

February 7, 2019

To: Members  
Public Works and Infrastructure Committee

Re: Request for Proposal – Engineering Services – Winnipeg Street Overpass Realignment –  
Issue and Award

---

**RECOMMENDATION**

1. That City Council authorize Executive Director of Citizen Services or delegate to issue a Request for Proposal and then to negotiate, award and enter into a contract with the highest ranked proponent from the public procurement process for engineering services for the Winnipeg Street Overpass Realignment Project.
2. That City Council authorize the City Clerk to execute a contract with the highest ranked proponent for engineering services upon review and approval from the City Solicitor.
3. That this report be forwarded to February 25, 2019 meeting of City Council for approval.

**CONCLUSION**

Administration is planning to issue and award a Request for Proposals (RFP) for engineering services for the Winnipeg Street Overpass Realignment. City Council's authority is required under *The Regina Administration Bylaw No. 2003-69, Schedule D, Section 7* to issue and award the RFP, as the consultant's fees are expected to exceed \$750,000.

**BACKGROUND**

Built in 1975, the Winnipeg Street Overpass has undergone major rehabilitations in 1989 and 2003. In 2010, engineering reports indicated that the overpass was in very poor condition and required a major rehabilitation. Due to the extent of repairs required and the need to improve the configuration of the existing interchange, further rehabilitation efforts were not recommended, as it would be more cost effective to replace the structure given the need to improve the configuration of the existing interchange. Due to its extremely poor condition, the overpass's inspection frequency has recently been changed from every three years to annually.

The existing overpass does not align with Winnipeg Street to the north causing reduced traffic flow and limiting the City of Regina's (City) ability to make improvements to the transportation network in this area. Rebuilding in the current alignment is not recommended due to the desire to improve the functionality of the interchange and the considerable impact to north/south traffic.

Administration has submitted an application to the federal government's New Building Canada Fund (BCF) Provincial-Territorial Infrastructure Program (PTIC) for the replacement of the Winnipeg Street Overpass over the Ring Road and realignment of the interchange for a total of \$28.8 million. Approval of the external funding has been requested and a fully executed funding agreement is pending.

## DISCUSSION

An engineering study was completed for the Winnipeg Street Bridge realignment in 2013. This study is being used as a reference for replacement of the bridge as it was the last major study undertaken on this structure. As a result of this study, inspections have been undertaken annually to ensure that the structure remains safe for traffic and to ensure the recommendations of this study are still valid.

The options presented in the study were developed in conjunction with a value engineering workshop that included local stakeholders. The preferred option will operate at an acceptable level of service, as confirmed by traffic modelling software at full development and is the least costly of the developed options. Further refinement of this option will occur during the preliminary and detailed design stages of this project. The study, along with the preferred option can be found in Appendix A to this report.

The physical work involved with this project includes, but is not limited to:

- Construction of a new overpass
- Modifications and realignment of the existing ramps
- Demolition of the current overpass
- Relocation of utilities
- Various intersection improvements, that may include new traffic signals and all associated works

The benefits of this project include:

- Improvements to the existing interchange that will support new residential, commercial and industrial developments to the north.
- Future additional driving lanes on the Ring Road and the potential for future grade separations at the existing at-grade railway crossings to the east.

The engineering service fees for this commission are expected to exceed \$750,000 therefore, Council's approval is required to engage consulting and professional engineering services for this project as required by *The Regina Administration Bylaw No. 2003-69, Schedule D, Section 7*.

## RECOMMENDATION IMPLICATIONS

### Financial Implications

The project in its entirety is estimated at \$28.8 million. The City will be required to invest \$9.6 million (33 per cent of total cost) as our share of the project. The remaining funding will come from the federal and provincial governments as part of the Provincial – Territorial Infrastructure Component – National and Regional Projects of the New Building Canada Fund. Of the overall project budget, it is estimated that the Engineering services could cost between \$700,000 and \$1,000,000. Funding for this project was approved through previously approved budget submissions.

### Environmental Implications

None with respect to this report.

### Policy and/or Strategic Implications

This project aligns with *The Official Community Plan, Bylaw No. 2013-48* (OCP), specifically:

*Section D1, Infrastructure, Goal 1 – Support Regional Growth, “Identify regional growth nodes and corridors and compatible land uses for each.”* The addition of the growth-related infrastructure is directly aligned with this strategic priority. The infrastructure will allow for the expected increase in traffic volumes and extend the functional lifespan of the Winnipeg Street corridor.

*Section D5, Infrastructure, Goal 1 – Develop Complete Neighbourhoods, “Streets, pedestrian paths and bike paths that contribute to a network of fully connected, safe and accessible routes to all destinations.”* The realignment of Winnipeg Street is directly associated with this strategic priority. This project will improve access to existing neighbourhoods and provide a vital link to proposed future neighbourhoods.

*Section D1, Infrastructure, Goal 1 – Support Regional Growth, “Establish development forms that support the sustainable use of infrastructure; and.”* The improvement to traffic flow is related to this strategic priority. Improved traffic flow will reduce travel times and increase capacity for commercial truck traffic adjacent to the project area.

The Winnipeg Street & Ring Road Interchange is also identified as a major project in the Transportation Master Plan.

### Other Implications

The City is currently undertaking the *Ring Road Rail Crossings Feasibility Study (Study)* to identify options to eliminate the at-grade rail crossings at Ring Road between Winnipeg Street and McDonald Street. As identified in report CM18-7, there is a potential that the solution identified in the Study could impact the Winnipeg Street Overpass Realignment project. The two

projects are working collaboratively to ensure a plan for the area can be realized. The final report for the Ring Road Rail Crossings Feasibility Study is expected by Q2 of 2019.

Accessibility Implications

None with respect to this report. However, the design of the new overpass will include pedestrian accommodations.

COMMUNICATIONS

None with respect to this report. However, there will be future communications regarding the design alignment and construction activities.

DELEGATED AUTHORITY

The recommendations contained in this report require City Council Approval

Respectfully submitted,



Norman Kyle, Director  
Roadways & Transportation

Respectfully submitted,



Kim Onrait, Executive Director  
Citizen Services

Report prepared by:  
Nigora Yulyakshieva, Roadways Preservation  
Brad Babcock, Roadways Preservation