Minute No. 59
Report - Standing Policy Committee on Infrastructure Renewal and Public Works - November 21, 2006

Item No.7 First Call against the 2007 Capital Budget - Pembina Highway at Grandmont Boulevard - Riverbank Stabilization
File PR-4.5

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and submits the following to Council:

1. That a funding commitment in the total amount of $1,500,000.00 be authorized before the 2007 Capital Budget is adopted and as a first call against the 2007 Capital Budget to allow for the early tendering, award of contract, and commencement of construction for stabilization measures at the west riverbank of the Red River along the east side of Pembina Highway at Grandmont Boulevard.

2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

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DECISION MAKING HISTORY:

Moved by Councillor O'Shaughnessy,

That the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works be concurred in and forwarded to Council.

Carried

STANDING COMMITTEE RECOMMENDATION:

On November 21, 2006, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the administrative recommendation and submitted the matter to the Executive Policy Committee and Council.

RE: PEMBINA HIGHWAY AT GRANDMONT BOULEVARD - RIVERBANK STABILIZATION

FOR SUBMISSION TO: Standing Policy Committee on Infrastructure Renewal & Public Works

ORIGINAL REPORT SIGNED BY: L. S. W. Larkin, P. Eng., Director of Public Works

REPORT DATE: November 7, 2006

RECOMMENDATION:

That a funding commitment in the total amount of $1,500,000.00 be approved as a first call on the 2007 Capital Budget for this proposed 2007 Capital Project to allow, prior to final approval of the 2007 Capital Program, the early tendering, award of contract, and commencement of construction for stabilization measures at the west riverbank of the Red River along the east side of Pembina Highway at Grandmont Boulevard.

Report Summary

Key Issues:

- The existing riverbank instabilities are expanding more rapidly than expected and pose an unacceptable risk to the continual safe reliability of Pembina Highway.

Implications of the Recommendation(s):

General Implications

X	None
	For the organization overall and/or for other departments
	For the community and/or organizations external to the City
	Involves a multi-year contract

Comment(s):

Policy Implications

X	No
	Yes

Comment(s):

Regulatory Implications

X	None
	Eliminates or reduces regulatory impact
	Proposes regulatory impact

Comment(s):

Environmental Implications

X	No
	Yes

Comment(s):

Human Resources Implications

X	No
	Yes

Comment(s):

Financial Implications

	Within approved current and/or capital budget
X	Current and/or capital budget adjustment required

Comment(s): **Council approval is required for a First Call on the 2007 Capital Budget.**

Report

REASON FOR THE REPORT:

Approval of Council is required in order to obtain a First Call on the 2007 Capital Budget.

HISTORY:

Inspections by City staff in the summer of 2004 identified open tension cracks on the riverbank and active instabilities to the edge of the sidewalk exposing 30 meters of concrete sidewalk along Pembina Highway to immediate risk. A temporary handrail was placed along the length of instability to maintain the sidewalk open to pedestrians, and the firm of UMA Engineering Ltd. was requested to undertake a detailed evaluation of the riverbank stability and to recommend remedial measures to address instabilities of the riverbank.

To address the immediate threat to the road, a temporary retaining wall (Phase I) was installed in September 2005. This wall was designed as a relatively short-term measure to protect the road from potential damage from anticipated bank movements prior to, and during, installation of the permanent stabilization works (Phase II). Also, a riverbank monitoring program was initiated consisting of measurements, observations and documentation of changes in bank conditions to determine the rate of bank movement.

In December 2005, the engineering consultant submitted to the City, for review, bidding documents for construction of the Phase II stabilization measures using rock filled columns. Phase II construction did not commence at that time as it was felt that the Phase I measures would allow installation of the rock columns to be deferred by a year or more.

DISCUSSION:

From the records of the riverbank monitoring program, it is apparent that the riverbank instabilities are expanding more rapidly than expected, resulting in an ongoing and increasing risk to Pembina Highway until the bank is permanently stabilized.

The recommended permanent stabilization measures involve the construction of rock columns and rip rap erosion protection during the winter of 2006/07. Construction work should commence in early January 2007 so as to maximize the construction window before the spring thaw.

It is, therefore, recommended that a funding commitment in the total amount of $1,500,000.00 be approved as a first call on the 2007 Capital Budget for this proposed 2007 Capital Project to allow, prior to final approval of the 2007 Capital Program, the early tendering, award of contract, and commencement of construction for stabilization measures at the west riverbank of the Red River, along the east side of Pembina Highway at Grandmont Boulevard.

Financial Impact Statement

Date: November 6, 2006

Project Name: **First Year of Program** **2007**

PEMBINA HIGHWAY AT GRANDMONT BOULEVARD - RIVERBANK STABILIZATION

	2007	2008	2009	2010	2011
Capital					
Capital Expenditures Required	$ 1,580,220	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	-	-	-	-	-
Additional Capital Budget Required	$ 1,580,220	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal	$ 1,580,220	$ -	$ -	$ -	$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	$ 1,580,220	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ 1,580,220				
Total Additional Debt Required	$ 1,580,220				
Current Expenditures/Revenues					
Direct Costs	$ -	$ 150,121	$ 150,121	$ 150,121	$ 150,121
Less: Incremental Revenue/Recovery	72,720	-	-	-	-
Net Cost/(Benefit)	$ (72,720)	$ 150,121	$ 150,121	$ 150,121	$ 150,121
Less: Existing Budget Amounts	-	-	-	-	-
Net Budget Adjustment Required	$ (72,720)	$ 150,121	$ 150,121	$ 150,121	$ 150,121

It is recommended that the funding requirement for this project be approved as a first call on the 2007 Capital Program as this project was not included in the 2007-2010 forecast of the 2006 Adopted Capital Budget. The additional required current budget would be made available by deferring some other capital project currently in the 2007 forecast of the 2006 Adopted Capital Budget.

"Original Signed By Darcy Stewart, CA"

IN PREPARING THIS REPORT THERE WAS:

Internal Consultation With and Concurrence By:

N/A.

External Consultation With:

N/A

THIS REPORT SUBMITTED BY:

Department	Public Works Department
Division:	Engineering Division
Prepared by:	B. Ebenspanger, P. Eng..... 986-4304
Processed by:	K. Ross 986-4141
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