

<b>YEAR:</b>	2021 - 2030
<b>CHARTER NUMBER:</b>	ENGS-054
<b>CHARTER NAME:</b>	Arterial Intersection Improvements
<b>LEAD DEPARTMENT:</b>	Engineering

<b>TYPE:</b>	<input type="radio"/> RMR <input checked="" type="radio"/> GROWTH	
	This project targets the completion of redesign of existing intersections for safety or capacity (level of service) improvements.	
<b>ASSET CATEGORY:</b>	<input type="radio"/> Civic Facilities <input type="radio"/> Master Plan, Studies, & Other <input checked="" type="radio"/> Roads & Other Engineered Structures <input type="radio"/> Historical/ Cultural	<input type="radio"/> Parks & Trails <input type="radio"/> Mobile & Other Equipment <input type="radio"/> Land & Land Improvements
<b>SCOPE STATEMENT:</b>	This project shall perform network improvements to intersections that result in enhanced safety or improved levels of service.	

<b>PROJECT CHARTER JUSTIFICATION:</b>	<p><u>Current State</u></p> <p>Intersections are integral components of the transportation network, representing corridor connection points where potentially high volumes of road users interact. Due to the conflict of directions of movement and the various types of road users (vehicle, pedestrian, cyclist, transit), these locations also represent key areas of safety concern and may also act as network “pinch points” to which delay, or congestion may be generated. Within St Albert there are approximately 680 intersections connecting arterial roadways and collector roadways (201 arterial intersections and 479 collector roadway intersections).</p> <p>Intersection locations identified as operational concerns (as related by levels of service and delay) or captured as trending locations of safety concerns (as identified by multi-year motor vehicle collision data) have been prioritized and are proposed candidates to be redesigned to improve movement of people both safety and efficiently. Current priority intersections and work completed to date in association with the location are:</p> <ol style="list-style-type: none"> <li>1) Boudreau Road at Campbell Road – Preliminary improvements have been completed to the intersection to address priority northbound left turn movements and safety.</li> <li>2) South St. Albert Trail at Hebert / Gervais Road – conceptual work has been completed; next steps involve stakeholder engagement.</li> </ol>
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- 3) Boudreau Road at Bellerose Drive – Operational review has been completed with conceptual improvements; next steps involve preliminary / detailed engineering to support possible construction.
- 4) Everitt Drive North at Ebony Way – Operational review and conceptual design work has been completed; next steps involve preliminary and detailed design to support possible construction.

Issues

- 1) Road right of way limitations: There are constraints to what improvements can be made within the existing road right of way (minimal space available to add lanes or separate movements). There may be areas to which easements will be required.
- 2) Transportation Utility Corridor (TUC) limitations: Some locations may be restricted to what improvements can be completed due to proximity to, or being within, the transportation utility corridor of the Anthony Henday.
- 3) Strategic improvements: Continuous data collection and analysis of roadway operations and collision occurrences are critical to ensure this project is evidence based and appropriately prioritizing improvements. Priorities may be influenced and changed due to updated data.
- 4) Public Perception versus Priority Levels: There are instances to which residents may have an opinion on where the City should be investing and what improvements need to be completed to the roadway. Although these may often be inline for areas of improvement, scheduling may vary and communication is required to share the evidence of “why” and “how” improvements are being made.

Opportunities

- 1) Communication / Transparency: Proactively communicate background information on roadway improvement projects, such as how programs are planned and implemented.
- 2) Project Alignment: Consideration and collaboration between this charter and planned RMR work will result in cost savings and minimize network disruption.
- 3) During intersection improvements, close existing gaps in the active transportation network through construction of sidewalk.
- 4) Operational improvements using Intelligent Transportation System strategies may maximize efficiency and safety.
- 5) Performance of preliminary engineering / design work strengthens cost estimate accuracy and minimize “unknowns” of the project in advance of construction.

Risks

- 1) Construction costs may vary from estimated values used to create this project charter
- 2) Poor weather conditions to allow for construction completion.

