



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

**CSVA ANNUAL CONFERENCE -
MONTREAL**

NOVEMBER | 2013

COMMUNITIES
TRANSPORTATION
BUILDINGS
INFRASTRUCTURE



MMM GROUP LIMITED

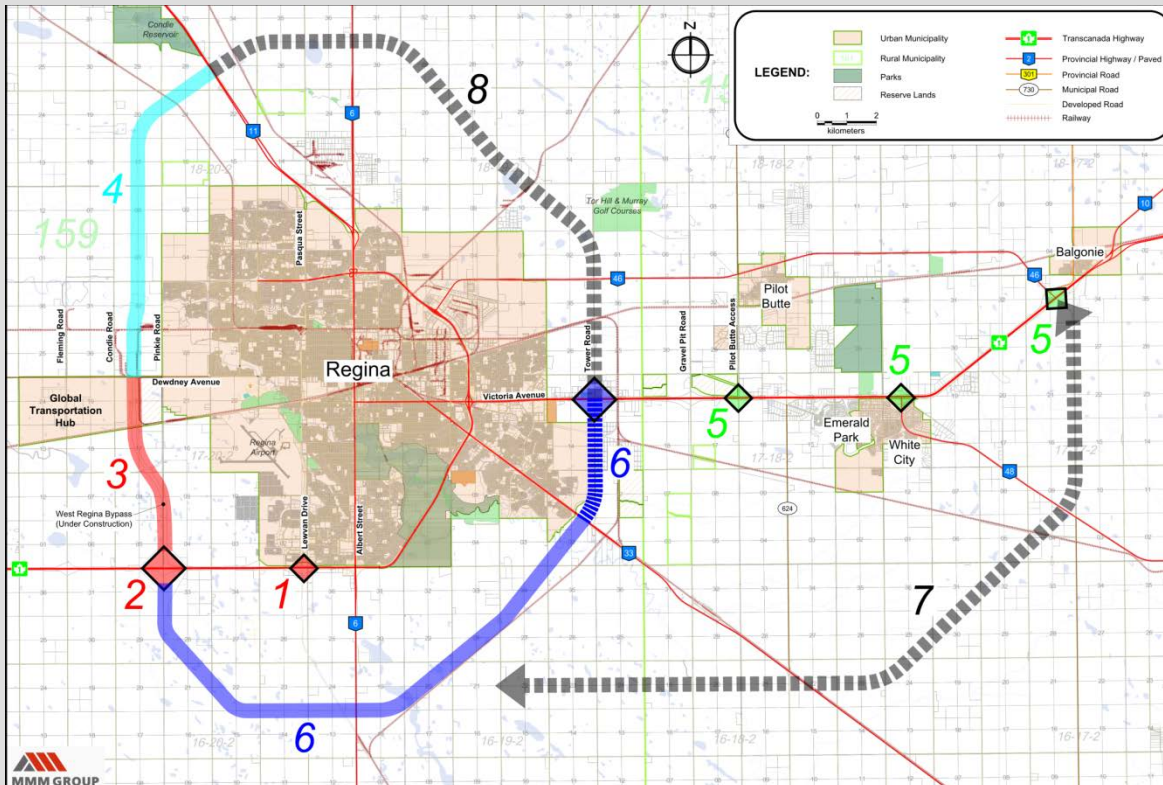
THE PROJECT

COMMUNITIES

TRANSPORTATION

BUILDINGS

INFRASTRUCTURE





MMM GROUP LIMITED

THE CHALLENGE

COMMUNITIES

TRANSPORTATION

BUILDINGS

INFRASTRUCTURE

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.



