

Highway 11 & 12 Overpasses in Warman and Martensville May 2015 – Feedback Summary

Public open houses were held on May 11 and May 12, 2015 in Martensville and Warman to present the proposed options for the Highway 11 and 12 Overpasses in Warman and Martensville. The City of Warman held a public information open house May 14 and the Highway 11 and 12 Overpasses open house materials were in attendance and team members were also in attendance at this session. A total of 96 comment forms and two map exercises were received at and following the three open houses. Below is a summary of feedback received.

Part 1: About You

1. Where do you live?

City of Warman - x44

City of Martensville - x17

Regional Municipality of Corman Park No. 344 - x19

Other please specify:

- Stoon
- Saskatoon
- Rosthern
- Edmonton - interest in Warman
- Warman Ferry Road
- RM of Laird but develop in Warman
- Grew up alongside Hwy 11
- Impacted property in option D
- Option D the container guy
- Success, SK
- Homebuilder Warman
- Developer in Warman - KH Developments

Part 2: HWY 11 Overpass in Warman

2. At this time, which potential option do you prefer? (Check one.)

Potential Option A - Central Street over Highway 11 - x8

Potential Option B - Highway 11 over Central Street - x13

Potential Option C - Highway 11 Shifted - x4

Potential Option D - Highway 305 Overpass - x45

Other (please submit a sketch on provided map)

- None of the above
- 4 way stop
- Is south entrance an option?
- Is south access an option
- South
- Would prefer to see a south exchange

- I believe this is more effective of all of them
- If maintaining the Central street access, this seems to make more cost sense than B.
- It seems counterproductive to potentially add traffic volume to Central Ave. Already congested with different traffic distribution N-S. This option could exist “as is” and still add value.
- Seems like it would be really heavy traffic flow through town but maybe the center of town will also change.
- Option A, B and C still would have congested traffic on Central.
- Increased traffic on Central is undesirable. Utility structure is in conflict.
- All Central Street entrances funnel traffic past the school with less desirable layout for safe student crossings plus more congested street than 305 entrance down Centennial which is wide double lanes.
- Too dangerous during construction, Central Street is a bottleneck. All Central Street can handle is a right out, right in.
- Too dangerous, no room for expansion and growth. Too much congestion of central.
- Not safe, not good for future.
- The traffic going along Central St. will increase because there will be no natural **stop gap and** traffic will be free flowing.
- Major traffic through a school zone. Central Street already struggles with the amount of traffic at its current level. So long-term this would not be a good option. So it’s a “NO” from me on this option.
- This would cause congestion on Main St. give it’s a single lane road. Also trucks needing to safely pass the highway to get to the industrial sides of Warman would use the overpass; causing a dangerous environment because lack of space and high school / congested traffic.
- Same as D (Do not discontinue access from northbound travel route onto Central Street. Stifles current downtown businesses and current trade route. Does not address south traffic needs and volume)
- The safest was for people to merge on southbound lanes heading into Saskatoon due to **??** coming over **existing** bridge.
- I think this is not a good option, because it will be too congested.
- From all angle option A looks good to me. Very economical.
- Traffic congestion on Central? How do you deal with flow?
- Central Street too small
- Concern about additional traffic flow by the High School.
- I like the idea of keeping existing highways and roads where they are. Seems like a less costly way to come to the same end.
- Need to extend acceleration lane from Warman southbound so people don’t come over the crest of overpass at rail line and have to brake for merging vehicles - unsafe, especially in winter.
- Seems like too much going up and down.
- Access to dog park seems impossible. Existing parking lot serves as ‘Park and Ride’ lot to several cars daily. Light at Deer Meadows Drive needed immediately.
- Steep grade and increased traffic on Central are bad ideas. This is the worst of 4 options.
- Too many grade changes.
- Do not want
- I feel D would be the best traffic continues straight through I will be fairly to move part of highway.
- Too congested at tracks. Too much traffic thru Central.
- Not enough room. Too congested.
- I think Central St. would not be capable of handling the traffic and I see no possibility of widening Central.
- Central St. should not be ‘over’ highway Central St. can’t handle traffic.
- Trying to shove too much through a school zone.
- With future growth, there is too much traffic that would be funneled down Central. It is busy now with 10,000 I can’t imagine it with 30-40 **??**
- A/B/C - Too much congestion on Central
- I think option A, B and C would cause traffic congestion at the 4 way stop by Tim Hortons.

