VA SUCCESS SUPPORTING DECISION MAKING AND INVOLVING STAKEHOLDER INPUT ON THE REGINA BYPASS PROJECT

CSVA ANNUAL CONFERENCE - MONTREAL

NOVEMBER | 2013
The project Regina Bypass P3:

- Section 6 (Blue) is the primary bypass.
- Section 3 and 4 service the west side of the City plus CPR intermodal facility.
- Alignments 7 & 8 are long-term improvements.
THE CHALLENGE
THE CHALLENGE
Saskatchewan is proceeding with a P3 for the Regina Bypass but:

► Current functional design does not meet freeway standards;
► Political issues concerning Regina’s annexation limits;
► Influential Property Owners are not onside with the plans; and
► Major businesses are not satisfied with future bypass highway access.
THE PROJECT AREA

COMMUNITIES
TRANSPORTATION
BUILDINGS
INFRASTRUCTURE
THE PROJECT AREA

REGINA BYPASS P3

- Blue Diamond - Tower Road Interchange
- North South Alignment - defines annexation limits
MMM GROUP LIMITED

THE PLAYERS

COMMUNITIES
TRANSPORTATION
BUILDINGS
INFRASTRUCTURE
THE PLAYERS

THE CITY OF REGINA

ADJACENT RURAL MUNICIPALITY

MAJOR BUSINESSES

DEVELOPERS

PRIVATE LANDOWNERS
THE PLAYERS

- Two of the TOP 10 businesses in the Province objected plan;
- Significant “political” clout;
- SHI was unsure on how to proceed;
- Regina and Developers also did not support the plan;
- P3 initiative is planned for 2014; and
- Significant pressure to find a solution to proceed.
THE FUNCTIONAL PLAN
Access moved well to the north
Access to NE Quadrant Land a concern
Access to SW Quadrant Land a concern along with property needs
Access moved well to the west
Access moved well to the east
R225 Freeway to Freeway Radii
Access to SE Quadrant Land a concern
THE CONCERNS
THE CONCERNS
The planning process was in jeopardy due to many issues and concerns

► No defined Service Roads defined & access to lands restricted;
► TransCanada Highway directed into Regina, not a bypass design;
► Highway freeway movement 80 km/h Design Speed, below standard;
► Development lands were affected by proposal;
► No flexibility to utilize bypass alignment as annexation boundary;
► Adjacent land use not considered in planning;
► City of Regina not on board with the current proposal;
► Many landowners were opposed to the planned configuration; and
► NE Quadrant landowner objected to proposal.
THE FUNCTIONAL PLAN

BASE CASE

Access moved well to the north

Access moved well to the west

R225 Freeway to Freeway Radii

Access moved well to the east
THE FUNCTIONAL PLAN

Access moved well to the north

Access moved well to the west

Access moved well to the east

R225 Freeway to Freeway Radii

BASE CASE

REGINA
Infinite Horizons

shерwoodRM
Alive with Opportunity
THE SOLUTION
THE SOLUTION

A Value Engineering Workshop

- Take a chance by:
  - Engage the Stakeholders;
  - Understand the issues and concerns;
  - Educate participants regarding Highway Safety and Provincial needs;
  - Understand the landholdings and impact on the lands;
  - Provide a forum for open discussion and negotiation;
  - Bring forward recent events, plans and considerations; and
  - Convene the Workshop to address all above.

*The previous work was undertaken in 2006 and circumstances had changed*
THE VE WORKSHOP
THE VE WORKSHOP

Workshop Planning and Participation

- 4 day workshop in Regina
- 7 participants from MMM
- 7 participants from SHI
- 2 from City of Regina
- 1 from RM of Sherwood
- 2 Major Developers
- 1 Major Business Owner
- 1 Major Property Owner
- Brandt Industries boycotted the workshop
TOWER ROAD INTERCHANGE

- ALIGNMENT FOCUSED TO AND FROM REGINA
- BYPASS ALIGNMENT 225M RADIUS
- RESTRICTED LOCAL AND SERVICE ROADS ACCESS
- DEVELOPMENT LANDS SIGNIFICANTLY AFFECTED
THE VE WORKSHOP

Performance Criteria

► Freeway Operations;
► Access;
► Safety:
► Property Needs;
► Phasing;
► Constructability;
► Municipal Operations (City of Regina);
► Environmental Impact.