MMM GROUP LIMITED

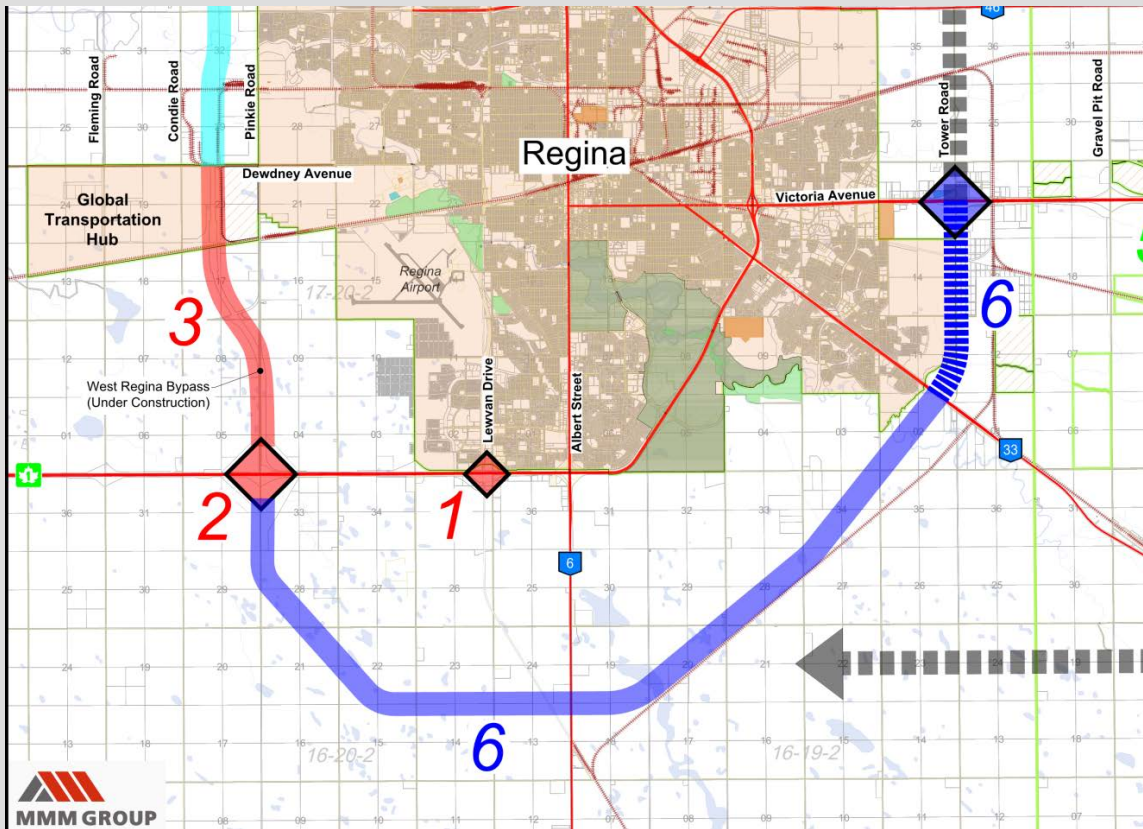
THE PROJECT AREA

COMMUNITIES

TRANSPORTATION

BUILDINGS

INFRASTRUCTURE



REGINA BYPASS P3

- ▶ Blue Diamond - Tower Road Interchange
- ▶ North South Alignment - defines annexation limits



