

Saskatchewan Drive Retaining Structure – 101 Street to 90 Avenue

Budget Adjustment

Recommendation:

That Transportation Committee recommend to City Council:

That the Geo Edmonton Rehabilitation Capital Project Profile 12-66-1950, Attachment 1 of the February 27, 2013, Transportation Services report 2013TS0501, be adjusted to increase budget approval by \$1.7 million for the Saskatchewan Drive Retaining Structure, 101 Street to 90 Avenue, with funding from unallocated pay as you go funding available from the October 31, 2012, Supplemental Capital Budget Adjustment.

Report Summary

This report recommends a Capital Budget Adjustment to provide funding for the construction of the Saskatchewan Drive Retaining Structure as a slope stabilization repair and to protect the walkway and roadway.

Report

This report recommends a Capital Budget Adjustment to provide funding for the construction of the Saskatchewan Drive Retaining Structure as a slope stabilization repair and to protect the walkway and roadway. At the October 31, 2012, City Council meeting, the 2012 Supplemental Capital Budget Adjustment report identified

unfunded emerging projects including various slide repairs which were summarized in Attachment 5 of the report.

In early 2012, ongoing monitoring of the stability of the slope adjacent to Saskatchewan Drive between 101 Street and 90 Avenue showed that accelerated slope movements and settlements of the roadway and multi-purpose walkway were occurring. The heavy rains in 2012 then increased the rate of ground movement, posing an increased and unacceptable level of risk to the existing timber walkway and Saskatchewan Drive.

In July of 2012, the City retained Thurber Engineering to proceed with the detailed design of a concrete pile retaining structure to support the roadway. Also incorporated into the design is a wider cantilevered concrete walkway with handrail, along with an enhanced new barrier to protect pedestrians.

In the fall 2012 Supplementary Capital Budget Adjustment, this location was identified as one of the top sites that required remedial action. Given the critical timelines to begin construction of the Walterdale Bridge and the need to avoid excessive traffic impacts during that construction, it was determined that the remedial work on the slope should be done prior to the start of the bridge work.

Ongoing slope deterioration related to any severe storm events in 2013 could cause a major failure resulting in the loss of the road structure. Such an event and the reactive stabilization and roadway repair measures required

Saskatchewan Drive Retaining Structure – 101 Street to 90 Avenue – Budget Adjustment

would very adversely impact the Walterdale Bridge construction, resulting in delay claims and higher costs, with the potential for much more onerous roadway closures. This risk was deemed unacceptable.

The remediation work will start as early as possible in the spring of 2013. Construction is estimated to require four weeks of complete closure of Saskatchewan Drive for pile installation. An additional two to three months will be required to complete the project, during which time Saskatchewan Drive will be reopened to a single lane of traffic with a continued walkway closure. Temporary pedestrian movement will be possible on the south side of Saskatchewan Drive during construction.

The full closure of Saskatchewan Drive at this site during pile construction is the most critical scheduling element, since the simultaneous full closure of Saskatchewan Drive and Queen Elizabeth Park Road is not permitted. Closure of Queen Elizabeth Park Road as part of the Walterdale Bridge construction can only occur once Saskatchewan Drive has been reopened to single lane road operation. Contract provisions with financial incentives will therefore be used in motivating the contractor to get the roadway back in service in a timely fashion.

It will be possible to maintain local access to the area during the closure via the connection of Saskatchewan Drive to 101 Street. The timeline to complete construction is also being developed to try to ensure that Saskatchewan Drive is open in time for the Fringe Festival.

Saskatchewan Drive carries approximately 17,000 vehicles/day; however, it is not a truck route, nor are any bus routes operating on the roadway. Detailed detour design of this closure, in combination with the Walterdale Bridge construction project detours, is being undertaken at this time.

Detailed engineering design for this project is being finalized now. This report is presented as a recommendation to request project funding to complete construction within the schedule as proposed.

The postponement of this remedial construction is not recommended as an unexpected failure would adversely impact the Walterdale Bridge construction contract, resulting in delay claims, higher costs and more onerous roadway closures which would affect transit and the general public. This report is presented as a recommendation to approve project funding to complete the slide repair within the planned timelines.

Corporate Outcomes:

Adverse cost and roadway closure risks to Saskatchewan Drive and the Walterdale Bridge construction are managed and minimized. Necessary rehabilitation construction is completed to repair and protect City pedestrian and roadway assets and services.

Budget/Financial Implications:

As part of the 2012 Fall Supplemental Capital Budget Adjustment, \$7.5 million of funding was available for reallocation. \$1.7 million of this funding was not reallocated which is available for

Saskatchewan Drive Retaining Structure – 101 Street to 90 Avenue – Budget Adjustment

reallocation with pay as you go being the financing source.

The Geo Environmental Rehabilitation Capital Project Profile 12-66-1950 has approved budget for 2012 to 2014 in the amount of \$1 million. The additional approved budget of \$1.7 million will enable the slide repair work for Saskatchewan Drive to be funded.

Justification of Recommendation

A slope stabilization repair involving the construction of the Saskatchewan Drive Retaining Structure, 101 Street to 90 Avenue, must be completed in the spring and early summer of 2013, to repair and protect the walkway and roadway. The timely completion of this repair is also necessary to optimize the coordination of road closures required to accommodate the critical timelines related to the construction of the Walterdale Bridge. Postponement of the work would result in unacceptable risks, including adverse impacts to the Walterdale Bridge contract, resulting in delay claims and higher costs. An unexpected failure of the slope would also result in even more onerous roadway closures.

Attachments

1. Geo Edmonton Rehabilitation Capital Project Profile 12-66-1950
2. Map

Others Reviewing this Report

L. Rosen, Chief Financial Officer and Treasurer