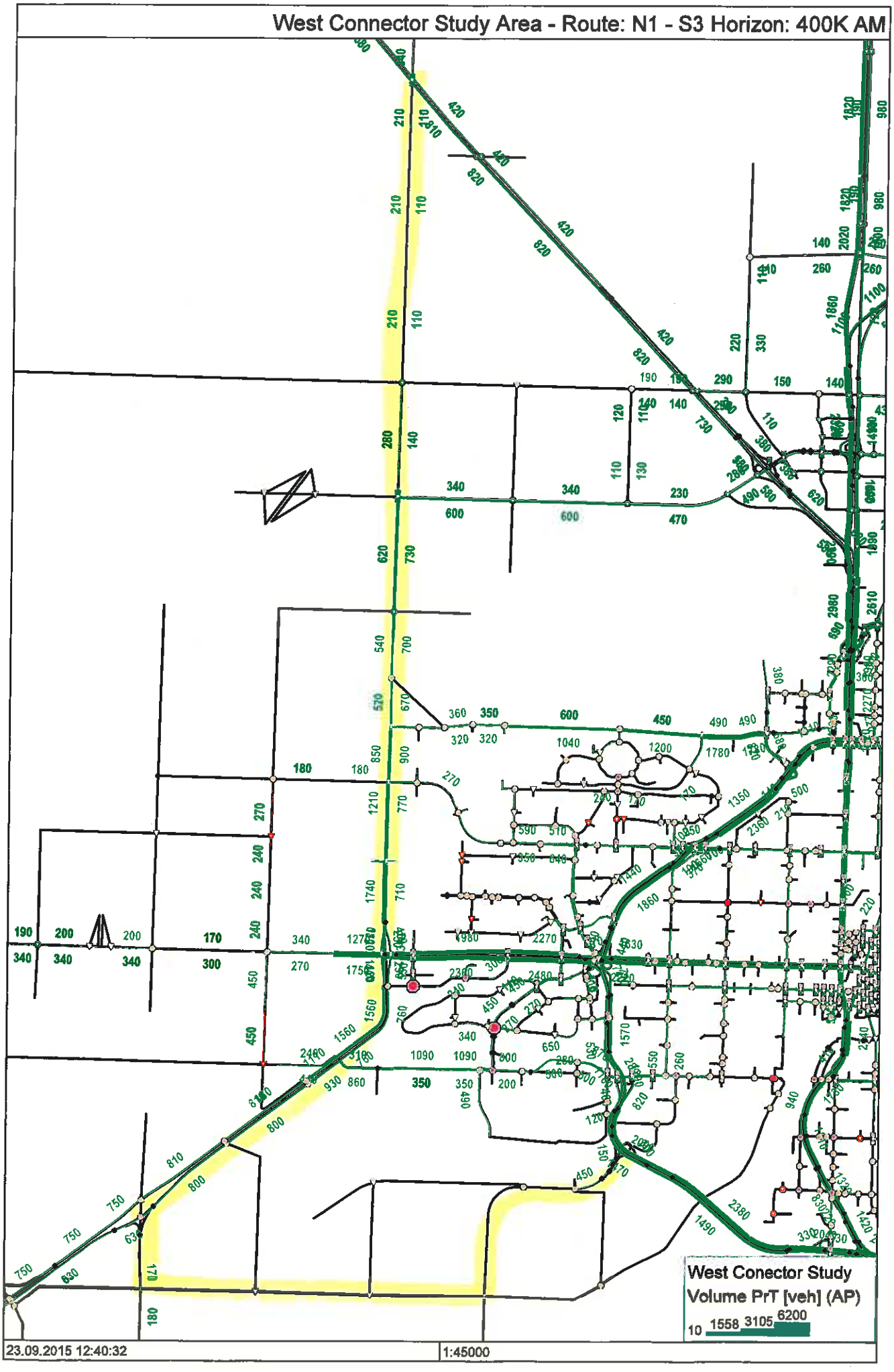
22.09.2015 14:42:01
1:45000


West Connector Study Area - Route: N1 - S3 Horizon: 400K AM
West Conector Study
Volume PrT [veh] (AP)
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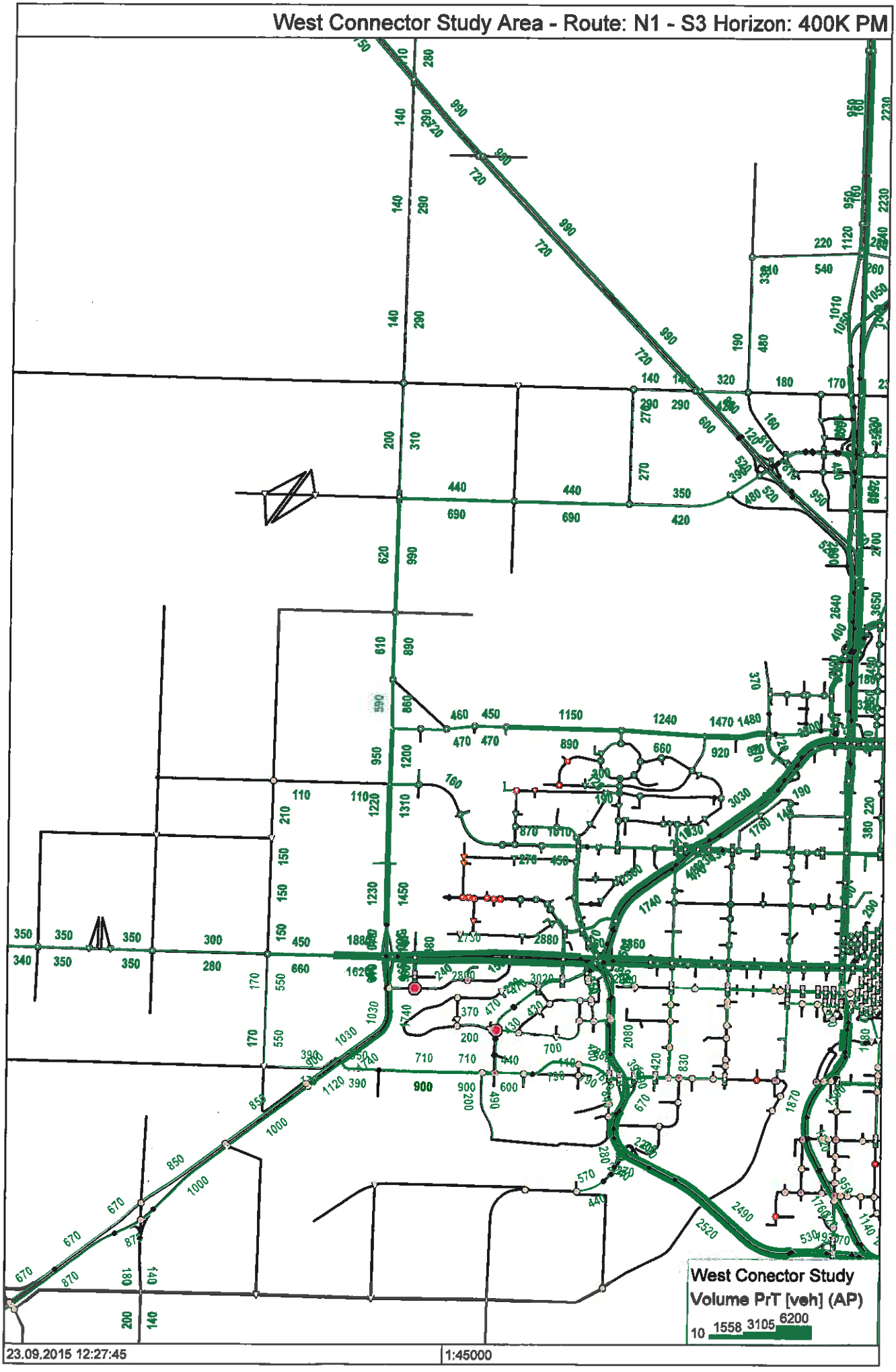
23.09.2015 12:40:32
1:45000


West Connector Study Area - Route: N1 - S3 Horizon: 400K PM
West Conector Study
Volume PrT [veh] (AP)
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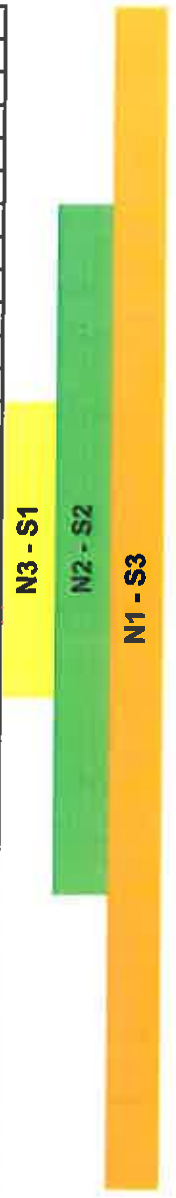
23.09.2015 12:27:45
1:45000

		NB	SB	EB	WB	
12	Highway 16			574	338	C
				11	18	LT
				94	93	HT
	Dalmeny Rd	100	200			C
		4	2			LT
		6	7			HT
10	Saskatoon Freeway			0	0	C
				0	0	LT
				0	0	HT
	Dalmeny Rd	128	284			C
		4	3			LT
		6	7			HT
8	Beam Rd			494	199	C
				44	51	LT
				57	102	HT
	Neault Rd	615	1,566			C
		44	74			LT
		56	111			HT
6	22nd St W			2,231	1,764	C
				77	109	LT
				62	84	HT
5	Highway 7	613	1,235			C
		65	130			LT
		79	159			HT
4	11th St W			201	1,095	C
				77	11	LT
				70	6	HT
3	Highway 7			740	730	C
				20	30	LT
				43	56	HT
2	Highway 60	155	52			C
		7	7			LT
		3	5			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	584	678			C
		11	22			LT
		40	51			HT



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400K
AM
N1-S3

Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	2	97	244	43	375	1	1	35	73	111	568	0	1,550
Highway 16 & Saskatoon Freeway													
	0	0	0	0	420	0	0	0	0	0	817	0	1,237
Dalmeny Rd & Saskatoon Freeway													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Dalmeny Rd & Beam Rd													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway 16 & Beam Rd													
	0	272	0	30	379	30	0	483	0	0	576	151	1,921
Neault Rd & Claypool Dr													
	0	511	13	62	0	333	288	609	0	0	0	0	1,816
Neault Rd & 33rd St W													
	6	809	29	250	159	412	132	626	0	0	4	21	2,448
Neault Rd & 22nd St W													
	231	1,114	406	298	942	265	454	254	94	145	1,420	162	5,785
Highway 7 & 11th St W													
	417	965	142	77	135	108	317	606	9	2	394	74	3,246
Highway 7 & Pike Lake Highway													
	0	0	0	0	750	63	165	0	0	1	634	0	1,613