- Doesn't make sense to have overpass lead directly to school zone - traffic slows down no matter what (defeating purpose).
- I have concerns with the capacity of Central Street as Warman continues to grow.
- Attached is our comments with regard to the Highway 11 overpass on Highway in Warman. KH Developments feels very strongly that for the future growth the best option for the overpass is the South entrance. Both for the City of Warman and from a regional prospective this is the best option. Below are some of the Pro's to having the exchange in the South.

PRO's

- Traffic exiting Highway 11 sooner when going North.
- The ability to service Warman, East Martensville and Corman Park Industrial with the same exchange.
- The ability in the future to tie into highway 305 which could be used as a perimeter road.
- South to North bound traffic entering the City on the West boundary would all have Right offs any roadway into Warman.
- Future growth between The City of Saskatoon and Warman and Martensville.

If the Department of Highways will not consider the South entrance, then KH Developments would prefer the North entrance for the location of the exchange.

KH Developments feels strongly that the Central location is the least desirable of all these locations. If you look at traffic today with a city of 9000, and having traffic come off the highway and immediately go through a school zone. What happens when the City of Warman is 20, 30 40 thousand people. Central is not built for the traffic it currently supports, much less any growth that the City of Warman is sure to see. This is not to mention the other issues with Central that you have already indicated.

Regards, thank you for your consideration of our opinions. Keith Heinrichs, KH Developments

- As with any of the Central option, the idea of having traffic come off the Hwy and onto Central, then in front of a school with a 30k speed limit just makes no sense. That is not even taking into account the cost to move the Gas Compressor station, the dog park the **football** field.

4. Do you have comments or suggestions regarding Potential Option B - Highway 11 over Central Street?

- The best route to satisfy the residents of Warman.
- Biggest concern is getting the traffic crossing from Clarkboro Ferry road, there are a couple of developments going in on this road which will increase traffic ?? this is what causes most of the accidents people crossing the double highway.
- Increased traffic on Central will suck but the utility dilemma is better on this plan than on option A and the railway crossing is more straight on.
- All Central Street entrances funnel traffic past the school with less desirable layout for safe student crossings plus more congested street than 305 entrance down Centennial which is wide double lanes.
- Same as option A (Too dangerous during construction, Central Street is a bottleneck. All Central Street can handle is a right out, right in)
- Too dangerous, no room for expansion and growth. Too much congestion of central.
- Not safe, not good for future.
- Same comments as for Option A (Major traffic through a school zone. Central Street already struggles with the amount of traffic at its current level. So long-term this would not be a good option. So it's a "NO" from me on this option)
- It would be a better option to build on the south access of Warman (trap road 384) because there is a greater option to expand lanes on the road and it gives a better access for trucks to the industrial zones of Warman.
- Eliminate 2nd stop light - have deer meadows as a one way street. Same as D (Do not discontinue access from northbound travel route onto Central Street. Stifles current downtown businesses and current trade route. Does not address south traffic needs and volume)
- Saskatoon how many under passes flood in thunder storm.
- The loop ramp could be two lanes, then City of Warman will to make four lanes on central.

Traffic congestion on Central? How do you deal with flow?
Central Street too small

- Concern about additional traffic flow by the High School. Possible solution is to align with Pacific Avenue.
- Backfill between rail and new overpass would cause many construction delays and underpasses flood, drift etc.
- I like that the entrance into Warman is at grade.
- Lights are badly needed at Deer Meadows to facilitate left turns onto Central in the morning. City of Warman needs to consider no parking on Central Street and creating 2 full time traffic lanes each direction.
- Light at Deer Meadows Dr needed immediately. Already difficult to leave deer meadows to go to Saskatoon during A.M. rush. Access to dog park important. 'Park and Ride' area needed for carpoolers
- Better than (A) but still increased traffic on Central is not good.
- I like the fact Central stays at the same grade. The best option for Highway 11 to go over Central.
- Do not want
- Need to build 2 overpass there little room at the railway.
- Same. Too congested at tracks. Too much traffic thru Central.
- Not enough room. Too congested.
- This option keeps businesses already in place with appropriate traffic coming by on Central.
- Central St. can't handle traffic. Highway over Central is good.
- Long overdue.
- Same as A - Trying to shove too much through a school zone.
- Same as 3 - With future growth, there is too much traffic that would be funneled down Central. It is busy now with 10,000 I can't imagine it with 30-40 ??
- I like the highway over the road.
- Best option with biggest improvement.
- Like this option more than option A, but still have school zone problem.
- See option A - I have concerns with the capacity of Central Street as Warman continues to grow.

