



Legislation Text

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Ray Gibbon Drive Phase 1

Presented by: Dawny George, Director, Engineering Services

RECOMMENDATION(S)

That a scope change of an anticipated value greater than \$250,000 be approved to Capital Project #419424, Ray Gibbon Drive Corridor Improvements (Phase 1 construction) to complete improvements to two intersections: Anthony Henday Drive at 184 Street, and Ray Gibbon Drive at old 137 Avenue.

PURPOSE OF REPORT

The purpose of this report is to seek Council approval for a scope change to the Ray Gibbon Drive (RGD) Phase 1 Widening project, to allow the contractor to complete improvements to two intersections: Anthony Henday Drive at 184 Street, and Ray Gibbon Drive at old 137 Avenue intersection. No increase to the approved budget is needed, or sought, to accommodate the anticipated \$520,000 cost of this scope change.

ALIGNMENT TO PRIORITIES IN COUNCIL'S STRATEGIC PLAN

Council Priority: 3. Building a Transportation Network

Activity: 3.12 Steward the construction schedule, mitigating the associated risks, for the four phases of twinning Ray Gibbon Drive, in its entirety to 2029, to an arterial standard.

ALIGNMENT TO LEVELS OF SERVICE DELIVERY

N/A

ALIGNMENT TO COUNCIL DIRECTION OR MANDATORY STATUTORY PROVISION

This scope change requires Council approval due to clause 5(c)(vii) of Council Policy C-CAO-01 (CAO Delegations) which stipulates that Council must approve any change to the scope of a contract or project if the scope change is anticipated to cost more than \$250,000, even if the cost is still within an approved budget.

BACKGROUND AND DISCUSSION

Following completion of a Network Improvement Strategy in 2018, to which St. Albert's roadways were reviewed for prioritization of improvements that would result in best investment for supporting

growth and improved levels of service and safety, RGD was recognized as a top priority.

During 2019 budget deliberations, Council approved funding for completion of design of Phase 1 RGD and in early 2019 an agreement of cost sharing was reached between the City and the Province to fund the widening of the full corridor; however, the City would be responsible for funding the first two phases of work. Council approved the Ray Gibbon Drive Borrowing Bylaw to fund the City's portion of payment for improvements. It is through the approved funding of the Borrowing Bylaw for RGD that Administration is recommending the completion of the additional scope of work - no additional funding or increased funding is being requested.

Estimates of construction for Phase 1 of Ray Gibbon Drive (from the south City limit to approximately 500 m north of the LeClair Way intersection, and improvements of LeClair Way from Riel Drive to Ray Gibbon Drive) were a total of \$7,914,000 (this is the value utilized for the Cost Sharing Agreement with the Province).

Improvements to the intersection of 184 Street (Ray Gibbon Drive) and the old 137 Avenue intersection were not within scope of work of the RGD project, as the location was outside St. Albert boundaries. The long-term plan of the intersection is that it will be closed and access to the City of Edmonton / St Albert developments on the west side of Ray Gibbon south of LeClair Way would be via an extension of LeClair Way to the west. The extension of LeClair Way is not within any approved funding plan, nor near-term municipal plans of either Edmonton or St. Albert. Due to the subject intersection's proximity to the Anthony Henday Drive (AHD) interchange and the intersection of LeClair Way, there are operational impacts to RGD, despite the capital investments made with corridor widening, in terms of intersection coordination and movement of vehicles.

The proposed improvements and additional scope of work requested to be funded through this agenda package support addressing a short to moderate-term operational improvement to mitigate/minimize any potential bottleneck once the RGD phase 1 is completed, until funding can be secured for the longer term solution of extending LeClair Way and the subsequent closure of intersection of RGD at old 137 Avenue in the future. Scope of work is anticipated to deliver:

1. Relocate the AHD westbound off-ramp right turn movement from its current acceleration turn lane to the intersection of 184 Street (at the signals) and re-design the intersection to accommodate a dual left turn and dedicated right turn with a smart channel right.
2. Extend the northbound left turn bay for the intersection of 184 Street at 137 Ave; redesign the northbound right turn to deter northbound right turn to westbound through movements.

See attachments highlighting locations and overview of improvements.

