

Range Road 3050 Paving North of McOrmond Drive

ISSUE

Since the opening of the North Commuter Parkway in late 2018, Range Road 3050 north of McOrmond Drive has experienced a substantial increase in traffic using this route to and from Highway 41. The Rural Municipality of Corman Park (RM) is paving its portion of Range Road 3050 north of McOrmond Drive and Township Road 374 between Range Road 3050 and the access to River's Edge Hamlet Community in 2020. This report is seeking City Council's direction with respect to paving of the City of Saskatoon's (City) portion of Range Road 3050 north of McOrmond Drive.

BACKGROUND

History

Construction of the North Commuter Parkway project was completed and opened to traffic on October 2, 2018. The project included construction of a signalized intersection at McOrmond Drive and Range Road 3050.

An approximately 500 metre section of Range Road 3050 north of McOrmond Drive is within city limits and maintained and operated by the City as an unpaved gravel road. The remaining section of Range Road 3050 north of McOrmond Drive is within the jurisdiction of the RM and currently maintained and operated by the RM as an unpaved gravel road with plans to complete paving in 2020.

Current Status

Since the opening of the North Commuter Parkway in late 2018, Range Road 3050 north of McOrmond Drive, and Township Road 374 between Range Road 3050 and Highway 41, have experienced a substantial increase in traffic using this route to and from Highway 41. This has generated numerous complaints regarding traffic safety, dust and road maintenance from motorists traveling this route and residents living in proximity to these roadways.

The Administration was recently advised that the RM is paving its portion of Range Road 3050 and Township Road 374 between Range Road 3050 and the access to River's Edge Hamlet Community in 2020.

Public Engagement

No formal public engagement was undertaken with regard to this report.

City of Saskatoon's Current Approach

The City maintains various boundary and gravel roads throughout Saskatoon. In many cases, paving of these roadways is undertaken in conjunction with land development in the adjacent areas. However, it is not uncommon for the City to upgrade portions of roadways in cases where new major roadways or developments create new traffic patterns that significantly increase traffic on boundary roads.

Rural Municipality of Corman Park's Plans

As noted, the RM is paving its portion of Range Road 3050 north of McOrmond Drive and Township Road 374 between Range Road 3050 and the access to River's Edge Hamlet Community to address the safety, operational and dust concerns from the significant increase in traffic through this area. This work will leave the approximately 500 metre section immediately north of McOrmond Drive within the city limits as an unpaved gravel road.

OPTIONS

Option 1 - Do Nothing

The City could choose to leave its portion of Range Road 3050 as an unpaved gravel roadway, and to continue to maintain it to the same level of service as other unpaved boundary roadways within Saskatoon.

Option 2 - Pave Range Road 3050 North of McOrmond Drive

The City could pave its portion of Range Road 3050 from McOrmond Drive north to the city boundary. The cost of this work is estimated at \$470,000.

RECOMMENDATION

That \$470,000 in funding be allocated from Capital Project #2407 – North Commuter Parkway and Bridge, for paving of approximately 500 metres of Range Road 3050 from McOrmond Drive north to the city boundary.

RATIONALE

As the RM is paving its portion of Range Road 3050 and Township Road 374 between Range Road 3050 and the access to River's Edge Hamlet Community, leaving this short 500 metre section of roadway unpaved would leave an obvious gap between McOrmond Drive and the City/RM boundary, which is approximately 500 metres north of McOrmond. Paving of this portion of roadway would result in a contiguous solution and would reduce operational costs related to dust control and grading, although these costs would not come close to offsetting the cost of paving.

This section of unpaved roadway would not be the Administration's highest recommended gravel location to pave. The recommendation considers that the North Commuter Parkway Project and associated traffic patterns did significantly affect traffic on this roadway, and the fact that the RM is paving their portion. If the City does not take this opportunity to pave its portion, a 500 metre stretch of gravel road will remain between adjacent paved roadways.

FINANCIAL IMPLICATIONS

Capital Project #2407 – North Commuter Parkway and Traffic Bridge was approved for funding in the amount of \$238.8 million. A contingency allowance of \$5.8 million was carried within this budget to allow for changes and ongoing management of the contract over the 30-year term of the operations and maintenance component of the Public-Private Partnership (P3) contract. There remains sufficient funding within this contingency allowance to fund this work.

ADDITIONAL IMPLICATIONS/CONSIDERATIONS

There are no privacy, legal, social, policy, or environmental implications identified.

COMMUNICATION ACTIVITIES

Full road closures are not anticipated to accommodate paving; therefore, the work will be communicated in the City's Daily Road Report a few days prior to work beginning.

APPENDICES

1. Site Plan

Report Approval

Written by: Dan Willems, Director of Technical Services
Reviewed by: Terry Schmidt, General Manager of Transportation & Construction
Approved by: Jeff Jorgenson, City Manager

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