

His Worship the Mayor and City Council
The City of Saskatoon

ADMINISTRATIVE REPORTS

Section G – CITY MANAGER

G4) Circle Drive South Project Update (File No. CK 6050-9; CC 6050-8)

RECOMMENDATION: that the information be received.

TOPIC AND PURPOSE(S)

To present City Council with an update on the Circle Drive South Project. This report highlights the progress to date and discusses the remaining work to be completed.

REPORT HIGHLIGHTS

1. The majority of the structural, utility, and storm sewer work has been completed on this three-year, \$300M project.
2. What remains to be completed in 2013 is finishing the connecting roadways and pathways.

STRATEGIC GOAL

- Moving Around – Saskatoon is a city on the move.
 - This project will help support the strategy of creating an optimal flow of people and goods in and around the city.

BACKGROUND

The Circle Drive South Project is the largest project that the City of Saskatoon has invested in. The project has been the subject of numerous studies dating back 40 years, and will complete Circle Drive for our city. Construction of this design-build project started in 2010 with completion taking place in 2013. The price received from Graham Flatiron Joint Venture (GFJV) on this project was significantly lower than budget, which allowed the City to add the Preston Avenue interchange at an estimated cost of \$31M.

The Circle Drive South Project was scheduled to open September 30, 2012. In July 2012, the project contractor indicated to the City that it would be unable to meet that deadline, and suggested the project would be delayed by one month. The contractor further outlined that two of the past three years were the wettest in Saskatoon's history, which had an impact on its construction schedule. In early October, the City Manager met with the media to report that a final completion date had not been established, and that there may be a possibility to open portions of the project in late 2012. The contractor was working to achieve a partial opening, weather dependent. That goal is now not feasible, given the recent snow, freezing rain and cold weather that has hampered road construction.

REPORT

Work Completed to Date:

1. **River Crossing:** The Circle Drive South Bridge is essentially complete, with the entire structure being finished other than a few miscellaneous components. The Bridge construction started in late 2010 and at the commencement of the project was the largest component on the schedule's critical path (as it was the priority item that could cause the project to be delayed). Some of the reasons for this delay include obtaining environmental permits, bridge design and construction, and the stabilization of the east bank, which were complex and intricate to complete. One of the major obstacles of construction was the high water levels in 2011 and 2012 where the South Saskatchewan River had extremely high flows that caused GFJV to build river berms higher to ensure the berms were not overtopped.
2. **West Side Structural Work:** The structures on the west side include the diamond rail structure, the CP/CN Rail interchange track structure, and the 11th Street interchange (both railroad and traffic structures, and the Spadina structure), all of which are 99.5 % complete, with some miscellaneous finishing required to complete this work.
3. **East Side Structural Work:** The structures on the east side of the river include the Lorne Avenue interchange, the Idylwyld flyover, and the added Preston Avenue interchange. This work is approximately 98% complete, with some miscellaneous barrier work yet to be finished on the Idylwyld flyover.
4. **Drainage Work:** The Circle Drive South Project included major drainage work as well, with two major trunks being worked upon on both sides of the river. The

first is the new Stonebridge storm water trunk, which drains the surface runoff system south of Circle Drive to the CN mainline, as well as the Willows residential area. The second trunk increased the storm water capacity on the city's west side by building a new larger diameter Dundonald trunk storm sewer from the river to Montgomery Place. The project also built storm pipes and storm water basins to handle the storm water for the Circle Drive South Project.

5. **Utilities:** The Circle Drive South Project had over 350 utility conflicts that had to be planned around and dealt with. These included many major facilities with utilities such as Trans Gas, Saskatoon Light & Power, SaskEnergy, SaskPower, Rogers Communications, and City of Saskatoon Water and Wastewater.
6. **Roadwork:** The Circle Drive South Project has significant road construction and is a large component of the project. The main lanes of Circle Drive have been paved with the first lift (layer) of asphalt from Lorne Avenue to 11th Street. The on-and off-ramps at Lorne Avenue and 11th Street have two lifts of asphalt completed. Crews have completed the roadwork for Lorne Avenue and have finished the 11th Street Bypass as well as the new road on 11th Street from Dundonald to Avenue W. The City is planning to reopen the intersection of Clancy Drive and Circle Drive this fall.

Work Left to be Completed in 2013:

The work left to be completed in 2013 will be the completion of all new roadways including Jasper Avenue, Preston Avenue, and Portage Avenue on the east side; as well as the pavement on Idylwyld Drive, and the through-lanes and ramps at the Preston Avenue interchange. The west side work will include the completion of roadwork at the ramps on Valley Road; as well as the through-lanes from 11th Street to north of Clancy Drive; and the off-ramp from southbound Circle Drive to 11th Street. The project will also be building a new entrance road to the Holiday Park Industrial area. The second lift of all remaining through-lanes on Circle Drive from Clancy Drive to Clarence Avenue will also be completed in 2013. The permanent pavement markings for these roads will follow the asphalt work.

Miscellaneous work: The Circle Drive South Project also includes fence work (both sound walls and chain link security fencing). The sound walls are complete and 95% of all other fencing will be completed this winter. The combined pedestrian-cyclist pathways have all been graded, with construction of lighting and pavement to be completed in 2013. The landscaping, including topsoil and seeding, will be completed this fall and in the spring of 2013, with tree and shrub planting to be done in 2013. The

contractor will complete 90% of all traffic signing that it is responsible for, by December 31, 2012.

The Project has had a number of other beneficial impacts for the city, as part of the work including: taking contaminated material from other sites to be buried in City of Saskatoon right-of-ways (material came from the new Police Headquarters building site, River Landing, and a former dry cleaning property); improved drainage; building a berm for Marquis Downs and the Western Development Museum; maintaining the road at Diefenbaker Park; and, grading roads and helping Prairieland Park with wet weather conditions for the 2010 Exhibition. The Project crane was also used to take out and bring in Shearwater Marine's river cruisers.

The contractor has indicated that work will resume in the spring of 2013, with a proposed traffic availability date of July 31, 2013. At that time, a community event/formal opening will occur, not only as part of the funding contract, but also to celebrate this historic milestone.

FINANCIAL IMPLICATIONS

The project budget is approximately \$300M, cost-shared by the City, the Province, and the Federal Government. The project is on budget and will remain on budget when complete in 2013. The project delay has been communicated to the City's funding partners, and the funding will be extended to project completion.

COMMUNICATION PLAN

Your Administration will schedule a news conference to speak to the following points:

- Safety is the paramount requirement in opening any roadway.
- The positive and negative aspects of a partial opening were carefully weighed.
- Penalties are a payment "hold-back" and not money the City has to obtain from the project contractor.
- Work will continue into the late fall and winter.
- The design-build contract saved the City money:
 - on the overall cost of the project, so that it could add the Preston Avenue Interchange; and
 - the design-build process itself provides better value for money because the City does not have to take on some financial risks.

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In addition to the news conference, other communications tools such as the City blog, facebook and twitter accounts will help distribute the City's message.

ENVIRONMENTAL IMPLICATIONS

As an interim report on this project, environmental and greenhouse gas implications are not being reported at this time. They will be reported at project completion.

PUBLIC NOTICE

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Respectfully submitted,

Murray Totland
City Manager