MMM GROUP LIMITED

THE PLAYERS

COMMUNITIES

TRANSPORTATION

BUILDINGS

INFRASTRUCTURE



THE CITY OF REGINA



ADJACENT RURAL MUNICIPALITY



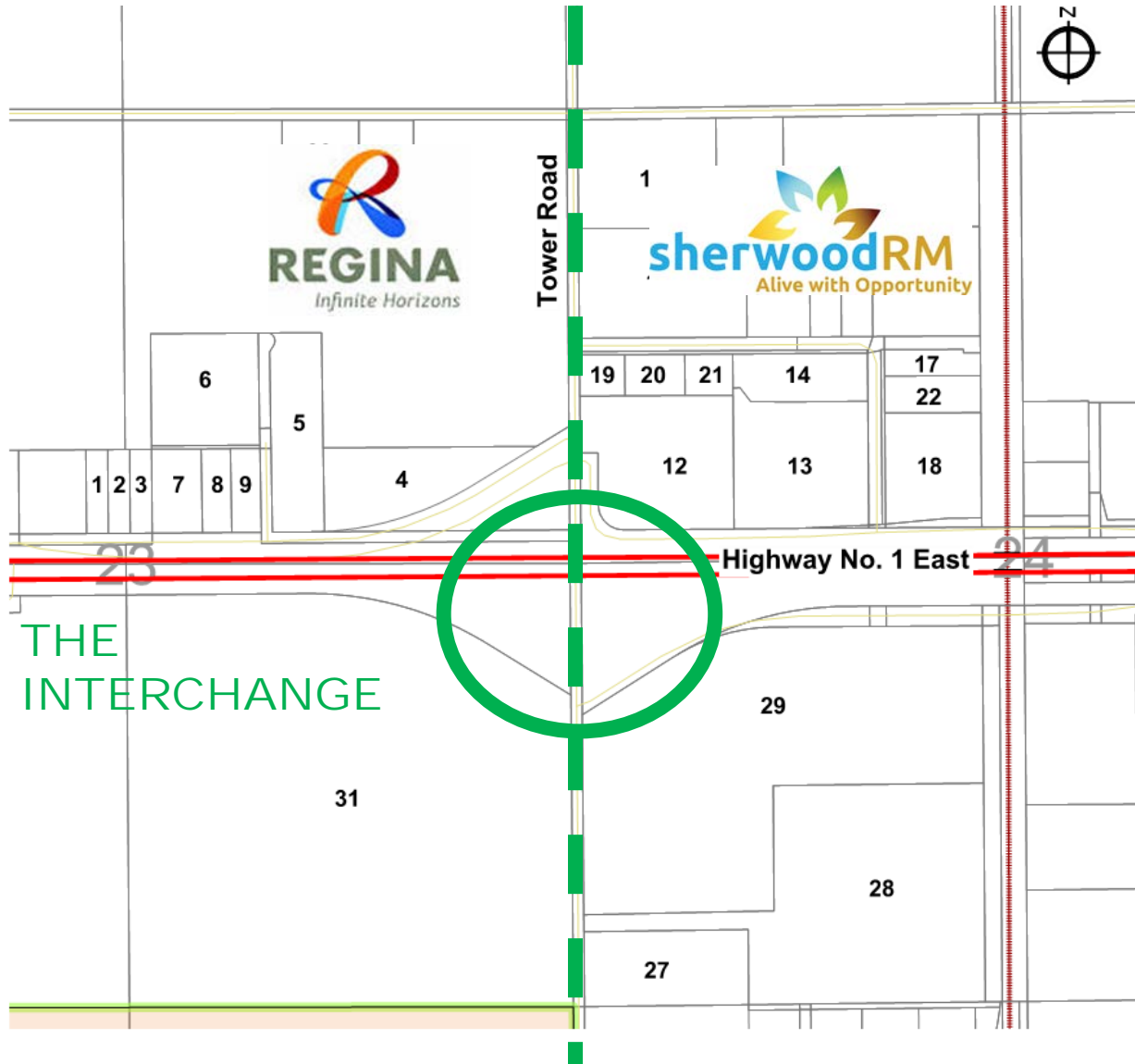
MAJOR BUSINESSES