	<ul style="list-style-type: none"> <li>3) Missed collaborative efforts between departments for construction activity</li> <li>4) Disruption to road users and services (transit) during construction activity.</li> <li>5) Collaboration with landowners adjacent to intersections to acquire necessary easements for any required asset construction that impacts current private land.</li> </ul>																																																																		
<b>STRATEGIC PLAN &amp; CORPORATE BUSINESS PLAN ALIGNMENT:</b>	<p>Council Priority: 3. Building a Transportation Network</p> <p>Activity: 3.10 Implement the prioritized inventory of approved arterial network improvements.</p>																																																																		
<b>STAKEHOLDER IDENTIFICATION:</b>	<ul style="list-style-type: none"> <li>- City Council</li> <li>- Residents / Businesses</li> <li>- City Departments: Transit, Public Works, Fire and Emergency Services, Municipal Enforcement, Recreation &amp; Parks, Planning and Development, Community and Social Development, Economic Development, Smart City, Capital Projects Office, Corporate Communications,</li> <li>- Businesses (in vicinity of projects) – Impacts to their area, collaboration on land use</li> </ul>																																																																		
<b>TIMELINE:</b>	<ul style="list-style-type: none"> <li>• 2021: <ul style="list-style-type: none"> <li>○ Detailed design and construction of Boudreau Rd @ Bellerose Drive</li> <li>○ Detailed design and construction of Everitt Drive North and Ebony Way intersection</li> <li>○ Stakeholder engagement for St Albert Tr South Concept of improvements</li> </ul> </li> <li>• 2022: Design of South St Albert Trail improvements</li> <li>• 2024: Construction of South St Albert Trail Improvements</li> <li>• 2027: Preliminary Design of next level priorities.</li> <li>• 2029: Construction of next level priorities</li> </ul>																																																																		
<b>FINANCIAL INFORMATION:</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"><b>Investment Year</b></td> <td style="width: 10%;"><b>2021</b></td> <td style="width: 10%;">\$</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%; text-align: right;">1,805,000</td> </tr> <tr> <td></td> <td><b>2022</b></td> <td>\$</td> <td></td> <td></td> <td style="text-align: right;">440,000</td> </tr> <tr> <td></td> <td><b>2023</b></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td><b>2024</b></td> <td>\$</td> <td></td> <td></td> <td style="text-align: right;">3,665,000</td> </tr> <tr> <td></td> <td><b>2025</b></td> <td>\$</td> <td></td> <td></td> <td style="text-align: right;">-</td> </tr> <tr> <td></td> <td><b>2026</b></td> <td>\$</td> <td></td> <td></td> <td style="text-align: right;">-</td> </tr> <tr> <td></td> <td><b>2027</b></td> <td>\$</td> <td></td> <td></td> <td style="text-align: right;">250,000</td> </tr> <tr> <td></td> <td><b>2028</b></td> <td>\$</td> <td></td> <td></td> <td style="text-align: right;">-</td> </tr> <tr> <td></td> <td><b>2029</b></td> <td>\$</td> <td></td> <td></td> <td style="text-align: right;">2,145,000</td> </tr> <tr> <td></td> <td><b>2030</b></td> <td>\$</td> <td></td> <td></td> <td style="text-align: right;">-</td> </tr> <tr> <td></td> <td><b>Total</b></td> <td><b>\$</b></td> <td></td> <td></td> <td style="text-align: right;"><b>8,305,000</b></td> </tr> </table> <p>See Capital Project Worksheet for details.</p>	<b>Investment Year</b>	<b>2021</b>	\$			1,805,000		<b>2022</b>	\$			440,000		<b>2023</b>						<b>2024</b>	\$			3,665,000		<b>2025</b>	\$			-		<b>2026</b>	\$			-		<b>2027</b>	\$			250,000		<b>2028</b>	\$			-		<b>2029</b>	\$			2,145,000		<b>2030</b>	\$			-		<b>Total</b>	<b>\$</b>			<b>8,305,000</b>
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<b>OPERATIONAL IMPACTS:</b>	<p><input type="radio"/> Yes    <input checked="" type="radio"/> No</p> <p>If yes, refer to Operating Impacts Worksheet for details.</p>																																																																		

**ASSOCIATED OPERATING  
BUSINESS CASE:**

## APPROVAL

Author:

Dean Schick, Transportation Manager

September 3, 2020

Project Charter Developer

Date

Director:

Dawny George

September 3, 2020

Director

Date

DCAO/CPO:

Deputy Chief Administrative Officer/Chief People  
Officer

Date

## CAPITAL PROJECT WORKSHEET

	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Land Determined Costs										
Concept Planning				\$40,000			\$50,000			
Detailed Planning and Design	\$0	\$440,000					\$200,000			
Site Servicing										
Structure/Building Construction	\$1,405,000								\$2,000,000	
Landscaping				\$3,000,000						
Construction Management	\$220,000								\$70,000	
Commissioning and QA/QC				\$300,000					\$25,000	
Contingency	\$180,000								\$50,000	
Public Participation Activities				\$300,000						
Equipment				\$25,000						
<b>TOTAL</b>	<b>\$1,805,000</b>	<b>\$440,000</b>	<b>\$0</b>	<b>\$3,665,000</b>			<b>\$250,000</b>		<b>\$2,145,000</b>	

Please note Public Art is budgeted separately on the Ten-Year Capital Plan.

Comments:

# OPERATING IMPACTS WORKSHEET

Choose one:

<input checked="" type="radio"/> One Time  <input type="radio"/> Ongoing	Provide a high-level description of the operating impacts.
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OPERATING IMPACTS	2021	2022	2023
List the Type of Operating Expense and Department impacted.			
<b>TOTAL</b>	-	-	-

\* Delete all text in red when finalized.