5. Do you have comments or suggestions regarding Potential Option C - Highway 11 Shifted?

- Expensive, I'm sure. Still more traffic on Central. So much more work, but less disruptive.
- All Central Street entrances funnel traffic past the school with less desirable layout for safe student crossings plus more congested street than 305 entrance down Centennial which is wide double lanes.
- Much safer during construction, disrupts residences but they will get paid. Still, Central Street is a bottleneck.
- Too dangerous, not designed for growth. Too much congestion on central.
- Not safe, not good for future.
- This option takes away our house and I don't want to move. I have a dog training school and kennel.
- Apart from the fact that this option completely obliterates our home, do not see the point in doing a major shift - this must be more costly and you would still have the problems with the school zone and Central Street being unable to cope with the traffic. So it's a "NO" from me on this option.
- This would also solve the problem of traffic not flowing lineally moving north. Putting the overpass on Main St. would be less convenient for south side residents.
- Same as D (Do not discontinue access from northbound travel route onto Central Street. Stifles current downtown businesses and current trade route. Does not address south traffic needs and volume)
- This one will allow traffic flow, while building new roads.
- Maybe more cost effective less disruptive. I like the idea of less disruptive traffic while being built.
- Traffic congestion on Central? How do you deal with flow?
- Central Street too small
- Same as question 2
- Not a fan.
- I would need more clarifications on the benefit over option "B"
- To steep grade to cross railway tracks after going under Central Street.
- Too much money. Seems like a lot of extra work, for poor (steep) grades.

- Still increases traffic on Central. Doesn't seem very cost effective.
- I would like this if Highway 11 went over Central. Can a shift be done to have Highway 11 over Central and not touch trans gas connections.
- Do not want
- I do not know cost but looks to me it will very high 2 overpasses and part new highway.
- Not bad, but growth of city will carry north.
- Not enough room. Too congested.
- Better than 'A'
- Same as A - Trying to shove too much through a school zone.
- Same as 3 - With future growth, there is too much traffic that would be funneled down Central. It is busy now with 10,000 I can't imagine it with 30-40 ??
- I don't think hwy 11 needs to be shifted.
- This is the one.
- Waste of money especially if high pressure pipe is hit!
- See option A - I have concerns with the capacity of Central Street as Warman continues to grow.

6. Do you have comments or suggestions regarding Potential Option D - Highway 305 Overpass?

- New road to ferry. Right now there should be a left hand merge lane for people going north.
- Less intrusive to major highway, room for growth and ?? co-exist.
- Less inconvenience during construction. Looks more to the future.
- I see this as the best solution from a long term view. I use 305 over central now when coming from the south. Will be hardest sell to Warman.
- Best
 - Traffic flows - highway interchanges with a highway - sensible
 - Feeder roads into Warman / future growth mainly north
 - Construction ? - eliminate existing overpass concern with options A, B, C.
- Less disruption to traffic along Hwy 11 during construction. Why not have the overpass extend over the railway.
- It seems most logical for the future, but who knows how the city is actually growing.
- What is the impact on the north portion of Centennial Avenue. Would an interchange for south Warman access be needed soon for Southlands Crossing and industrial plus east access to Martensville?
- Logical (Hwy 11 to Hwy 305) and business and recreation center of town will be in the north end not the central area. This is also more undeveloped acreage wise compared to other options.
- Had never thought of the overpass at 305, makes the most sense long term.
- Granted I'm somewhat biased looking at possible development projects at north end.
- This is the best option of the four considering future growth of Warman and safety during construction. It also allows for future expansion at the intersection of Hwy 11 and township road 384. Especially when there will be an industrial area on the south end.
- Best option for handling traffic and potential growth. Safest option. Allows for future expansion.
- Least amount of residential impact. Safest, good for growth.
- From my point this is the better option on a long term or future growth. It also links up Martensville. This would also give you three good access and would not stop commercial traffic dirty construction.
- This makes the most sense. It links Warman to Martensville naturally and would be better able to cope with the future growth. It's a "YES" from me on this option - this one seems the most practical option that will support the expected future growth of the City of Warman.
- Do not discontinue access from northbound travel route onto Central Street. Stifles current downtown businesses and current trade route. Does not address south traffic needs and volume.
- Very poor design lots of extra detour and out of way.
- Best location to prepare for the lon-term future of Warman.
- I feel this one is best option for smallest impact on existing infrastructure. Brings traffic to highway as opposed to congested school zone.

