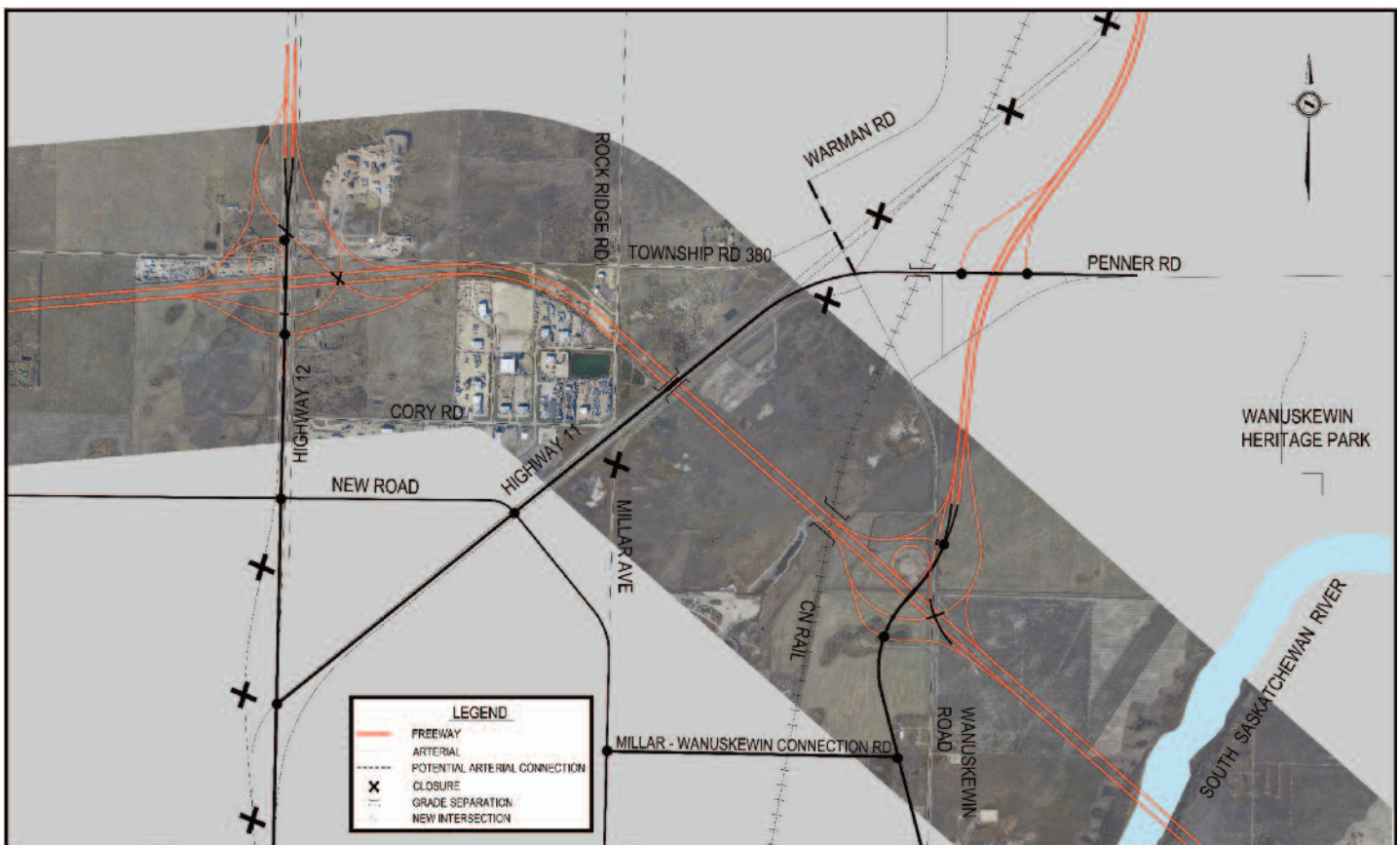


Phase 1 Design Workshop Outcomes

Several key stakeholders, including the City of Saskatoon, the Rural Municipality of Corman Park and Wanuskewin Heritage Park, recently attended a two-day design workshop to discuss the first phase of the proposed Saskatoon Freeway.

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Because the proposed Freeway has the potential to impact municipalities and local businesses and associations, representatives from interested groups, including the Rural Municipality of Corman Park, Meewasin Valley Authority, the North Saskatoon Business Association and Saskatoon North Partnership for Growth (P4G), attended the workshop.

Members of the Saskatoon Tribal Council were unable to attend, but ongoing engagement is taking place with local Indigenous and environmental groups whose land may be impacted by Freeway design.

The two-day design workshop was held to look at the design challenges in the north end of Saskatoon, which include tight spacing, to come up with solutions to help the Saskatoon Freeway overcome these challenges.