*It became clear that the performance criteria considered the concerns of All Participants.*
## THE VE WORKSHOP

### VALUE TARGET AREAS

- Alignment (A)
- Interchange Layout (IC)
- Service Roads (S)

<table>
<thead>
<tr>
<th>Value Target Area</th>
<th>No. Of Ideas Generated</th>
<th>No. of VE Proposals</th>
<th>No. of Design Suggestions</th>
<th>No. of Ideas Combined w/Others</th>
<th>No. of Ideas Dismissed</th>
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<td>Alignments</td>
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THE VE WORKSHOP

4 Scenarios Developed

1. DIRECTIONAL RAMPS AT TOWER ROAD
2. DIRECTIONAL RAMPS MOVED TO EAST
3. DIRECTIONAL RAMPS AT TOWER ROAD + INTERCHANGE
4. DIRECTIONAL RAMPS MOVED TO EAST + INTERCHANGE
SCENARIO 1
$121 MILLION
SCENARIO 2
$127 MILLION
SCENARIO 3
$150 MILLION
SCENARIO 2 Preferred Concept

Similar cost to Base Case and Higher V/C

### SCENARIO EVALUATION MATRIX

1. **HOW WELL DOES THE SCENARIO SATISFY THE PERFORMANCE CRITERIA**
   (ENTER RATING FROM 1-10, 10=BEST)
2. **ENTER ASSIGNED WEIGHT TIMES RATING IN SUB TOTAL**
3. **SUM ACROSS AND RANK**

#### SCENARIOS

<table>
<thead>
<tr>
<th>Performance Criteria</th>
<th>Freeway Operation</th>
<th>Access</th>
<th>Safety</th>
<th>Property</th>
<th>Phasing</th>
<th>Constructability</th>
<th>Municipal Operations</th>
<th>Environment</th>
<th>Total Performance (P)</th>
<th>Total Capital Cost - $M (C)</th>
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SEEK THE BEST - NOT PERFECTION
East Leg
South Leg
THE VE WORKSHOP

PREFERRED CONCEPT

► Same cost to Owner (SHI) - $127 million vs Base Case ($1m saving);
► Improved highway function with Bypass 1000m radius (DS 130 km/hr);
► Local access maintained with minimal travel time impact;
► Minimal change to Regina access (direct to Tower Road intersection);
► Improved access for development lands via local roads;
► Flexibility in location of municipal boundary (Regina/Sherwood);
► Fewer properties affected (but one to a much greater extent);
► Local businesses brought onside;
► Minimum impact of construction staging and traffic management; and
► The new highway separates likely residential and industrial land uses.

ALL IDENTIFIED CONCERNS WERE ADDRESSED BY VE STUDY
CONCERNS ADDRESSED
CONCERNS ADDRESSED
The VE addressed all identified concerns

- Service Roads were defined & access to lands maintained;
- TransCanada Highway bypass design significantly improved;
- Highway freeway movement R1000 to desirable standard;
- Major Development lands unaffected by proposal;
- Flexibility to utilize bypass alignment as annexation boundary;
- Adjacent land use considered and highway separates land use areas;
- City of Regina staff brought on board with VE proposal;
- Most landowners preferred the VE configuration; and
- NE quadrant landowner came on-side after the VE session.
Concerns addressed

PLANNING SOLVED FOR THE 2014 P3 PROJECT

ALL STUDY STAKEHOLDERS ACCEPTED THE VE DECISION MAKING PROCESS

THE WORKSHOP TEAM RECEIVED A STANDING OVATION AT THE END OF THE PRESENTATION

“YOU MAKE MY LIFE EASY” - A QUOTE FROM THE DEPUTY MINISTER AT THE CONCLUSION OF THE VE SESSION
QUESTIONS??