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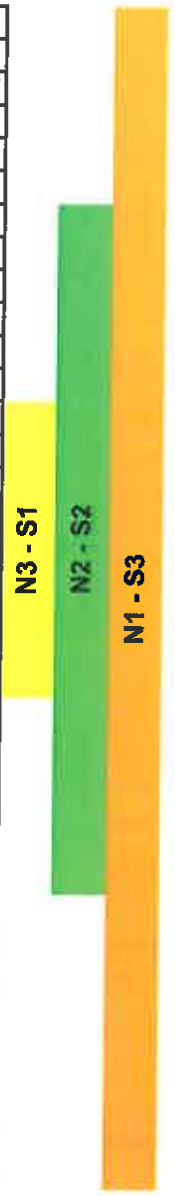
Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

		NB	SB	EB	WB	
12	Highway 16			598	852	C
				21	16	LT
				127	126	HT
11	Dalmeny Rd	275	125			C
		4	2			LT
		7	6			HT
10	Saskatoon Freeway			0	0	C
				0	0	LT
				0	0	HT
9	Dalmeny Rd	308	190			C
		4	3			LT
		7	6			HT
8	Beam Rd			595	322	C
				35	41	LT
				48	74	HT
7	Neault Rd	1,337	1,104			C
		43	48			LT
		57	76			HT
6	22nd St W			2,611	2,653	C
				90	34	LT
				92	28	HT
5	Highway 7	1,530	906			C
		92	47			LT
		116	79			HT
4	11th St W			870	620	C
				16	56	LT
				11	33	HT
3	Highway 7			904	749	C
				30	29	LT
				69	76	HT
2	Highway 60	125	168			C
		7	7			LT
		4	6			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	778	579			C
		23	22			LT
		67	72			HT



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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	1	41	69	21	823	1	1	115	170	92	651	4	1,989
Highway 16 & Saskatoon Freeway													
	0	0	0	0	992	0	0	0	0	0	724	0	1,716
Dalmeny Rd & Saskatoon Freeway													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Dalmeny Rd & Beam Rd													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway 16 & Beam Rd													
	20	365	0	25	808	25	0	479	0	1	524	75	2,322
Neault Rd & Claypool Dr													
	0	522	67	93	0	427	440	762	0	0	0	0	2,311
Neault Rd & 33rd St W													
	21	809	121	232	20	409	409	895	0	0	43	74	3,033
Neault Rd & 22nd St W													
	227	640	361	231	1,522	354	853	940	134	37	1,306	267	6,872
Highway 7 & 11th St W													
	216	679	137	558	268	119	67	1,046	8	104	181	134	3,517
Highway 7 & Pike Lake Highway													
	0	0	0	1	672	178	135	0	0	2	866	0	1,854

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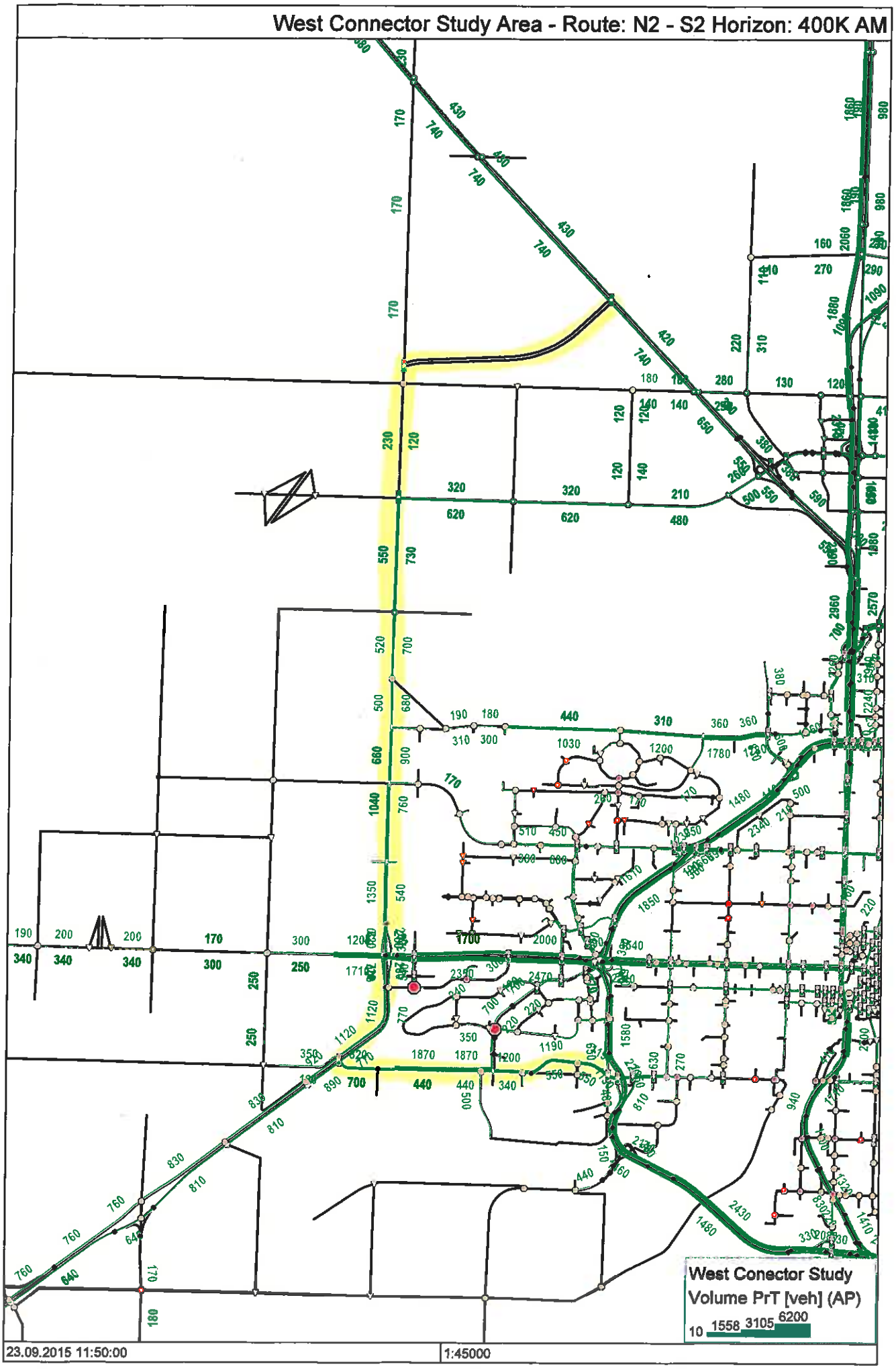
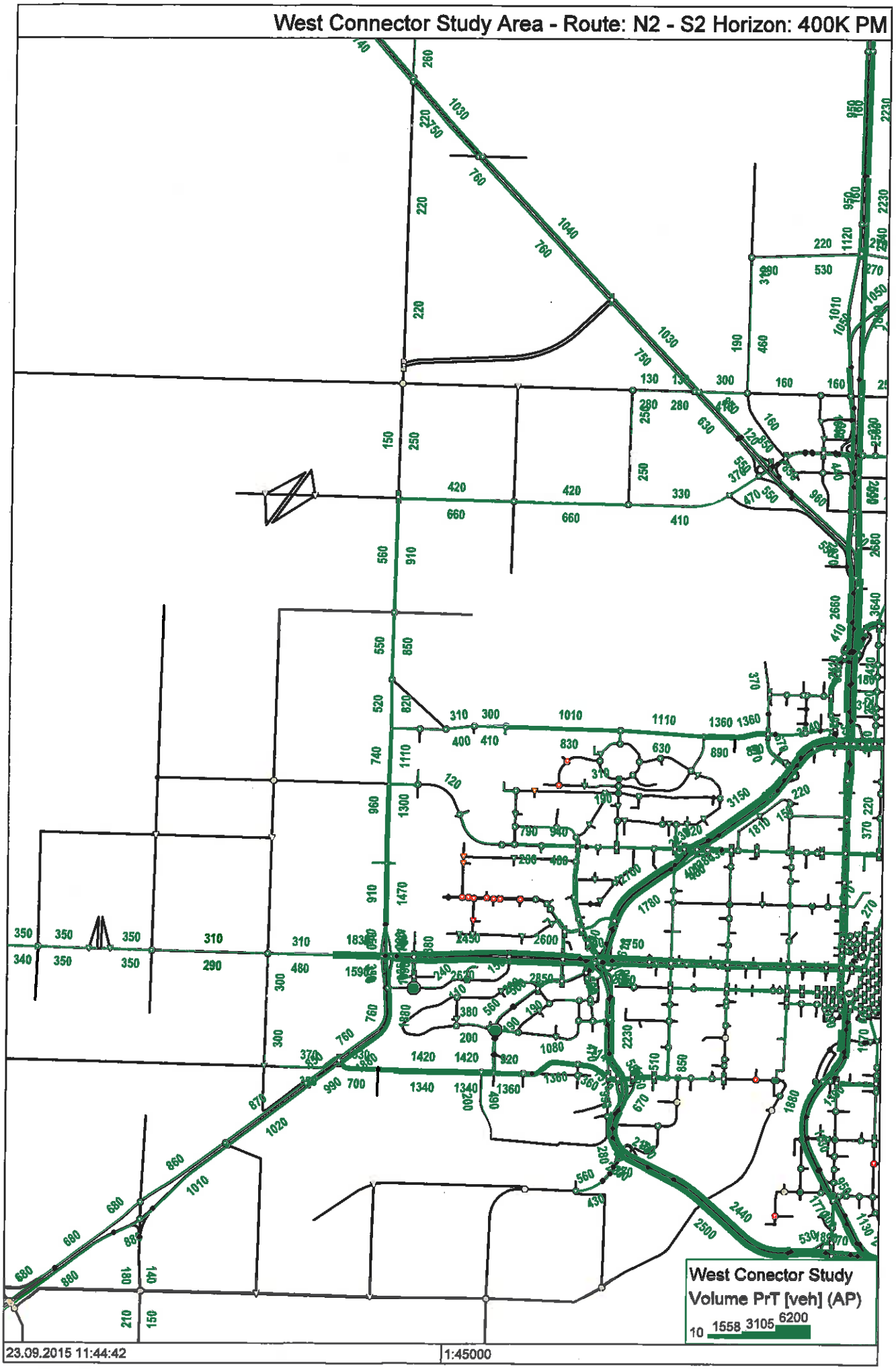
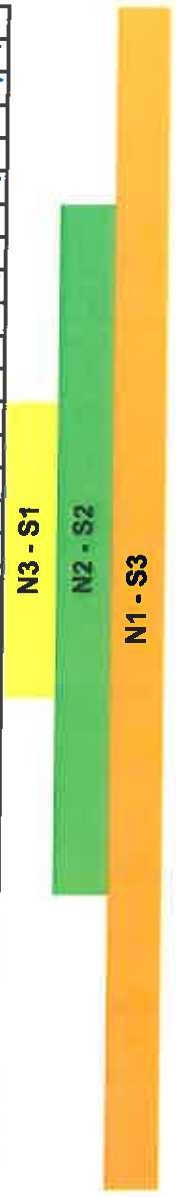
Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.