Beyond the above noted "new" improvements to the project scope; the overall Ray Gibbon Drive Phase 1 work will deliver on the original improvements of corridor widening and intersection improvements to increase capacity, as well as integration of intelligent transportation systems (ITS) to improve signal coordination and optimize operations for efficiency of vehicular movement and completion of active mode accommodation to encourage and support network connectivity and accessibility.

Administration is recommending funding for the additional scope based upon the following rationale:

- The original estimated value of construction for phase 1 (value represented within the Cost Share Agreement with the Province) was \$7,914,000.
- The received successful construction bid for the Phase 1 improvements is \$6,229,311.52.
- The variance between the received construction tender and estimated value / approved funding value of work is \$1,684,688.48.
 - o Note - The construction tender costs do not reflect absolute final costs, as there may be necessary change orders through project completion.
- Allowing a contingency factor of 15% of the received tender price, which is approximately \$935,000, leaves the remaining uncommitted funds for Phase 1 construction at \$749,688.48 (\$1,684,688.48 - \$935,000).
- The estimated value of additional scope of work for completion of the RGD at old 137 Avenue intersection is approximately \$520,000.
 - o Construction estimated = \$450,000 (includes a contingency)
 - o Design estimate (10% construction) = \$45,000
 - o Project Management (5% construction) = \$22,500
 - o Total estimate = \$517,500 (rounded to \$520,000)
- The estimated value of design and construction of the additional improvements are within the remaining approved funds of the project and do not require new funds to be approved.
- The additional funds of \$520,000 requested, is within the 10% limit of change order but exceeds the CAO's authority of approval within the Council Policy C-CAO-01 of a limit of \$250,000.

Both City of Edmonton (COE) and Alberta Transportation (AT) are supportive of the proposed intersection improvements, and pending Council's approval of the recommendation the actual issuance of change order and completion of work will be subject to execution of an agreement under which the City of Edmonton reimburses St. Albert for the costs. AT, although also supportive, will not be contributing money to the cost of the scope change work.

A formal agreement to transfer relevant intersection infrastructure from AT to St. Albert is being drafted for the consideration of all three parties (AT, COE and City of St. Albert) in the upcoming weeks.

Proposed Next Steps: If Council approval is received for the requested scope change including funding, the next steps would be as follows:

1. Process the change order for the RGD design consultant of the subject intersection improvements and support design completion.
2. Formalize and execute the agreement between COE, AT and City of St. Albert prior to approval of construction change order.
3. Upon completion of the design, request a formal change order quote from the successful contractor of phase 1 RGD construction.
4. Approve the construction change order if procurement conditions are met and if the tri-party agreement is in place.
5. Implement the changes in the field.
6. Follow up on the agreement to get intended reimbursement from COE for the additional cost incurred on the subject intersection improvement

STAKEHOLDER COMMUNICATIONS OR ENGAGEMENT

Administration has met on multiple occasions with the COE and AT on the overall Ray Gibbon Project as well as to discuss specific concerns, opportunities of improvement and plans for the area and the intersection of Ray Gibbon Drive / 184 Street at old 137 Avenue.

COE invested in preliminary review and investigation of improvements to the old 137 Avenue and the AHD interchange intersections and shared recommendations which are the preferred improvements to address traffic flow and safety in the area.

AT has also confirmed their agreement to the implementation of the operational design improvements proposed through this additional scope change.

IMPLICATIONS OF RECOMMENDATION(S)

Financial:

No additional funding is requested; the cost of the scope change will still leave the project within its approved budget.

This portion of work is contemplated to be reimbursed by COE later through an agreement with the COE and would not be part of the 50% cost share with the Province.

Legal / Risk:

None at this time.

Program or Service:

Additional scope of work will be added to the Phase 1 construction of RGD corridor improvements through an approved change order, with anticipated completion in 2020. Work will involve engineering, design, and construction; however, largely through consulting and contracted services with an expectation of a deliverable that will improve traffic movement through the south portion of RGD.

Organizational:

None at this time.

ALTERNATIVES AND IMPLICATIONS CONSIDERED

Should Council not wish to support the recommendation, the City would not be able to take advantage of the received lower tender price on RGD Phase 1 construction to address the operational constraint expected outside St. Albert boundary at the RGD intersection at old 137 Ave within the 2020 construction season.

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