



**For Immediate Release**

July 11, 2016

**Largest Construction Season in Yorkton's History**

“At \$12.3 Million, this is the largest construction season in Yorkton’s history, and construction projects continue to proceed well, despite some delays due to weather and difficult roadbed soil conditions,” said Mayor Bob Maloney at a news conference July 11. For example, the new concrete roadway on Dracup Avenue North is now 70 per cent complete, following installation of entirely new underground infrastructure last year.

Dracup Avenue is the main conduit for both storm and sanitary sewer for the entire city. Combined with the new storm water retention ponds across Yorkton, Dracup Avenue is considered the most critical part of infrastructure renewal in the city, following flooding incidents in 2010 and 2014.

“When we determine what construction projects to proceed with each year, we focus on condition, critical need, future growth and the best value for our tax dollars,” said the Mayor. Current projects involve extensive and expensive replacement of aging underground infrastructure, some up to 100 years old in the Dracup corridor for example.

“Over the past two years the city continues to get questions about why we have moved to concrete resurfacing rather than asphalt. We want to be sure we do projects right, especially big multimillion dollar projects, projects that will last for a generation. Combining new underground infrastructure with road surfaces capable of lasting up to 50 years just makes sense,” said the Mayor.

Concrete lasts up to three times longer than asphalt and is also better for accommodating heavy traffic. Asphalt normally has a life cycle of between 15 and 20 years depending on traffic volumes.

Long term costs will be far less. Concrete roadways have considerably less maintenance and rehabilitation requirements throughout the road’s lifecycle in comparison to asphalt. Cost savings in those areas may exceed 20% over the road’s useful life, and energy costs associated with upkeep are 1/3 that of an asphalt roadway.

“Concrete does take longer to install (seven days for curing before being ready for use) but the durability is up to three times longer than asphalt. We think it is worth the extra time involved,” said the Mayor.

Another question we get asked is why crews aren't working round-the clock, said the Mayor. "We'd love to have shifts work 24 hours but this would add an additional 40% to construction costs. It would also mean either less of the backlog in needed infrastructure improvements would get done each year, or taxes would have to increase substantially to cover the increased construction costs," he said.

To make the most efficient use of equipment and manpower work crews have been shifting between Mayhew Avenue and Dracup Avenue during the seven day curing period for concrete. "To complete as much work as possible this year, crews have been working on a 21 day on, 4 day off rotation. And, because we are focusing on completion of the Dracup corridor in 2016, we have decided to postpone the northern section of Mayhew from Morrison Drive to Darlington until 2017," said the Mayor.

"City Council and Administration feel we are taking a fiscally prudent approach in making infrastructure improvements for the long term, in a cost efficient and staged manner, with limited tax increases," said the Mayor.

For current information on construction progress please visit **[Yorkton.ca/construction](http://Yorkton.ca/construction)**, see the Yorkton This Week city page and listen for updates on the city's three local radio stations.

**For Further information contact:**

**Roy Lanaway,**

Manager of Communications

City of Yorkton

**Phone: 306.828.2424**

Mobile: 306.621.2510

[rlanaway@yorkton.ca](mailto:rlanaway@yorkton.ca)