West Connector Study Area - Route: N2 - S2 Horizon: 400K AM
West Conector Study
Volume PrT [veh] (AP)
10 1558 3105 6200
23.09.2015 11:50:00
1:45000


West Connector Study Area - Route: N2 - S2 Horizon: 400K PM
West Conector Study
Volume PrT [veh] (AP)
10 1558 3105 6200
23.09.2015 11:44:42
1:45000

		NB	SB	EB	WB	
12	Highway 16			571	337	C
				11	18	LT
				94	93	HT
	Dalmeny Rd	91	171			C
		0	0			LT
		0	0			HT
10	Saskatoon Freeway			0	0	C
				0	0	LT
				0	0	HT
	Dalmeny Rd	111	221			C
		4	2			LT
		5	6			HT
8	Beam Rd			519	171	C
				44	51	LT
				57	102	HT
	Neault Rd	440	1,147			C
		45	79			LT
		56	112			HT
6	22nd St W			2,220	1,629	C
				71	54	LT
				56	40	HT
5	Highway 7	631	934			C
		66	73			LT
		79	117			HT
4	11th St W			283	1,748	C
				83	68	LT
				75	51	HT
3	Highway 7			745	742	C
				20	30	LT
				43	57	HT
2	Highway 60	155	55			C
		7	7			LT
		3	5			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	590	687			C
		11	22			LT
		40	51			HT



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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	2	81	151	43	384	0	0	28	63	89	587	0	1,428
Highway 16 & Saskatoon Freeway													
	0	0	0	0	423	0	0	0	0	0	737	0	1,160
Dalmeny Rd & Saskatoon Freeway													
	0	172	0	0	0	9	9	91	0	0	0	0	281
Dalmeny Rd & Beam Rd													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway 16 & Beam Rd													
	0	235	0	30	380	30	0	500	0	0	554	92	1,821
Neault Rd & Claypool Dr													
	0	491	12	73	0	163	288	607	0	0	0	0	1,634
Neault Rd & 33rd St W													
	6	619	29	251	37	405	137	624	0	0	2	21	2,131
Neault Rd & 22nd St W													
	233	702	402	120	875	283	432	258	111	139	1,413	163	5,131
Highway 7 & 11th St W													
	285	576	263	111	366	329	288	590	7	2	131	74	3,022
Highway 7 & Pike Lake Highway													
	0	0	0	0	760	66	165	0	0	1	640	0	1,632

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

		NB	SB	EB	WB	
12	Highway 16			596	851	C
				21	16	LT
				127	126	HT
	Dalmeny Rd	219	89			C
		0	0			LT
		0	0			HT
10	Saskatoon Freeway			0	0	C
				0	0	LT
				0	0	HT
	Dalmeny Rd	249	134			C
		4	2			LT
		7	5			HT
8	Beam Rd			582	309	C
				29	42	LT
				48	74	HT
	Neault Rd	1,371	797			C
		38	46			LT
		58	75			HT
6	22nd St W			2,515	2,389	C
				59	30	LT
				57	22	HT
5	Highway 7	1,752	640			C
		55	44			LT
		83	78			HT
4	11th St W			1,242	1,329	C
				54	61	LT
				46	39	HT
3	Highway 7			917	761	C
				30	30	LT
				69	77	HT
2	Highway 60	129	173			C
		7	7			LT
		4	6			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	787	587			C
		23	22			LT
		67	72			HT

M:\Transportation.Planning\Projects\Saskatoon Region TDM\VISUM_Files_June2015\Infrastructure Plan 08052015\[WestConnector_09242015_Projections 400K PM N2-S2.xlsx]LinkVolumes

Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	1	30	71	174	859	0	0	86	133	59	681	4	2,098
Highway 16 & Saskatoon Freeway													
	0	0	0	0	1,029	0	0	0	0	0	750	0	1,779
Dalmeny Rd & Saskatoon Freeway													
	0	91	0	0	0	7	12	219	0	0	0	0	329
Dalmeny Rd & Beam Rd													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway 16 & Beam Rd													
	21	353	0	25	848	25	0	472	0	1	550	74	2,369
Neault Rd & Claypool Dr													
	0	460	63	100	0	285	370	729	0	0	0	0	2,007
Neault Rd & 33rd St W													
	21	605	120	222	20	361	462	845	0	0	11	32	2,699
Neault Rd & 22nd St W													
	221	352	344	196	1,369	288	846	999	239	122	1,195	272	6,443
Highway 7 & 11th St W													
	118	426	218	765	359	414	268	712	7	8	218	412	3,925
Highway 7 & Pike Lake Highway													
	0	0	0	1	680	183	139	0	0	2	875	0	1,880

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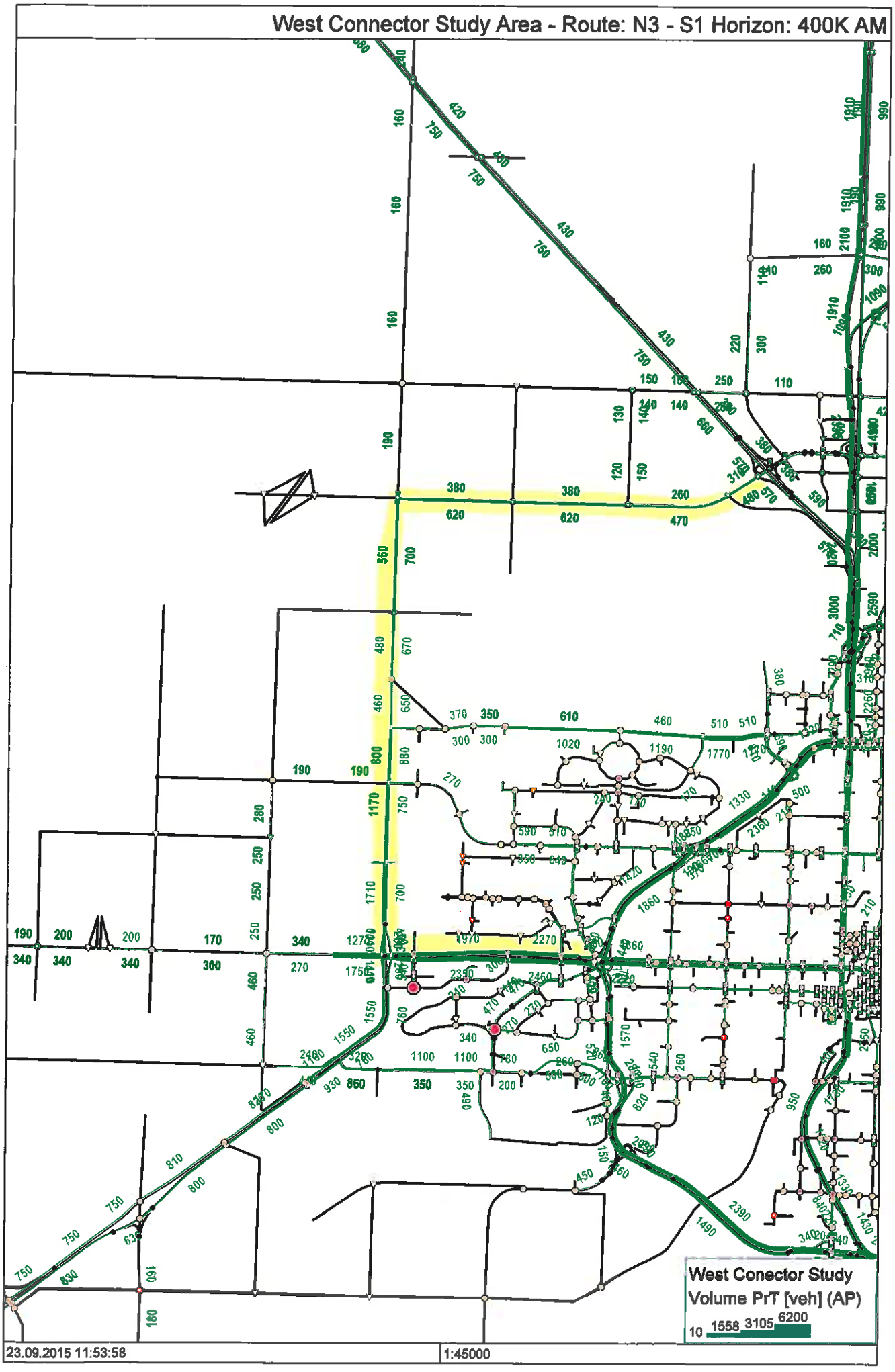
Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.