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.**





MMM GROUP LIMITED

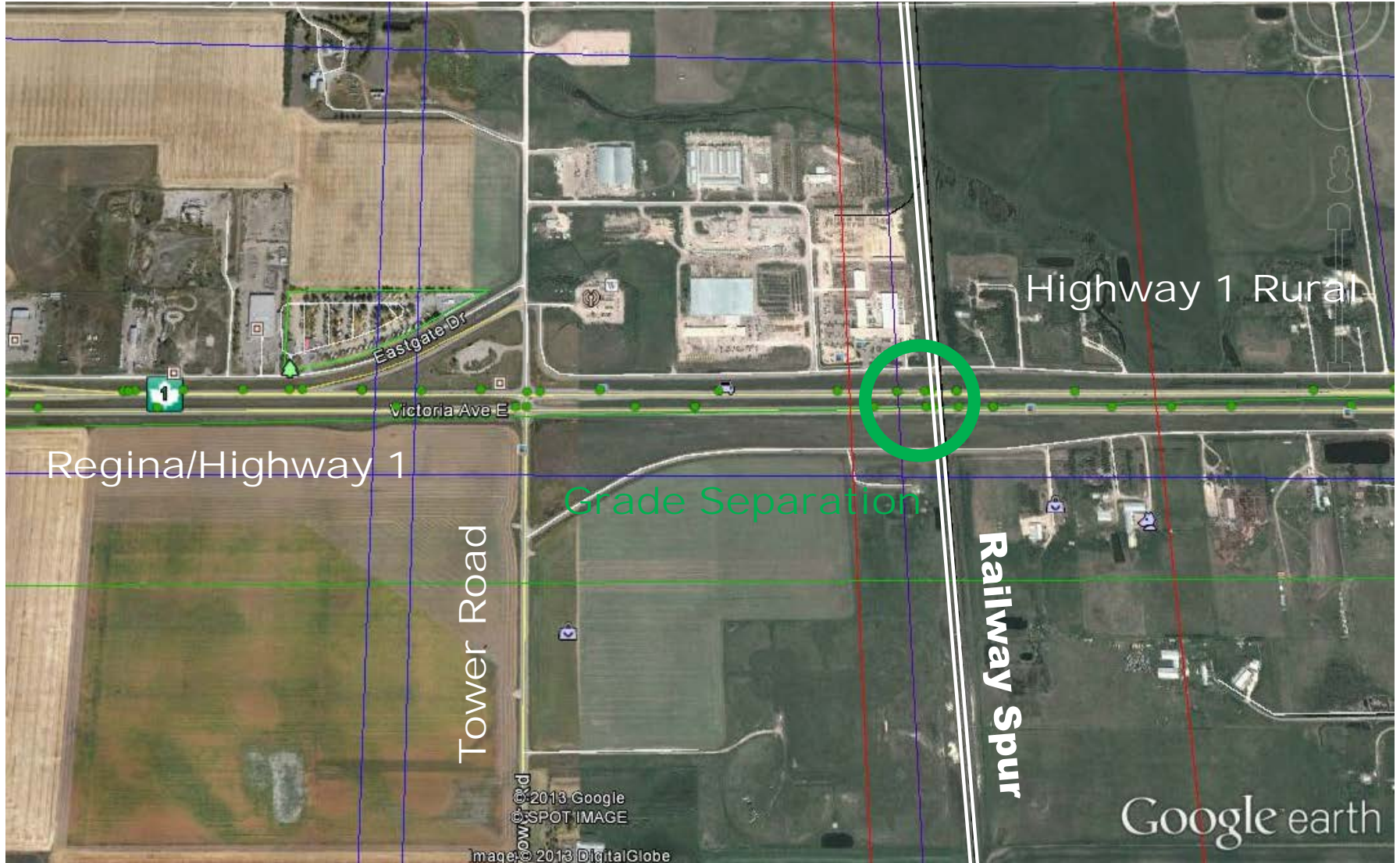
THE SITE

COMMUNITIES

TRANSPORTATION

BUILDINGS

INFRASTRUCTURE





MMM GROUP LIMITED