- I like this option for a second overpass. Hwy 305 should continue east with a bridge across the river. This would give greater access to Wakaw area from Hwy 16 without going through Saskatoon!
- Best **long term** option for the ?
- Least disruptive. Has GREAT future growth aspect not only for Warman but access to east side of Sask. River.
- No required at this time!!
- Probably gives best option for future progress.
- Should be able to handle volume. Big waste of farm land.
- Preferred as I believe would facilitate the growth of our community.
- Terrible idea. Don't like the idea of our Main Street being "right in, right out" to get onto highway.
- Terrible idea. No exit north at Main is terrible.
- Best one!
- This is the best.
- Too far away from the current infrastructure. I am not happy this option was just included. City not planned for this option.
- Not preferred. Force too much traffic on Centennial Blvd. totally different traffic flows in entire city.
- Best option to decrease traffic on Cental.
- I feel this location is much closer to our property then the existing highway 11 and noise level will be substantial. Property value will also decrease majorly.
- Don't like the fact that Ferry Road stays the same and not connected into Warman. Not sure this was part the announcement. Hopefully this doesn't take away from what city population wanted.
- I believe this to be the preferred option for the interchange, as Warman will continue to develop northward and this will allow access onto HWY 305, which is much better equipped to accept heavy flows of traffic than is Central Street. As time goes on, more people will realize that this is a more efficient route for their commute. I would, however, like to see the existing intersection at HWY 11 and Central Street to remain full access, as limiting it to a right in / right out only intersection would force too much traffic onto the south access to Warman.
- With current developments in 5-10 years everyone would consider it a mistake if it wasn't built here. Provides most flexibility to do it right.
- Good idea.
- Directs N/S traffic, farther away from tracks and brings people to shopping area easier and Legends.
- This is also a good option!
- This would be the best option for the future.
- Good allows for more immediate solution. Need road to **Ferry** Rd.
- What about a south access?
- The best option shown.
- This may help get some big box store in the city to come as well and be central for other towns to come in.
- May aid in us getting some large shopping centers at Legends Plaza.
- I think this is the best option, especially if the city will be expanding to the north.
- Less impact to hwy 11 while in construction. Move traffic from Central to new hwy 305, which is good. This is best option.
- Impact would be negative on business on Central St. Also makes difficult for many to get home.
- Best option! Plan for the future - roads first! Would love to see Central used as a one-way with future shops, etc.
- Would like to see existing highway ?? left as a service road. With reduced traffic Central could be kept as right in/out and left in off highway 11 - restrict left turn out heading north.
- Out of these 4 this option makes the most sense. With this option you have the 305 to move traffic. Only downside is to get into the city you have to turn left. With the south exchange you would have right hand **off**
-

Potential Option 2 - Northbound Exit “Slip” Ramp - x7

Other (please submit a sketch on provided map) - x0

8. Do you have comments or suggestions regarding Potential Option 1 - Northbound Exit “Split” Ramp?

- My feeling is that money would be better spent on overpass at Lutherin and Hwy 12. Lutherin has many trucks trying to access or cross Hwy 12. Examples are grain trucks to pioneer elevator, landfill trucks, gravel trucks, east Martensville traffic as well as south service road traffic. It is impossible to cross Hwy 12 in the morning between 6:30am and 9:30am going east.
- No split ramp on 4th St. S. It is residential and has a major speed issue already. Not a thorough fare.
- Looks good - I like the additional exit onto 4th St.
- Not sure how extra traffic on 4th would work positively. A lot of speeding vehicles on that street.
- This option gives two exits to disperse the traffic within the city. There is too much of a bottleneck now at Centennial
- Centennial Drive going south to highway needs merging lane when going south to west.
- Reduce traffic on Main Street
- Looks good!
- Split the traffic up, keep the south exit. Mostly I hope the speed limit stays at 90km/hr on highway 12. Also keep in mind the “noise” factor in all this. Please keep Martensville quieter, please be sure to consider the quietest options!
- High speed merge lane onto overpass from the south bound lane turning right on to overpass to bypass the lights. Delete split ramp.
- Greater access to city, spreads traffic out.
- Do not go down residential 4th St. S.
- Helps disperse incoming traffic into 2 inlets
- To split the exit prior to Main Street would lead to increase traffic on 4th which already has traffic issues!
- Move to Warman
- This is the best.
- Best option of what was offered. Martensville has problematic city streets / intersections already. 2 ramps will help disperse.
- Leaves less room for commercial development. More risk of confusion - two exists close together.