West Connector Study Area - Route: N3 - S1 Horizon: 400K AM
West Conector Study
Volume PrT [veh] (AP)
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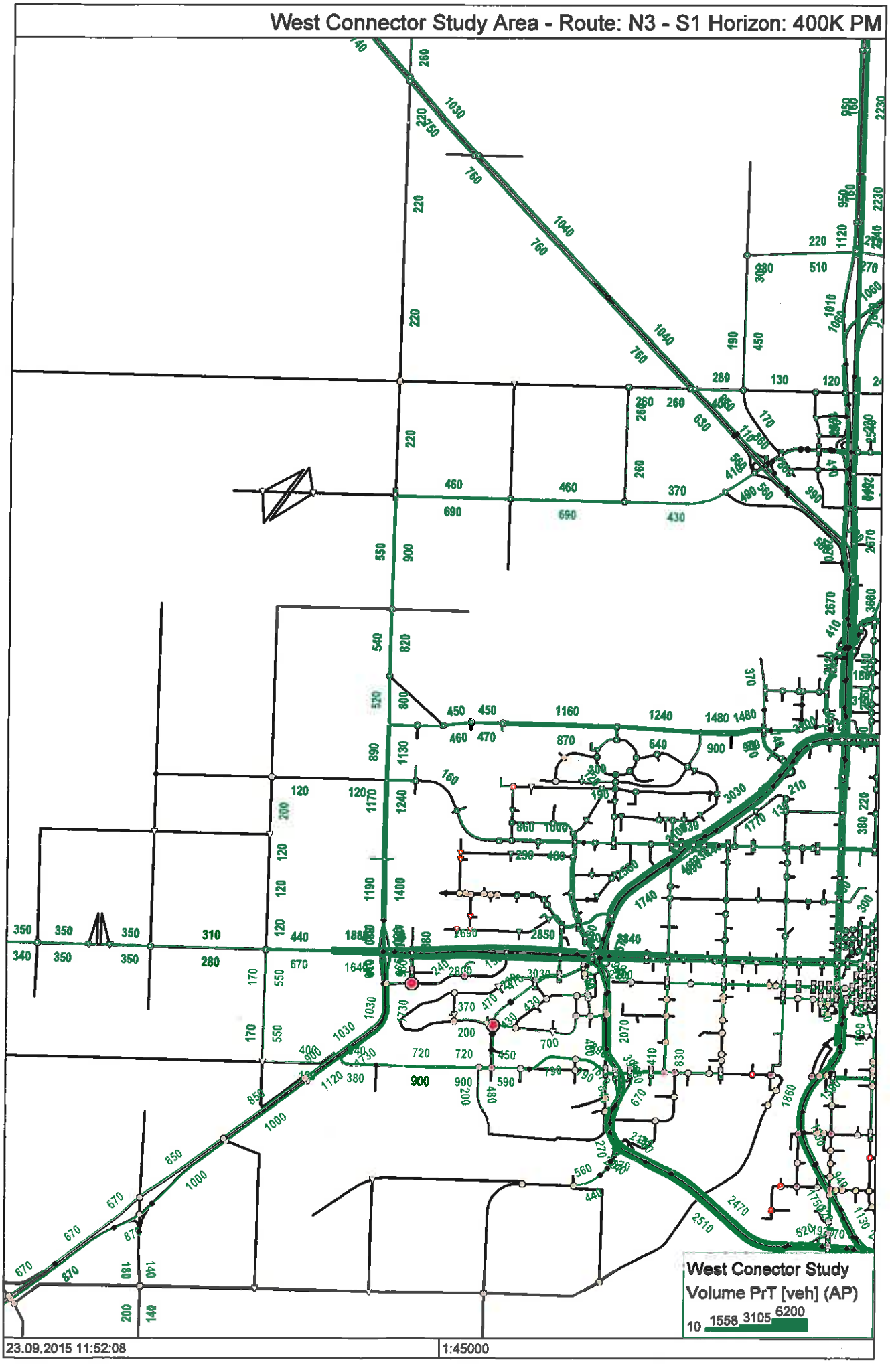
23.09.2015 11:53:58
1:45000


West Connector Study Area - Route: N3 - S1 Horizon: 400K PM
West Conector Study
Volume PrT [veh] (AP)
10 1558 3105 6200
23.09.2015 11:52:08
1:45000

		NB	SB	EB	WB	
12	Highway 16			571	337	C
				11	18	LT
				94	93	HT
	Dalmeny Rd	85	155			C
		3	2			LT
		4	5			HT
10	Saskatoon Freeway			0	0	C
				0	0	LT
				0	0	HT
	Dalmeny Rd	85	188			C
		4	2			LT
		4	5			HT
8	Beam Rd			512	215	C
				44	51	LT
				57	103	HT
	Neault Rd	606	1,544			C
		43	74			LT
		55	110			HT
6	22nd St W			2,208	1,780	C
				76	110	LT
				61	83	HT
5	Highway 7	610	1,276			C
		65	130			LT
		79	160			HT
4	11th St W			203	1,083	C
				76	11	LT
				69	6	HT
3	Highway 7			738	728	C
				20	30	LT
				43	57	HT
2	Highway 60	154	51			C
		7	7			LT
		3	5			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	583	676			C
		11	22			LT
		40	51			HT

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	2	80	157	43	380	0	0	26	67	82	594	0	1,431
Highway 16 & Saskatoon Freeway													
	0	0	0	0	426	0	0	0	0	0	758	0	1,184
Dalmeny Rd & Saskatoon Freeway													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Dalmeny Rd & Beam Rd													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway 16 & Beam Rd													
	0	274	0	30	384	30	0	478	0	0	565	103	1,864
Neault Rd & Claypool Dr													
	0	470	11	59	0	346	291	587	0	0	0	0	1,764
Neault Rd & 33rd St W													
	24	766	27	242	166	419	134	615	0	0	4	22	2,419
Neault Rd & 22nd St W													
	220	1,125	383	293	959	268	453	253	93	173	1,418	159	5,797
Highway 7 & 11th St W													
	425	1,000	141	77	123	110	314	603	9	2	401	74	3,279
Highway 7 & Pike Lake Highway													
	0	1	0	0	749	62	164	0	0	1	633	0	1,610

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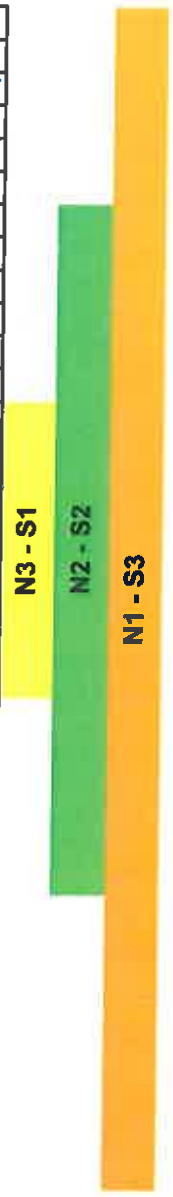
Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification. 10/6/2015 3:50 PM

		NB	SB	EB	WB	
12	Highway 16			596	851	C
				21	16	LT
				127	126	HT
	Dalmeny Rd	204	81			C
		4	2			LT
		7	3			HT
10	Saskatoon Freeway			0	0	C
				0	0	LT
				0	0	HT
	Dalmeny Rd	204	94			C
		4	2			LT
		7	3			HT
8	Beam Rd			612	340	C
				35	41	LT
				48	74	HT
	Neault Rd	1,302	1,061			C
		44	48			LT
		57	74			HT
6	22nd St W			2,616	2,640	C
				89	34	LT
				91	28	HT
5	Highway 7	1,523	900			C
		92	47			LT
		117	79			HT
4	11th St W			872	622	C
				16	56	LT
				9	33	HT
3	Highway 7			904	747	C
				30	30	LT
				69	77	HT
2	Highway 60	125	167			C
		7	7			LT
		4	6			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	778	578			C
		23	22			LT
		67	72			HT



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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	1	28	71	175	860	0	1	82	132	58	682	4	2,094
Highway 16 & Saskatoon Freeway													
	0	0	0	0	1,042	0	0	0	0	0	759	0	1,801
Dalmeny Rd & Saskatoon Freeway													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Dalmeny Rd & Beam Rd													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway 16 & Beam Rd													
	11	378	0	25	867	25	0	493	0	1	561	72	2,433
Neault Rd & Claypool Dr													
	0	462	54	108	0	424	442	688	0	0	0	0	2,178
Neault Rd & 33rd St W													
	21	750	116	225	20	411	412	832	0	0	45	74	2,906
Neault Rd & 22nd St W													
	221	625	337	208	1,526	357	859	922	134	43	1,322	273	6,827
Highway 7 & 11th St W													
	211	680	134	554	270	117	68	1,044	8	102	177	134	3,499
Highway 7 & Pike Lake Highway													
	0	0	0	1	671	178	135	0	0	2	866	0	1,853

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

West Connector Traffic Projections

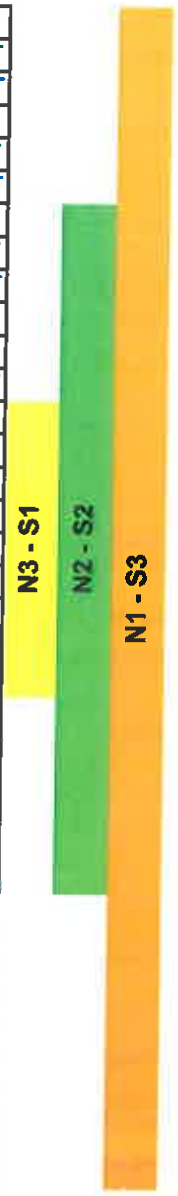
400,000 Horizon, with Perimeter Highway

N1 – S3 Scenario AM & PM Peak Hours

N2 – S2 Scenario AM & PM Peak Hours

N3 – S1 Scenario AM & PM Peak Hours

		NB	SB	EB	WB	
12	Highway 16			590	340	C
				11	18	LT
				94	93	HT
	Dalmeny Rd	96	189			C
		4	2			LT
		5	7			HT
10	Saskatoon Freeway			176	179	C
				20	5	LT
				12	9	HT
	Dalmeny Rd	98	200			C
		4	3			LT
		6	7			HT
8	Beam Rd			426	152	C
				29	48	LT
				48	98	HT
	Neault Rd	534	1,475			C
		42	72			LT
		50	106			HT
6	22nd St W			2,235	1,747	C
				73	106	LT
				59	77	HT
5	Highway 7	612	1,214			C
		63	127			LT
		73	156			HT
4	11th St W			199	1,089	C
				75	12	LT
				70	9	HT
3	Highway 7			742	729	C
				20	30	LT
				42	56	HT
2	Highway 60	156	52			C
		7	7			LT
		3	5			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	586	677			C
		11	22			LT
		39	51			HT



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400K
AM
N1-S3
+ Perimeter Hwy

Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	1	89	189	29	378	1	1	32	72	108	587	0	1,487
Highway 16 & Saskatoon Freeway													
	50	187	13	1	360	6	3	205	0	0	684	99	1,608
Dalmeny Rd & Saskatoon Freeway													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Dalmeny Rd & Beam Rd													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway 16 & Beam Rd													
	0	205	0	32	351	32	0	458	0	0	536	86	1,700
Neault Rd & Claypool Dr													
	0	484	17	103	0	333	285	575	0	0	0	0	1,797
Neault Rd & 33rd St W													
	7	782	27	247	150	403	135	595	0	0	2	18	2,366
Neault Rd & 22nd St W													
	198	1,054	401	244	930	305	456	244	91	138	1,418	138	5,617
Highway 7 & 11th St W													
	429	930	138	71	140	136	316	610	8	2	409	67	3,256
Highway 7 & Pike Lake Highway													
	0	0	0	0	749	63	166	0	0	1	635	0	1,614

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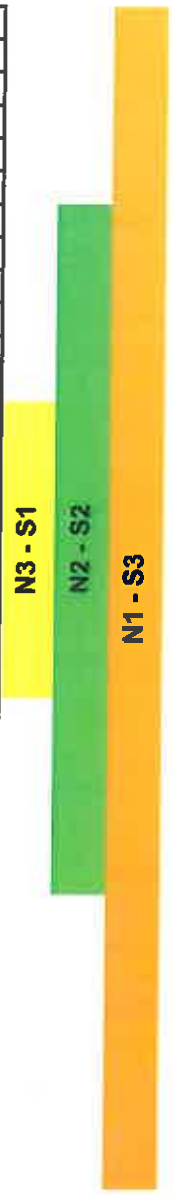
Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification. 10/5/2015 12:46 PM

		NB	SB	EB	WB	
12	Highway 16			600	855	C
				22	16	LT
				127	126	HT
11	Dalmeny Rd	262	119			C
		4	2			LT
		6	6			HT
10	Saskatoon Freeway			434	107	C
				23	5	LT
				7	7	HT
9	Dalmeny Rd	281	197			C
		4	3			LT
		6	6			HT
8	Beam Rd			397	316	C
				22	39	LT
				50	68	HT
7	Neault Rd	1,241	1,067			C
		48	41			LT
		61	73			HT
6	22nd St W			2,565	2,644	C
				81	32	LT
				84	28	HT
5	Highway 7	1,496	891			C
		92	45			LT
		114	79			HT
4	11th St W			867	620	C
				18	56	LT
				12	33	HT
3	Highway 7			905	749	C
				30	29	LT
				69	77	HT
2	Highway 60	126	168			C
		7	7			LT
		4	6			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	778	579			C
		23	22			LT
		66	72			HT



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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	0	37	60	22	829	1	1	105	167	90	659	1	1,972
Highway 16 & Saskatoon Freeway													
	152	111	4	62	852	7	3	461	1	0	625	99	2,377
Dalmeny Rd & Saskatoon Freeway													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Dalmeny Rd & Beam Rd													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway 16 & Beam Rd													
	0	324	0	47	837	47	0	410	0	1	506	55	2,227
Neault Rd & Claypool Dr													
	0	506	108	125	0	414	383	700	0	0	0	0	2,236
Neault Rd & 33rd St W													
	15	781	125	231	23	404	403	807	1	0	40	46	2,876
Neault Rd & 22nd St W													
	217	608	355	235	1,501	361	861	891	156	45	1,244	223	6,697
Highway 7 & 11th St W													
	202	679	133	554	290	120	68	1,018	8	87	196	130	3,485
Highway 7 & Pike Lake Highway													
	0	0	0	1	672	178	136	0	0	2	865	0	1,854

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification. 10/5/2015 12:48 PM

		NB	SB	EB	WB	
12	Highway 16			588	339	C
				11	18	LT
				94	93	HT
	Dalmeny Rd	87	157			C
		0	0			LT
		0	0			HT
10	Saskatoon Freeway			0	0	C
				0	0	LT
				0	0	HT
	Dalmeny Rd	381	411			C
		36	21			LT
		53	41			HT
8	Beam Rd			418	87	C
				29	36	LT
				33	73	HT
	Neault Rd	466	1,179			C
		61	74			LT
		76	114			HT
6	22nd St W			2,199	1,605	C
				65	50	LT
				51	37	HT
5	Highway 7	634	937			C
		78	72			LT
		96	118			HT
4	11th St W			284	1,720	C
				71	69	LT
				57	49	HT
3	Highway 7			753	739	C
				20	30	LT
				43	57	HT
2	Highway 60	159	54			C
		7	7			LT
		3	5			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	594	685			C
		11	22			LT
		40	51			HT

M:\Transportation.Planning\Projects\Saskatoon Region TDM\VISUM_Files_June2015\Infrastructure Plan 08052015\[WestConnector_10052015_Projections 400K AM N2-S2 PHwy.xlsx]All_Turns_Scenario

Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	1	77	150	29	387	0	0	25	62	80	613	0	1,424
Highway 16 & Saskatoon Freeway													
	50	0	4	1	362	0	0	0	0	0	664	100	1,181
Dalmeny Rd & Saskatoon Freeway													
	0	158	0	0	0	315	381	88	0	0	0	0	942
Dalmeny Rd & Beam Rd													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway 16 & Beam Rd													
	0	136	0	31	351	31	0	430	0	0	537	64	1,580
Neault Rd & Claypool Dr													
	0	541	50	161	0	156	282	702	0	0	0	0	1,892
Neault Rd & 33rd St W													
	9	657	31	273	29	405	134	692	0	0	2	19	2,251
Neault Rd & 22nd St W													
	246	727	393	125	841	286	425	307	108	114	1,402	171	5,145
Highway 7 & 11th St W													
	289	576	263	137	365	328	291	597	7	2	151	74	3,080
Highway 7 & Pike Lake Highway													
	0	0	0	0	757	65	169	0	0	1	644	0	1,636

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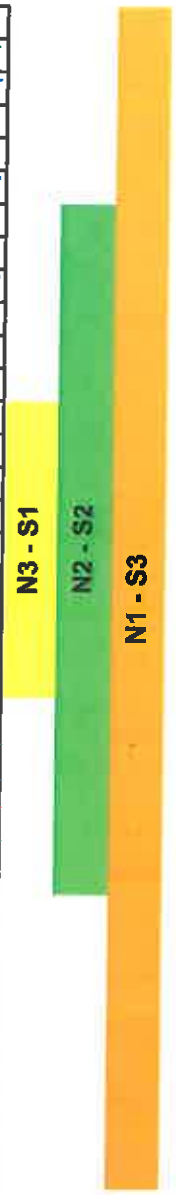
Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification. 10/5/2015 12:43 PM

		NB	SB	EB	WB	
12	Highway 16			599	854	C
				22	16	LT
				127	126	HT
	Dalmeny Rd	202	82			C
		0	0			LT
		0	0			HT
10	Saskatoon Freeway			0	0	C
				0	0	LT
				0	0	HT
	Dalmeny Rd	981	310			C
		28	12			LT
		29	10			HT
8	Beam Rd			225	289	C
				22	35	LT
				35	70	HT
	Neault Rd	1,460	833			C
		50	45			LT
		62	73			HT
6	22nd St W			2,446	2,380	C
				51	28	LT
				52	22	HT
5	Highway 7	1,796	650			C
		63	45			LT
		86	79			HT
4	11th St W			1,216	1,338	C
				47	60	LT
				42	39	HT
3	Highway 7			916	764	C
				30	30	LT
				69	77	HT
2	Highway 60	129	171			C
		7	7			LT
		4	6			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	786	592			C
		23	22			LT
		66	72			HT



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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

City of Saskatoon
Transportation Branch

TurnVolumes

City of Saskatoon - Confidential

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	1	26	63	192	867	0	0	73	128	57	691	1	2,099
Highway 16 & Saskatoon Freeway													
	152	0	1	9	906	0	0	0	0	0	654	99	1,821
Dalmeny Rd & Saskatoon Freeway													
	0	84	0	0	0	246	836	203	0	0	0	0	1,369
Dalmeny Rd & Beam Rd													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway 16 & Beam Rd													
	0	312	0	33	877	33	0	288	0	1	534	56	2,134
Neault Rd & Claypool Dr													
	0	547	118	215	0	269	351	928	0	0	0	0	2,428
Neault Rd & 33rd St W													
	17	660	139	250	20	348	442	1,004	1	0	8	24	2,913
Neault Rd & 22nd St W													
	233	370	349	191	1,379	287	828	1,103	233	117	1,151	278	6,519
Highway 7 & 11th St W													
	123	431	220	815	359	413	271	716	7	8	212	415	3,990
Highway 7 & Pike Lake Highway													
	0	0	0	1	685	181	139	0	0	2	873	0	1,881

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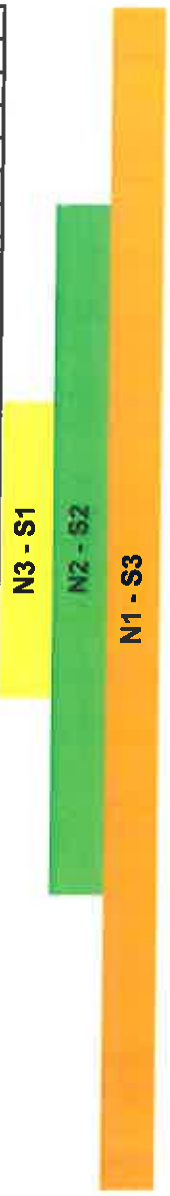
Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification. 10/5/2015 12:45 PM

		NB	SB	EB	WB	
12	Highway 16			588	338	C
				11	18	LT
				94	93	HT
	Dalmeny Rd	82	133			C
		0	2			LT
		4	4			HT
10	Saskatoon Freeway			176	162	C
				23	6	LT
				13	10	HT
	Dalmeny Rd	82	137			C
		0	2			LT
		4	4			HT
8	Beam Rd			437	179	C
				29	48	LT
				48	98	HT
	Neault Rd	521	1,419			C
		42	71			LT
		49	106			HT
6	22nd St W			2,195	1,766	C
				72	107	LT
				59	77	HT
5	Highway 7	609	1,209			C
		63	123			LT
		73	155			HT
4	11th St W			203	1,100	C
				75	12	LT
				69	8	HT
3	Highway 7			741	727	C
				20	30	LT
				43	57	HT
2	Highway 60	156	51			C
		7	7			LT
		3	5			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	585	675			C
		11	22			LT
		40	51			HT