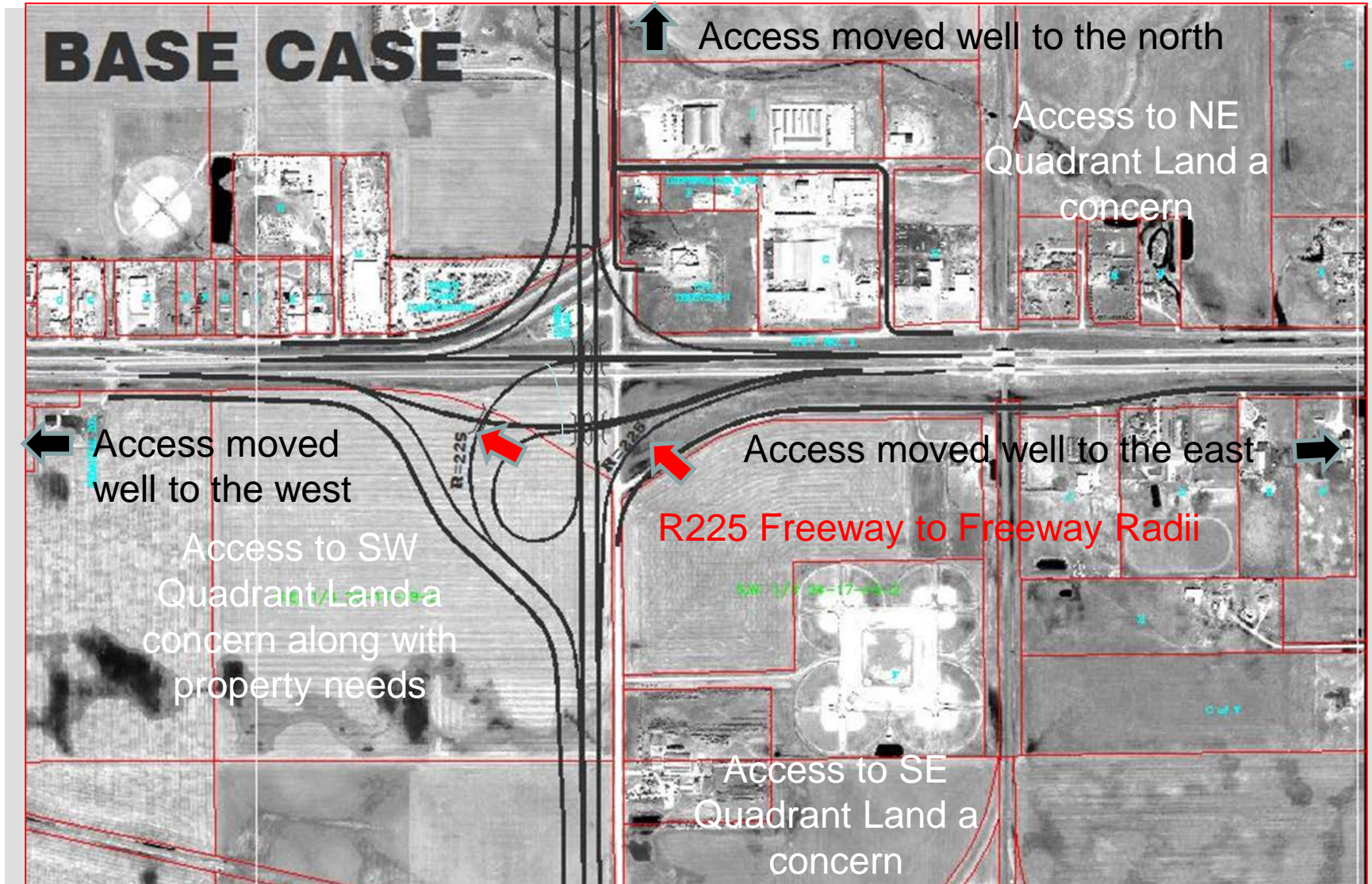
THE FUNCTIONAL PLAN

COMMUNITIES

TRANSPORTATION

BUILDINGS

INFRASTRUCTURE





MMM GROUP LIMITED

THE CONCERNS

COMMUNITIES

TRANSPORTATION

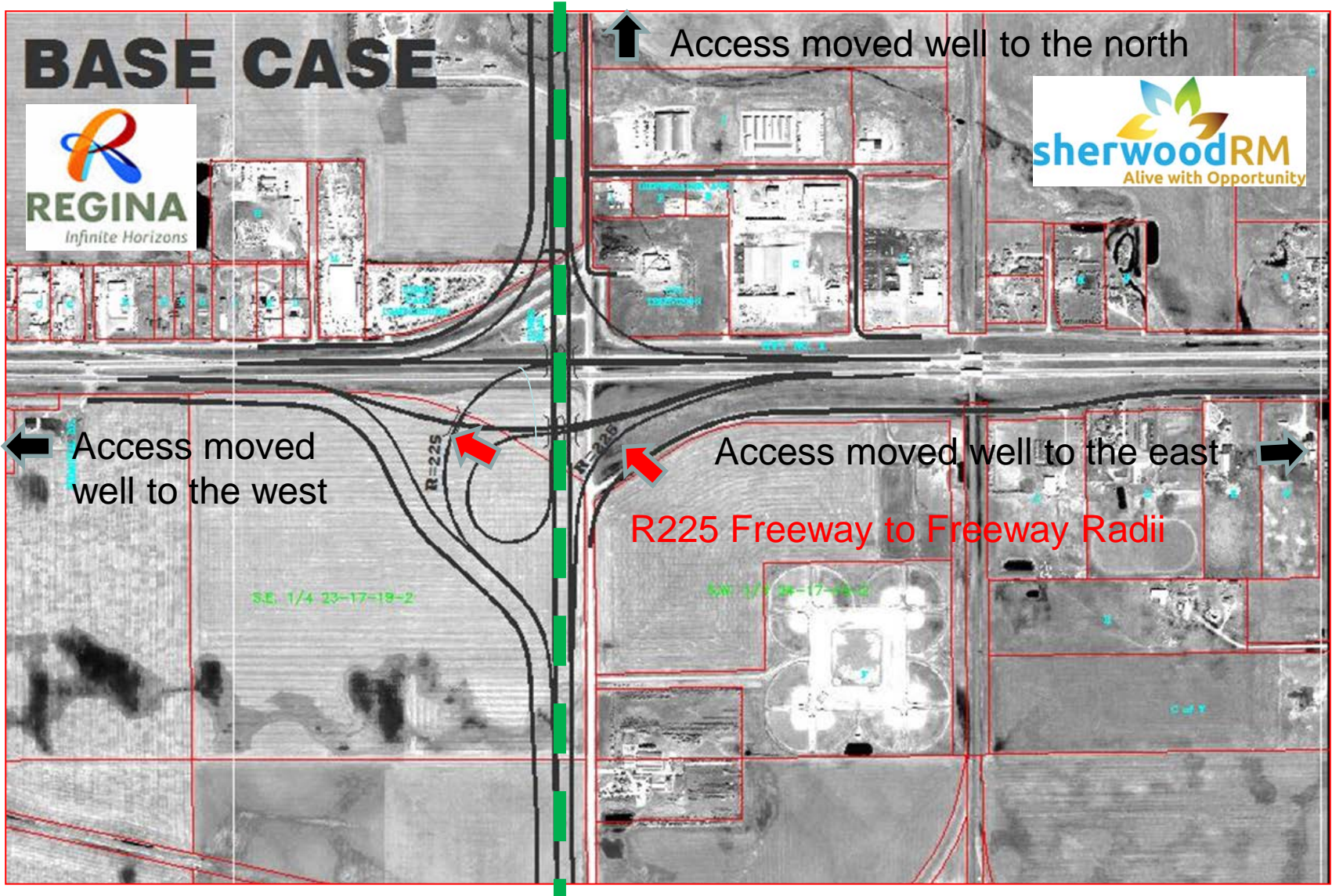
