

Project Options - Township Road 522

Option 1 (Recommended): Construct Stage 2C (Range Road 224 curve) in 2018, and fund the land acquisition process and related design updates. Present the construction of Stage 2A and 2B under future business case in 2019 Capital budget.

Pros:

- Addresses safety and pavement concerns at the Range Road 224 curve, in 2018.
- Allows the remaining funds to be released back to the original funding source which can be reviewed and prioritized in future capital budgets.
- Meets the required timelines of existing environmental permits for curve, adjacent to Big Island Lake.
- Provides funds to bring the land acquisition and related design updates to completion, providing shelf-ready drawings for future construction.
- Permits Stage 2A and 2B to be completed together, later reducing construction impact on the traveling public, and eliminates temporary widening requirement from Stage 2A to Range Road 225.

Cons:

- Defers upgrade of the west sections (Stage 2A and 2B) for at least one year (Stage 2B cannot be built until the land acquisition process is resolved).
- Stage 2A and 2B require upgrades in the near term, due to traffic volumes being 1209 to 2436 vehicles per day, with poor pavement quality.
- Requires the existing transition (from widened to narrowed roadway) to stay in place for an additional year, between Stage 1 and Stage 2A, 800m east of Highway 21.

Option 2: Construct Stage 2A (west of Range Road 225) and 2C (Range Road 224 curve) in 2018, and fund the land acquisition process and related design updates. Defer construction of Stage 2B (centre portion) to future business case in the 2019 Capital budget.

Pros:

- Resolves safety and pavement concerns in Stage 2A and 2C sections in 2018.
- Meets the required timelines of existing environmental permits for curve adjacent to Big Island Lake.
- Provides funds to bring the land acquisition process and related design updates to completion, providing shelf-ready drawings for future construction.
- Allows funding for Stage 2B to be brought forward under a future business case, which will be put forward in 2019 due to pavement concerns.

Cons:

- Requires additional funding of \$1.56M Capital Budget Amendment to construct both Stage 2A and Stage 2C in 2018.
- Presents segmented construction staging, with Stage 2A and 2C not being adjacent. To provide adequate access for residents and school buses, construction could require staggered closures.
- Constructing Stage 2A and 2B under separate projects results in more construction impact to travelling public at Range Road 225.
- The Stage 2A ultimate design can only be built to 150m west of Range Road 225. Temporary widening is proposed to eliminate the transition from widened to narrowed roadway, presenting additional costs of \$110k.
- Stage 2B requires upgrade in the near term, due to traffic volumes being 1209 vehicles per day, with poor pavement quality (however it cannot be built in 2018 anyway due to land progress).

Option 3: Encumber funds for all stages as well as land acquisition and redesign costs. Construct Stage 2A and Stage 2C in 2018. Construct Stage 2B in 2019 once land acquisition and re-design are completed.

Pros:

- Addresses safety issues and pavement concerns in Stage 2A and 2C in 2018.
- Meets the required timelines of existing environmental permits for curve, adjacent to Big Island Lake.
- Provides ultimate funding for entire length of roadway required for upgrade to be completed.

Cons:

- Requires additional funding of \$5.1M Capital Budget Amendment to construct both Stage 2A and Stage 2C in 2018.
- Uncertainty of land acquisition means the Stage 2B construction estimate could be inaccurate, with potential design changes depending on land progress.
- Encumbers funds for Stage 2B prior to the section being ready for construction. Does not meet typical Priority Based Budgeting or financial best practices.