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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	1	76	151	30	387	0	0	23	62	63	630	0	1,423
Highway 16 & Saskatoon Freeway													
	50	163	13	1	366	6	3	206	4	9	680	100	1,601
Dalmeny Rd & Saskatoon Freeway													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Dalmeny Rd & Beam Rd													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway 16 & Beam Rd													
	0	232	0	31	356	31	0	466	0	0	552	68	1,736
Neault Rd & Claypool Dr													
	0	447	19	101	0	319	292	571	0	0	0	0	1,749
Neault Rd & 33rd St W													
	7	734	26	246	153	403	136	599	0	0	2	18	2,324
Neault Rd & 22nd St W													
	207	1,012	378	207	982	311	453	260	75	165	1,410	144	5,604
Highway 7 & 11th St W													
	418	934	135	71	115	138	317	607	9	2	382	66	3,194
Highway 7 & Pike Lake Highway													
	0	0	0	0	747	62	165	0	0	1	635	0	1,610

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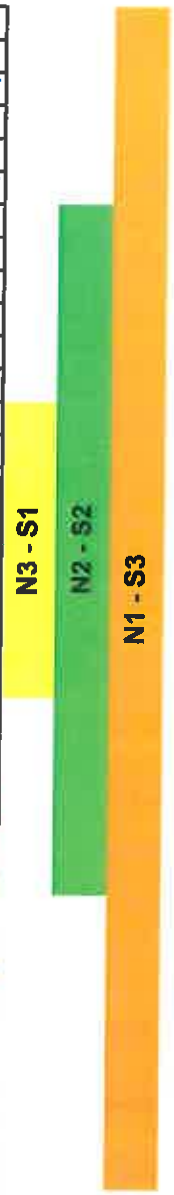
Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification. 10/5/2015 12:41 PM

		NB	SB	EB	WB	
12	Highway 16			599	854	C
				22	16	LT
				127	126	HT
	Dalmeny Rd	191	73			C
		0	1			LT
		6	2			HT
10	Saskatoon Freeway			434	120	C
				27	5	LT
				8	7	HT
	Dalmeny Rd	192	90			C
		0	1			LT
		6	2			HT
8	Beam Rd			411	338	C
				22	39	LT
				48	68	HT
	Neault Rd	1,221	1,042			C
		47	42			LT
		60	71			HT
6	22nd St W			2,548	2,620	C
				80	33	LT
				83	28	HT
5	Highway 7	1,510	890			C
		91	46			LT
		113	78			HT
4	11th St W			872	625	C
				18	55	LT
				11	33	HT
3	Highway 7			904	748	C
				30	30	LT
				68	78	HT
2	Highway 60	125	167			C
		7	7			LT
		4	6			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	778	580			C
		23	22			LT
		66	72			HT



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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	1	24	65	195	868	0	0	70	127	52	695	1	2,098
Highway 16 & Saskatoon Freeway													
	152	120	2	63	912	7	3	459	8	6	659	101	2,492
Dalmeny Rd & Saskatoon Freeway													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Dalmeny Rd & Beam Rd													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway 16 & Beam Rd													
	0	349	0	43	882	43	0	401	0	1	539	56	2,314
Neault Rd & Claypool Dr													
	0	464	81	121	0	415	397	647	0	0	0	0	2,125
Neault Rd & 33rd St W													
	15	743	122	227	23	408	408	771	1	0	40	46	2,804
Neault Rd & 22nd St W													
	213	610	332	212	1,501	361	864	896	156	44	1,242	220	6,651
Highway 7 & 11th St W													
	200	681	133	563	279	119	67	1,019	8	84	195	132	3,480
Highway 7 & Pike Lake Highway													
	0	0	0	1	673	178	135	0	0	2	865	0	1,854

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification. 10/5/2015 12:42 PM

West Connector Traffic Projections

500,000 Horizon, with Perimeter Highway

N1 – S3 Scenario AM & PM Peak Hours

N2 – S2 Scenario AM & PM Peak Hours

N3 – S1 Scenario AM & PM Peak Hours

		NB	SB	EB	WB	
12	Highway 16			705	416	C
				14	24	LT
				107	117	HT
	Dalmeny Rd	113	235			C
		4	2			LT
		5	6			HT
10	Saskatoon Freeway			244	515	C
				66	7	LT
				35	14	HT
	Dalmeny Rd	474	375			C
		4	3			LT
		5	6			HT
8	Beam Rd			525	128	C
				46	66	LT
				74	173	HT
	Neault Rd	850	2,610			C
		112	105			LT
		89	177			HT
6	22nd St W			2,516	2,441	C
				108	208	LT
				74	144	HT
5	Highway 7	666	2,135			C
		142	247			LT
		124	292			HT
4	11th St W			59	1,539	C
				83	6	LT
				101	2	HT
3	Highway 7			959	932	C
				23	35	LT
				48	67	HT
2	Highway 60	161	51			C
		7	8			LT
		3	6			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	638	720			C
		14	26			LT
		44	60			HT

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500K
AM
N1-S3
+ Perimeter Hwy

Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

City of Saskatoon
Transportation Branch

TurnVolumes

City of Saskatoon - Confidential

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	1	115	287	32	469	1	1	36	86	127	699	0	1,854
Highway 16 & Saskatoon Freeway													
	84	526	14	35	422	10	3	343	0	0	826	168	2,431
Dalmeny Rd & Saskatoon Freeway													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Dalmeny Rd & Beam Rd													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway 16 & Beam Rd													
	7	285	0	26	688	26	0	619	0	0	602	125	2,378
Neault Rd & Claypool Dr													
	0	736	19	155	0	526	569	1,012	0	0	0	0	3,017
Neault Rd & 33rd St W													
	138	1,096	29	315	316	566	102	789	0	0	119	477	3,947
Neault Rd & 22nd St W													
	301	2,008	583	566	1,488	285	530	361	100	381	1,496	124	8,223
Highway 7 & 11th St W													
	649	1,725	300	147	57	39	421	714	44	4	744	71	4,915
Highway 7 & Pike Lake Highway													
	0	-4	5	0	806	68	171	0	0	1	695	0	1,742

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

10/6/2015 2:26 PM

		NB	SB	EB	WB	
12	Highway 16			728	1,065	C
				29	19	LT
				155	154	HT
11	Dalmeny Rd	340	130			C
		5	2			LT
		10	3			HT
10	Saskatoon Freeway			926	293	C
				60	10	LT
				22	13	HT
9	Dalmeny Rd	483	397			C
		5	2			LT
		10	3			HT
8	Beam Rd			558	320	C
				29	70	LT
				66	127	HT
7	Neault Rd	2,001	1,644			C
		74	70			LT
		90	129			HT
6	22nd St W			2,947	2,948	C
				122	71	LT
				95	37	HT
5	Highway 7	2,158	1,283			C
		172	93			LT
		204	143			HT
4	11th St W			1,474	636	C
				1	56	LT
				0	23	HT
3	Highway 7			1,246	1,074	C
				37	33	LT
				81	87	HT
2	Highway 60	141	119			C
		8	6			LT
		4	6			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	863	713			C
		28	26			LT
		78	81			HT

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	1	43	53	29	1,024	1	1	141	214	92	820	1	2,420
Highway 16 & Saskatoon Freeway													
	243	299	1	138	974	16	5	1,001	1	0	711	167	3,556
Dalmeny Rd & Saskatoon Freeway													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Dalmeny Rd & Beam Rd													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway 16 & Beam Rd													
	49	430	0	44	1,074	44	0	535	0	1	587	61	2,825
Neault Rd & Claypool Dr													
	0	975	80	110	0	572	604	1,048	0	0	0	0	3,389
Neault Rd & 33rd St W													
	396	1,059	92	235	370	441	404	1,145	104	0	209	272	4,727
Neault Rd & 22nd St W													
	290	1,071	482	461	1,696	376	1,081	1,448	180	72	1,463	256	8,876
Highway 7 & 11th St W													
	331	1,076	112	830	486	131	88	1,490	12	224	476	214	5,470
Highway 7 & Pike Lake Highway													
	0	-57	57	2	820	185	153	0	0	2	967	0	2,129

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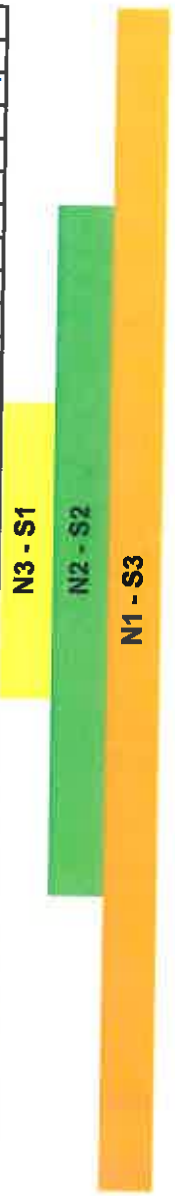
Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

		NB	SB	EB	WB	
12	Highway 16			703	415	C
				14	24	LT
				107	117	HT
	Dalmeny Rd	99	185			C
		0	0			LT
		0	0			HT
10	Saskatoon Freeway			0	0	C
				0	0	LT
				0	0	HT
	Dalmeny Rd	532	568			C
		93	32			LT
		133	93			HT
8	Beam Rd			696	195	C
				23	46	LT
				27	102	HT
	Neault Rd	659	2,109			C
		115	112			LT
		151	185			HT
6	22nd St W			2,490	1,978	C
				84	213	LT
				56	143	HT
5	Highway 7	635	1,297			C
		119	248			LT
		169	297			HT
4	11th St W			299	2,825	C
				113	8	LT
				76	3	HT
3	Highway 7			900	864	C
				23	36	LT
				48	68	HT
2	Highway 60	169	59			C
		7	8			LT
		3	6			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	648	722			C
		14	26			LT
		44	61			HT



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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	1	104	175	32	481	0	0	25	74	82	743	0	1,717
Highway 16 & Saskatoon Freeway													
	80	0	3	0	430	0	0	0	0	0	751	167	1,431
Dalmeny Rd & Saskatoon Freeway													
	0	186	0	0	0	495	529	99	0	0	0	0	1,309
Dalmeny Rd & Beam Rd													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway 16 & Beam Rd													
	1	249	0	26	654	26	0	556	0	0	570	81	2,163
Neault Rd & Claypool Dr													
	0	805	33	187	0	422	539	1,136	0	0	0	0	3,122
Neault Rd & 33rd St W													
	160	1,034	33	325	256	451	111	848	1	0	112	502	3,833
Neault Rd & 22nd St W													
	460	1,322	625	337	1,278	281	429	449	103	240	1,529	139	7,192
Highway 7 & 11th St W													
	384	1,147	311	203	568	322	389	651	17	4	625	69	4,690
Highway 7 & Pike Lake Highway													
	0	0	1	0	809	72	179	0	0	1	705	0	1,767