9. Do you have comments or suggestions regarding Potential Option 2 - Northbound Exit “Slip” Ramp?

- I think this would still not alleviate the traffic woes at the main exit/entrance into the city.
- With increase traffic, more congestion will result on Main Street and particularly at intersection of Centennial Drive and Main Street.
- Add a high speed merge lane south bound to turn right on to new overpass.
- Too much traffic on Main St. off ramps to businesses north and south of Main Street or Service road. If road blockage occurs on Main Street that would be bad. Sound walls needed!!
- This would be acceptable.
- Traffic jam at main light.
- Not a good idea to have only one access in and out of Martensville.
- Safer. Better utilization of space.

Part 4 - Other

10. Additional Comments or Suggestions:

- I see the Martensville location as serving only the City of Martensville. The Lutherin location would benefit both areas.
- 4th St. south is supposed to be “Residential” not a speedway on route for heavy truck which is the case now.
- Would like to see an east entrance onto **Black** Iron Crossing at some point.
- 305 and Hwy 12 definitely needs overpass especially when 305 is finished to **Dalpheny**. Yes, go with an over ramp on existing north/south bound highways and add an off ramp on 305 north with lights. This filters traffic to exit at 3 locations instead of 2 and you still use the existing (brand new!!) highway.

- Keep it as quiet as you can for the people living on the west side of Martensville. Keep speed limit at 90km/hr for safety and quiet. Use barriers to deflect noise up.
 - Pedestrian crosswalk on overpass.
 - None of the above until congestion at Main Street and Centennial is resolved.
 - Pedestrian walk way required.
 - 4th St. south will have a major speed problem with traffic coming off of highway and head east on 4th south.
 - My preference would be to have the overpass near the south entrance to Warman. There is more ? at this intersection at present then at the Central location.
 - I believe to facilitate growth and traffic flow between Hwy 11 and 12 is to have both interchange at Hwy 305.
 - Thanks for asking.
 - Need to work on drainage off of Luthern Road to cross Hwy 11 north to the east to make developments more easy.
 - Required drainage from Corman Industrial Park area to get across Hwy 11. It should drain to the ?. Very simple way to drain if you look at it. This is the natural flow of the water.
 - There should be an option of Central or Hwy 305 first and then determine the options of A, B, C.
 - I am a little concerned that option D is brought to the table. This option is a surprise and seems to be the ministry's preferred location when there was no dialogue with the city on this option.
 - I have a very simple comment/question regarding the plans for the Martensville overpass. Both of the options so far revealed are fine in my opinion except: Why are we looking at realigning the highway...again...spending untold more millions...again...? There is a large diamond shaped area of land which has been previously purchased and protected as a right-of-way for this overpass. It has been there for years for that very purpose and has in fact delineated development within the town of Martensville for some time. Tim's Horton's was designed on a triangular piece of land because of this. Other developments are also going ahead with the back of the property against the highway's ROW. Moving the highway further West, while I am sure has its reasons for Construction ease, and other concerns, is a gross waste of public resources (MONEY!!), and furthermore will leave a long strip of undevelopable land between the new highway and the back of the current developments. The current alignment of Hwy 12 can be made to work just fine. There is a lot of space there, and it should save money. Why bother planning for the future, if we just throw those plans out eventually?
- Thank you for the opportunity to comment. Please note the above comments are my personal opinion and do not represent Innovative Piling Solutions in any way.

Part 5 - About the Session

11. **How did you hear about tonight's session?** (Check all that apply.)

Letter in the mail - x12

Word of mouth - x14

Newspaper - x19

Email – x11

Other (please specify) – x20

- Facebook x8
- Work x2
- City Hall
- CKOM News website article
- Was contacted by highways
- Council meeting
- WFR Facebook page
- Facebook Warman community page
- City of Warman Facebook
- Warman Fire Rescue twitter account
- City of Warman Website
- City Council

12. **How satisfied are you with the public engagement process?** (Check one.)

Very Satisfied- x21

Satisfied - x36
Unsatisfied - x4
Very Unsatisfied - x2

Comments:

- Only if they hear us will we be satisfied.
- A few more emails would be okay - reminders, etc.
- Want to see final decision and announcement.
- Definitely looking for public opinions which is favourable
- Thanks for the opportunity to comment
- Should be more options
- (Very unsatisfied) By the fact we only found out about the proposal a few days before a Public Open House and it was not personally discussed with us prior to a public event.
- Not enough time to get the word out to the community.
- Would have preferred to see options prior to open house.
- Thank you for seeking input!