BUILDINGS

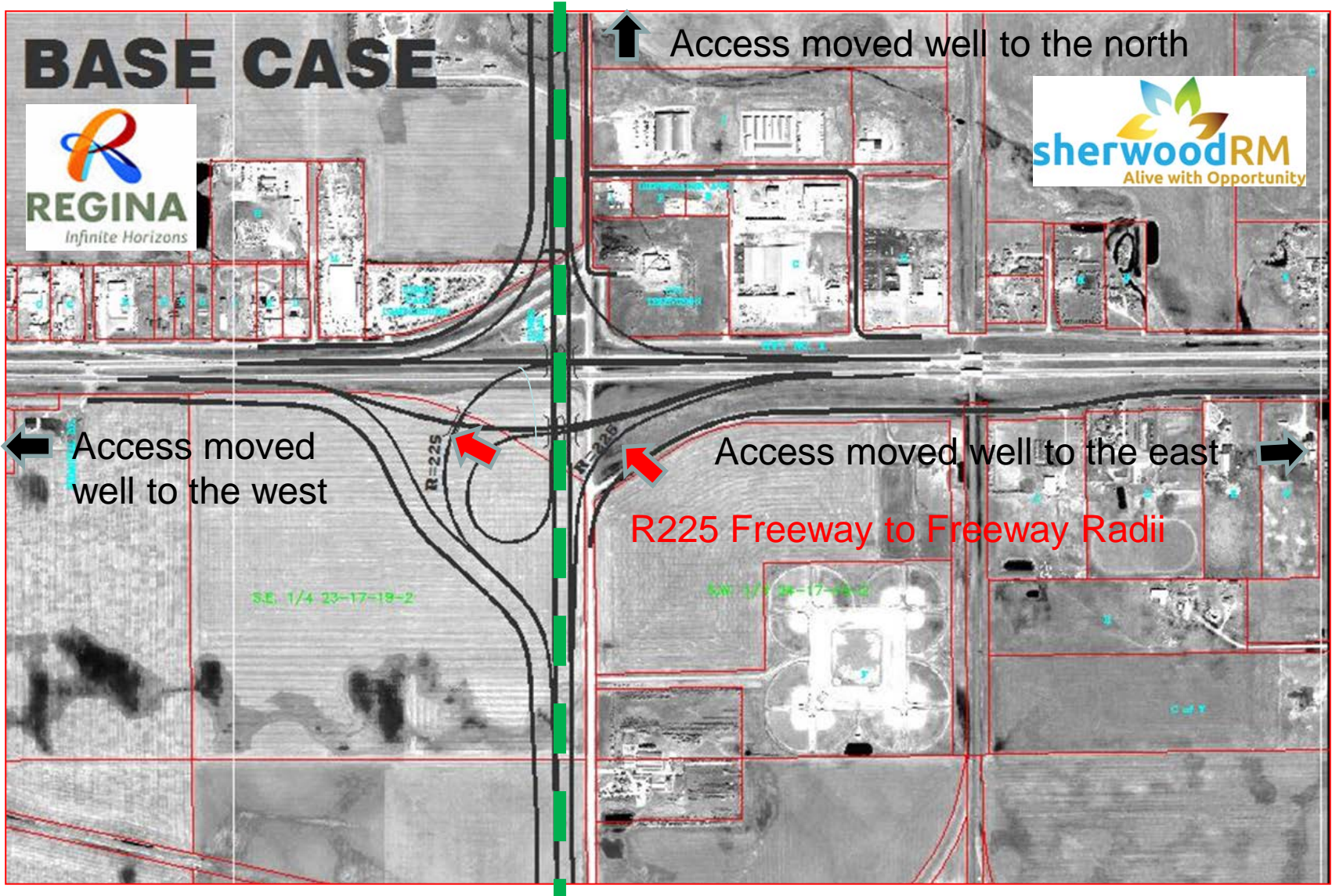
INFRASTRUCTURE

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.







MMM GROUP LIMITED

THE SOLUTION

COMMUNITIES

TRANSPORTATION

BUILDINGS

INFRASTRUCTURE



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



MMM GROUP LIMITED

THE VE WORKSHOP

COMMUNITIES

TRANSPORTATION

BUILDINGS

INFRASTRUCTURE



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)