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

		NB	SB	EB	WB	
12	Highway 16			725	1,063	C
				29	19	LT
				155	154	HT
	Dalmeny Rd	253	98			C
		0	0			LT
		0	0			HT
10	Saskatoon Freeway			0	0	C
				0	0	LT
				0	0	HT
	Dalmeny Rd	1,374	612			C
		52	18			LT
		46	22			HT
8	Beam Rd			452	315	C
				29	66	LT
				49	122	HT
	Neault Rd	2,158	1,267			C
		76	80			LT
		89	132			HT
6	22nd St W			3,089	2,690	C
				71	59	LT
				61	28	HT
5	Highway 7	2,595	759			C
		109	94			LT
		132	139			HT
4	11th St W			1,822	1,768	C
				72	68	LT
				73	30	HT
3	Highway 7			1,011	849	C
				37	34	LT
				81	88	HT
2	Highway 60	140	171			C
		8	6			LT
		4	6			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	869	676			C
		28	26			LT
		78	81			HT

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	1	29	55	208	1,071	0	0	89	165	70	839	1	2,528
Highway 16 & Saskatoon Freeway													
	245	0	0	11	1,028	0	0	0	0	0	727	168	2,179
Dalmeny Rd & Saskatoon Freeway													
	0	99	0	0	0	444	1,218	254	0	0	0	0	2,015
Dalmeny Rd & Beam Rd													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway 16 & Beam Rd													
	17	376	0	43	1,124	43	0	402	0	1	602	62	2,670
Neault Rd & Claypool Dr													
	0	900	118	157	0	520	613	1,418	0	0	0	0	3,726
Neault Rd & 33rd St W													
	463	829	128	245	300	380	392	1,413	44	0	177	374	4,745
Neault Rd & 22nd St W													
	364	610	506	361	1,594	311	1,196	1,686	236	71	1,434	277	8,646
Highway 7 & 11th St W													
	210	539	244	1,208	561	441	183	1,007	12	18	385	622	5,430
Highway 7 & Pike Lake Highway													
	0	0	0	1	783	181	152	0	0	2	973	0	2,092

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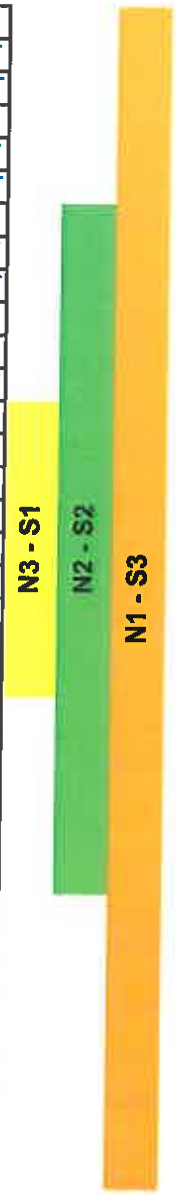
Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification. 10/6/2015 2:25 PM

		NB	SB	EB	WB	
12	Highway 16			701	414	C
				14	24	LT
				107	117	HT
	Dalmeny Rd	91	172			C
		0	2			LT
		3	4			HT
10	Saskatoon Freeway			281	517	C
				65	7	LT
				36	14	HT
	Dalmeny Rd	130	278			C
		0	2			LT
		4	4			HT
8	Beam Rd			791	135	C
				52	66	LT
				75	173	HT
	Neault Rd	843	2,588			C
		116	104			LT
		87	176			HT
6	22nd St W			2,501	2,438	C
				109	209	LT
				72	144	HT
5	Highway 7	668	2,126			C
		145	248			LT
		123	294			HT
4	11th St W			72	1,548	C
				83	5	LT
				101	1	HT
3	Highway 7			961	933	C
				23	36	LT
				48	68	HT
2	Highway 60	161	52			C
		7	8			LT
		3	6			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	638	718			C
		14	26			LT
		44	60			HT



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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	1	104	177	32	485	0	0	26	69	73	750	0	1,717
Highway 16 & Saskatoon Freeway													
	85	517	14	8	432	10	3	374	5	10	754	170	2,382
Dalmeny Rd & Saskatoon Freeway													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Dalmeny Rd & Beam Rd													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway 16 & Beam Rd													
	5	282	0	26	678	26	0	617	0	0	609	80	2,323
Neault Rd & Claypool Dr													
	0	663	17	145	0	550	576	946	0	0	0	0	2,897
Neault Rd & 33rd St W													
	103	1,082	28	300	336	572	105	753	0	0	117	469	3,865
Neault Rd & 22nd St W													
	297	1,983	589	563	1,485	286	534	362	102	398	1,474	121	8,194
Highway 7 & 11th St W													
	639	1,727	301	150	51	40	422	715	48	4	740	70	4,907
Highway 7 & Pike Lake Highway													
	0	-2	3	0	804	67	171	0	0	1	695	0	1,739

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification. 10/6/2015 2:20 PM

		NB	SB	EB	WB	
12	Highway 16			726	1,063	C
				29	19	LT
				155	154	HT
	Dalmeny Rd	245	83			C
		0	1			LT
		8	1			HT
10	Saskatoon Freeway			908	314	C
				66	8	LT
				22	13	HT
	Dalmeny Rd	246	304			C
		0	1			LT
		8	1			HT
8	Beam Rd			701	331	C
				29	73	LT
				66	128	HT
	Neault Rd	1,990	1,633			C
		74	70			LT
		88	128			HT
6	22nd St W			2,946	2,954	C
				119	70	LT
				98	36	HT
5	Highway 7	2,167	1,302			C
		173	94			LT
		203	143			HT
4	11th St W			1,470	638	C
				1	56	LT
				0	23	HT
3	Highway 7			1,258	1,087	C
				37	34	LT
				81	88	HT
2	Highway 60	141	136			C
		8	6			LT
		4	6			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	865	699			C
		28	26			LT
		78	81			HT

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

	SB RT	SB	SB LT	WB RT	WB	WB LT	NB RT	NB	NB LT	EB RT	EB	EB LT	Totals
Highway 16 & Dalmeny Rd													
	1	30	55	204	1,078	0	1	95	158	55	854	1	2,532
Highway 16 & Saskatoon Freeway													
	247	315	1	139	1,032	14	4	979	12	6	739	170	3,658
Dalmeny Rd & Saskatoon Freeway													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Dalmeny Rd & Beam Rd													
	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway 16 & Beam Rd													
	35	442	0	43	1,108	43	0	543	0	1	614	61	2,890
Neault Rd & Claypool Dr													
	0	900	57	91	0	567	618	964	0	0	0	0	3,197
Neault Rd & 33rd St W													
	383	989	96	238	353	441	405	1,075	144	0	206	269	4,599
Neault Rd & 22nd St W													
	290	1,083	457	455	1,690	387	1,128	1,450	178	69	1,473	248	8,908
Highway 7 & 11th St W													
	344	1,083	112	842	489	124	89	1,475	12	252	484	226	5,532
Highway 7 & Pike Lake Highway													
	0	-51	52	2	805	197	153	0	0	2	969	0	2,129

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification. 10/6/2015 2:21 PM

		NB	SB	EB	WB	
12	**Highway 16**			415	229	C
				8	14	LT
				74	72	HT
	Dalmeny Rd	58	95			C
		0	0			LT
		0	0			HT
10	**Saskatoon Freeway**			0	0	C
				2	2	LT
				4	6	HT
	Dalmeny Rd	59	96			C
		2	3			LT
		5	6			HT
8	**Beam Rd**			167	56	C
				11	18	LT
				14	22	HT
	Neault Rd	190	535			C
		13	30			LT
		19	32			HT
6	**22nd St W**			1,217	883	C
				38	22	LT
				44	31	HT
5	**Highway 7**	583	403			C
		14	21			LT
		27	34			HT
4	**11th St W**			180	424	C
				11	12	LT
				11	16	HT
3	**Highway 7**			620	680	C
				16	25	LT
				31	44	HT
2	**Highway 60**	122	47			C
		7	6			LT
		3	5			HT
1	**Twnshp Rd 362**			0	0	C
				0	0	LT
				0	0	HT
0	**Highway 7**	498	632			C
		9	18			LT
		29	40			HT

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

		NB	SB	EB	WB	
12	**Highway 16**			451	511	C
				14	11	LT
				92	91	HT
	Dalmeny Rd	110	60			C
		0	0			LT
		0	0			HT
10	**Saskatoon Freeway**			1	0	C
				3	2	LT
				7	8	HT
	Dalmeny Rd	111	60			C
		3	2			LT
		7	8			HT
8	**Beam Rd**			147	101	C
				11	15	LT
				15	26	HT
	Neault Rd	501	447			C
		16	19			LT
		26	36			HT
6	**22nd St W**			1,495	1,397	C
				23	13	LT
				39	27	HT
5	**Highway 7**	704	364			C
		25	17			LT
		42	40			HT
4	**11th St W**			281	505	C
				11	19	LT
				16	20	HT
3	**Highway 7**			792	673	C
				23	25	LT
				48	56	HT
2	**Highway 60**	117	164			C
		6	8			LT
		4	5			HT
1	**Twnshp Rd 362**			0	0	C
				0	0	LT
				0	0	HT
0	**Highway 7**	674	507			C
		17	16			LT
		47	52			HT

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

		NB	SB	EB	WB	
12	Highway 16			571	337	C
				11	18	LT
				94	93	HT
	Dalmeny Rd	91	171			C
		0	0			LT
		0	0			HT
10	Saskatoon Freeway			0	0	C
				4	2	LT
				5	6	HT
	Dalmeny Rd	111	221			C
		4	2			LT
		5	6			HT
8	Beam Rd			519	171	C
				44	51	LT
				57	102	HT
	Neault Rd	440	1,147			C
		45	79			LT
		56	112			HT
6	22nd St W			2,220	1,629	C
				71	54	LT
				56	40	HT
5	Highway 7	631	934			C
		66	73			LT
		79	117			HT
4	11th St W			283	1,748	C
				83	68	LT
				75	51	HT
3	Highway 7			745	742	C
				20	30	LT
				43	57	HT
2	Highway 60	155	55			C
		7	7			LT
		3	5			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	590	687			C
		11	22			LT
		40	51			HT