Four alternative frameworks for the north section (Phase 1) of the Saskatoon Freeway were presented to the group and explained in detail. Performance criteria and evaluations of the concepts were developed and each concept was rated before one preferred framework was agreed upon.

Of the four alternative routes presented, each design featured a unique set of advantages and technical challenges. Performance criteria was determined by the group to rate each proposed concept. The group evaluated each framework and rated it based on the established performance criteria.

The workshop enabled for a thorough evaluation of the alternatives by all parties present.



The group's highest ranked framework – a unanimous selection - will now be the focus for further development at public forums this fall where additional input and feedback will be welcomed.

The preferred framework also incorporates the City of Saskatoon's future plans for the north end of the city, identified in their preliminary North Saskatoon Network Planning Study.

Highway to highway connectivity, numerous access points to municipal roadways, access to Wanuskewin Heritage Park and optimal interchange spacing helped make this framework the most popular among the stakeholders in attendance.

Each of the four designs featured at least two interchanges, with one design that showed three possible interchanges along the Saskatoon Freeway. The latter design presented challenges with traffic flow. Three interchanges could create conflict points with traffic weaving at access routes, in addition to the potential of more confusion or driver error.



Key features from the highest rated framework include:

- Realignment of Highway 11 to Wanuskewin Road;
- Providing an overpass connection to Highway 11 at Penner Road;
- Interchanges at Hwy. 12 and at the realigned Highway 11 with the Saskatoon Freeway;
- Connector from Millar Road to Wanuskewin Road;
- A flyover across the Saskatoon Freeway at the old Highway 11 location.
- A limited stretch - approximately 2.5 kilometres of Highway 11 would have to be closed during Phase 1 construction.

Poor access or no access to municipal roads and to Wanuskewin Heritage Park and Cory Industrial Park were a few of the disadvantages of the other designs.

Phase 1 is arguably the most complex of the three phases given the proximity of Highway 12 and Highway 11 and Wanuskewin Heritage Park. This presents numerous technical challenges for interchange spacing and access points.

This phase would include 9.5 kilometres of four-lane freeway, four to five interchanges, one rail crossing, two flyovers and one major river bridge crossing.

Stakeholders and the general public will be invited to attend public forums later this year to provide feedback on the options developed for Phase 1.



**Forum dates will be posted to the Saskatoon Freeway website
<https://saskatoonfreeway.org> when available.**

Stakeholder Engagement



Work is commencing on the first year of a three-year planning study for the Saskatoon Freeway. Feedback from stakeholders and the general public continues to be top of mind during the preliminary stages of design of the proposed project.

It has been a busy summer, with numerous meetings with stakeholders and community groups to gain a better understanding of the impact the design and location of the Freeway will have on various locations in the Saskatoon area.

Visit our website - <https://saskatoonfreeway.org> – to offer your feedback and take our public engagement survey.

As part of our commitment to stakeholder engagement, two meetings were held with the Saskatoon Tribal Council (STC) in May.

The purpose of these meetings was to inform Tribal Chief Mark Arcand – as well as the Chiefs of each of the seven STC Member Nations – about the purpose of the functional planning study, the Freeway’s proposed route and timelines for the study.

Additional information exchange sessions have been held with representatives from the English River First Nation, Moosimin First Nation, Saulteaux First Nation, Beardy’s and Okemasis First Nation.

Dialogue with the Northeast Swale Watchers also has been ongoing.

A workshop was held in June when the group began to articulate concerns about the Freeway - which will then be shaped into objectives that can be used by design engineers in their functional study work. Meetings with this group will continue into the fall.

Also in June, feedback was received from board members and staff at Wanuskewin Heritage Park.

This is a delicate parcel of land and it is crucial to protect the 6,400 years of history as a gathering place. Wanuskewin officials are moving ahead on a formal submission to UNESCO for inscription on the World Heritage List. Wanuskewin’s placement on Canada’s Tentative List for World Heritage Sites in 2017 was the first step in formally acknowledging the uniqueness of the area.

When approved, it will be the first and only UNESCO World Heritage Site in Saskatchewan.

A meeting was also held with Terry Friske, the Plant Manager at Saskatoon’s ERCO location. Terry had questions and concerns over the desired route of the proposed Freeway.

His key concern is ensuring access to the land ERCO owns and the minerals beneath it.

As a result from a face-to-face meeting with Ministry of Highways and Infrastructure officials, Terry’s questions were answered.

Additional meetings with stakeholders and public forums are planned for the coming months.

If you would like to arrange a meeting with Ministry of Highway officials to discuss the project and how it impacts you, please visit our website - <https://saskatoonfreeway.org>

Details about when the next forum will be held will also be posted on the website when available.