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

		NB	SB	EB	WB	
12	**Highway 16**			596	851	C
				21	16	LT
				127	126	HT
	Dalmeny Rd	219	89			C
		0	0			LT
		0	0			HT
10	**Saskatoon Freeway**			1	0	C
				4	2	LT
				7	5	HT
	Dalmeny Rd	249	134			C
		4	2			LT
		7	5			HT
8	**Beam Rd**			582	309	C
				29	42	LT
				48	74	HT
	Neault Rd	1,371	797			C
		38	46			LT
		58	75			HT
6	**22nd St W**			2,515	2,389	C
				59	30	LT
				57	22	HT
5	**Highway 7**	1,752	640			C
		55	44			LT
		83	78			HT
4	**11th St W**			1,242	1,329	C
				54	61	LT
				46	39	HT
3	**Highway 7**			917	761	C
				30	30	LT
				69	77	HT
2	**Highway 60**	129	173			C
		7	7			LT
		4	6			HT
1	**Twnshp Rd 362**			0	0	C
				0	0	LT
				0	0	HT
0	**Highway 7**	787	587			C
		23	22			LT
		67	72			HT

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

		NB	SB	EB	WB	
12	**Highway 16**			588	339	C
				11	18	LT
				94	93	HT
	Dalmeny Rd	87	157			C
		0	0			LT
		0	0			HT
10	**Saskatoon Freeway**			294	253	C
				35	21	LT
				52	41	HT
	Dalmeny Rd	381	411			C
		36	21			LT
		53	41			HT
8	**Beam Rd**			418	87	C
				29	36	LT
				33	73	HT
	Neault Rd	466	1,179			C
		61	74			LT
		76	114			HT
6	**22nd St W**			2,199	1,605	C
				65	50	LT
				51	37	HT
5	**Highway 7**	634	937			C
		78	72			LT
		96	118			HT
4	**11th St W**			284	1,720	C
				71	69	LT
				57	49	HT
3	**Highway 7**			753	739	C
				20	30	LT
				43	57	HT
2	**Highway 60**	159	54			C
		7	7			LT
		3	5			HT
1	**Twnshp Rd 362**			0	0	C
				0	0	LT
				0	0	HT
0	**Highway 7**	594	685			C
		11	22			LT
		40	51			HT

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

		NB	SB	EB	WB	
12	Highway 16			599	854	C
				22	16	LT
				127	126	HT
	Dalmeny Rd	202	82			C
		0	0			LT
		0	0			HT
10	Saskatoon Freeway			779	224	C
				28	12	LT
				29	10	HT
	Dalmeny Rd	981	310			C
		28	12			LT
		29	10			HT
8	Beam Rd			225	289	C
				22	35	LT
				35	70	HT
	Neault Rd	1,460	833			C
		50	45			LT
		62	73			HT
6	22nd St W			2,446	2,380	C
				51	28	LT
				52	22	HT
5	Highway 7	1,796	650			C
		63	45			LT
		86	79			HT
4	11th St W			1,216	1,338	C
				47	60	LT
				42	39	HT
3	Highway 7			916	764	C
				30	30	LT
				69	77	HT
2	Highway 60	129	171			C
		7	7			LT
		4	6			HT
1	Twnshp Rd 362			0	0	C
				0	0	LT
				0	0	HT
0	Highway 7	786	592			C
		23	22			LT
		66	72			HT

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

		NB	SB	EB	WB	
12	**Highway 16**			703	415	C
				14	24	LT
				107	117	HT
	Dalmeny Rd	99	185			C
		0	0			LT
		0	0			HT
10	**Saskatoon Freeway**			303	371	C
				93	32	LT
				133	93	HT
	Dalmeny Rd	532	568			C
		93	32			LT
		133	93			HT
8	**Beam Rd**			696	195	C
				23	46	LT
				27	102	HT
	Neault Rd	659	2,109			C
		115	112			LT
		151	185			HT
6	**22nd St W**			2,490	1,978	C
				84	213	LT
				56	143	HT
5	**Highway 7**	635	1,297			C
		119	248			LT
		169	297			HT
4	**11th St W**			299	2,825	C
				113	8	LT
				76	3	HT
3	**Highway 7**			900	864	C
				23	36	LT
				48	68	HT
2	**Highway 60**	169	59			C
		7	8			LT
		3	6			HT
1	**Twnshp Rd 362**			0	0	C
				0	0	LT
				0	0	HT
0	**Highway 7**	648	722			C
		14	26			LT
		44	61			HT

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

		NB	SB	EB	WB	
12	**Highway 16**			725	1,063	C
				29	19	LT
				155	154	HT
	Dalmeny Rd	253	98			C
		0	0			LT
		0	0			HT
10	**Saskatoon Freeway**			1,121	405	C
				52	18	LT
				46	22	HT
	Dalmeny Rd	1,374	612			C
		52	18			LT
		46	22			HT
8	**Beam Rd**			452	315	C
				29	66	LT
				49	122	HT
	Neault Rd	2,158	1,267			C
		76	80			LT
		89	132			HT
6	**22nd St W**			3,089	2,690	C
				71	59	LT
				61	28	HT
5	**Highway 7**	2,595	759			C
		109	94			LT
		132	139			HT
4	**11th St W**			1,822	1,768	C
				72	68	LT
				73	30	HT
3	**Highway 7**			1,011	849	C
				37	34	LT
				81	88	HT
2	**Highway 60**	140	171			C
		8	6			LT
		4	6			HT
1	**Twnshp Rd 362**			0	0	C
				0	0	LT
				0	0	HT
0	**Highway 7**	869	676			C
		28	26			LT
		78	81			HT

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Note: Traffic projections are subject to change depending on planning horizon, network configuration and on-going error checking and verification.

APPENDIX E

Probable Costs

Preliminary Opinion of Probable Cost

Costs below are provided as a preliminary opinion of probable cost. All costs include 30% contingency cost, and are rounded up to the nearest $10,000.

OPTION N1			Total:	$	4,500,000
Intersection Improvements (Dalmeny Access & Highway 16)					
Eastbound Acceleration Lane				$	330,000
Southbound Acceleration Lane				$	330,000
Northbound Flare				$	260,000
Traffic Lights				$	330,000
Shoulder Widening					
2 Paved Shoulder Lanes - 4.3 km			*Sub-Total:*	$	*3,230,000*
Widening	$	1,680,000			
Sub-base	$	290,000			
Base	$	360,000			
Paving	$	900,000			

OPTION N2			Total:	$	8,000,000
New Construction of Roadway					
2 Lane Paved Highway - 3.5 km				$	4,550,000
Shoulder Widening					
2 Paved Shoulder Lanes - 2 km			*Sub-Total:*	$	*1,500,000*
Widening	$	780,000			
Sub-base	$	130,000			
Base	$	170,000			
Paving	$	420,000			
Intersection Improvements (N2 & Highway 16)					
Westbound Acceleration Lane				$	330,000
Eastbound Acceleration Lane				$	330,000
Westbound Right Turn Lane				$	260,000
Intersection Lighting				$	70,000
Traffic Lights				$	330,000
Intersection Improvements (N2 and Dalmeny Access)					
Southbound Channelization				$	330,000
Northbound Flare				$	260,000
Intersection Lighting				$	40,000

*all values include a 30% contingency

Preliminary Opinion of Probable Cost

OPTION N3			Total:	$	7,700,000
Paving of Beam Road					
2 Lane Paved Highway - 4.6 km			*Sub-Total:*	$	*6,990,000*
Surface Preparation	$	70,000			
Widening	$	1,800,000			
Sub-base	$	1,060,000			
Base	$	1,210,000			
Paving	$	2,850,000			
Intersection Improvements (Beam Road and Dalmeny Access)					
Southbound Channelization				$	330,000
Northbound Flare				$	260,000
Intersection Lighting				$	40,000
Intersection Improvements (Beam Road and Dalmeny Access)					
Advances the need for additional intersection improvements or potential interchange.				$	Unknown

CENTRAL CORRIDOR			Total:	$	7,700,000
Re-Paving of Neault Road - Upgrading to Primary Highway					
Highway 7 to Whelan Road - 5.0 km			*Sub-Total:*	$	*7,650,000*
Surface Preparation	$	130,000			
Widening	$	1,950,000			
Sub-base	$	1,150,000			
Base	$	1,320,000			
Paving	$	3,100,000			

OPTION S1			Total:	$	-
22nd Street West					
Route can be used in its existing state. Further analysis required to investigate the feasibility of upgrading this section.				$	Unknown

*all values include a 30% contingency

Preliminary Opinion of Probable Cost

Option S2		Total:	$	16,400,000
Upgrading of 11th Street West				
Chappell Drive to Highway 7 - 2.1 km		*Sub-Total:*	*$*	*3,240,000*
Surface Preparation	$	70,000		
Widening	$	820,000		
Sub-base	$	490,000		
Base	$	560,000		
Paving	$	1,300,000		
Realignment of 11th Street West				
11th Street Bypass to Chappell Drive - 1.0 km			$	10,400,000
Sound Wall				
11th Street Bypass to Chappell Drive - 1.0 km			$	1,950,000
Intersection Improvements (11th Street & Highway 7)				
Southbound Acceleration Lane			$	330,000
Northbound Acceleration Lane			$	330,000
Upgrade Intersection Lighting			$	70,000
Intersection of 11th Street West and Circle Drive				
Further analysis required to investigate the feasibility of upgrading this section.			$	Unknown
Property Acquisition				
Further investigation required into property requirements for 11th Street realignment.			$	Unknown

*all values include a 30% contingency

Preliminary Opinion of Probable Cost

Option S3		Total:	$	8,900,000
Intersection Improvements (Valley Road & Hodgson Road)				
Northbound Channelization			$	330,000
Southbound Flare			$	260,000
Intersection Lighting			$	40,000
Intersection Improvements (Hodgson Road & Highway 60)				
Northbound Channelization			$	330,000
Southbound Flare			$	260,000
Intersection Lighting			$	40,000
Upgrading of Hodgson Road				
2 Lane Paved Highway - 5.0 km		*Sub-Total:*	*$*	*7,590,000*
Surface Preparation	$	70,000		
Widening	$	1,950,000		
Sub-base	$	1,150,000		
Base	$	1,320,000		
Paving	$	3,100,000		
Property Acquisition				
Further investigation required into property requirements along Hodgson road for widening.			$	Unknown

*all values include a 30% contingency