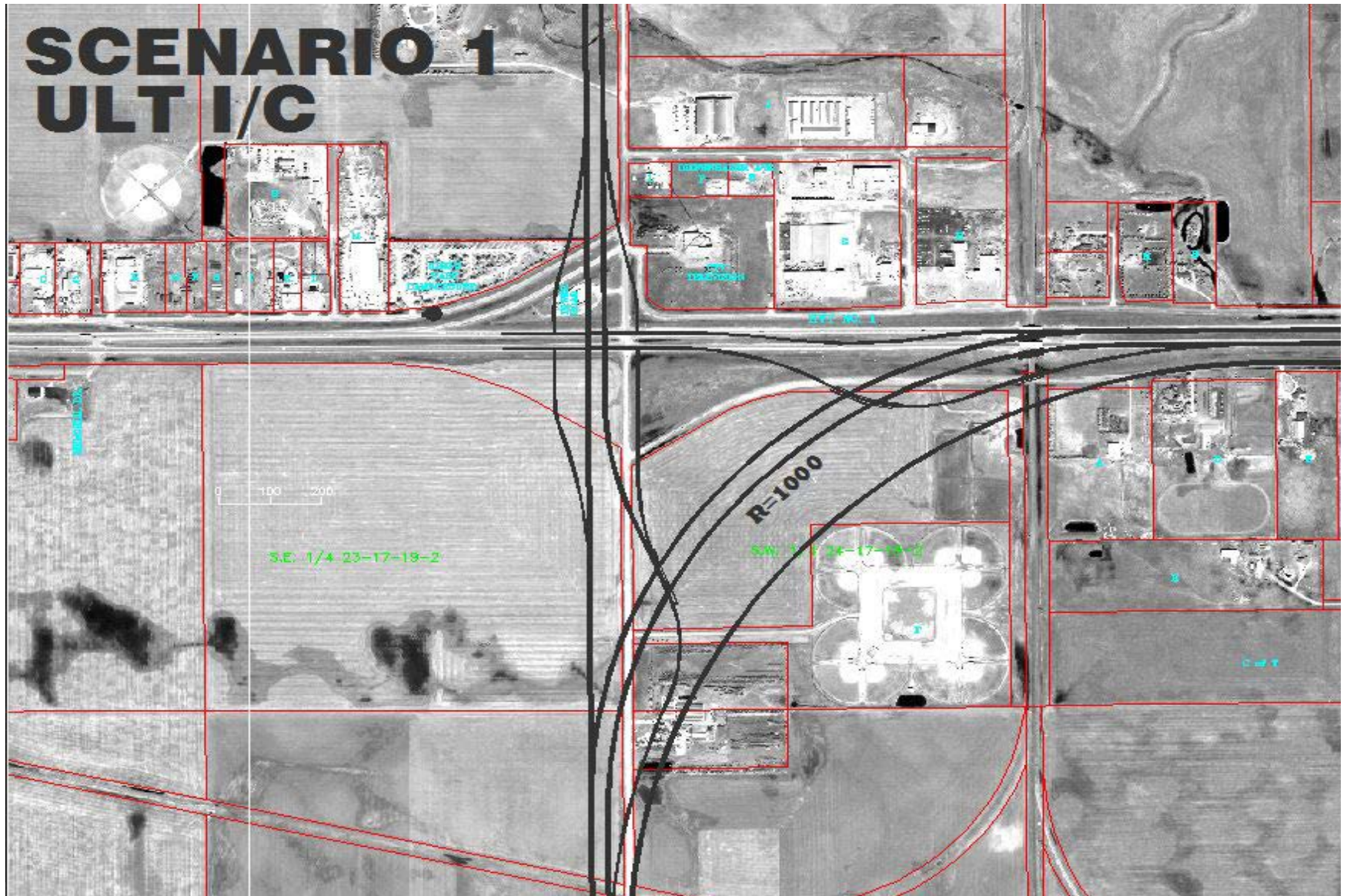
Value Target Area	No. Of Ideas Generated	No. of VE Proposals	No. of Design Suggestions	No. of Ideas Combined w/Others	No. of Ideas Dismissed
Alignments	22	6	1	4	11
Interchange Layout	32	6	0	0	26
Service Roads	31	10	12	1	8
Hwy 33 & South Link	8	4	4	0	0
Total	93	26	17	5	45

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 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	Performance Criteria	Freeway Operation	Access	Safety	Property	Phasing	Constructability	Municipal Operations	Environment	Total Performance (P)	Total Capital Cost - \$ M (C)	P/C
	- Performance Measure											
SCENARIOS	Weight	29	13	14	9	14	2	17	2			
BASE CASE	Rating 1-10	3.00	5.00	5.00	5.00	4.00	5.00	5.00	5.00			
	Sub Total	87.00	65.00	70.00	45.00	56.00	10.00	85.00	10.00	428	128.0	3.3
SCENARIO 1: Tower Road Alignment and Directional Interchange, Existing Hwy 33 Interchange Location	Rating 1-10	9.00	8.00	5.00	4.00	9.00	8.00	5.00	6.00			
	Sub Total	261.00	104.00	70.00	36.00	126.00	16.00	85.00	12.00	710	121.0	5.9
SCENARIO 2: 400 m East Realignment and Directional Interchange, east of Hwy 33 interchange location	Rating 1-10	7.00	8.00	5.00	3.00	9.00	8.00	5.00	7.00			
	Sub Total	203.00	104.00	70.00	27.00	126.00	16.00	85.00	14.00	645	127.0	5.1
SCENARIO 3: Scenario 1 with Diamond Interchange at Tower Rd	Rating 1-10	9.00	6.00	8.00	4.00	6.00	6.00	7.00	6.00			
	Sub Total	261.00	78.00	112.00	36.00	84.00	12.00	119.00	12.00	714	150.0	4.8
SCENARIO 4: Scenario 2 with Diamond Interchange at Tower Rd	Rating 1-10	7.00	6.00	7.00	3.00	6.00	6.00	7.00	7.00			
	Sub Total	203.00	78.00	98.00	27.00	84.00	12.00	119.00	14.00	635	156.0	4.1

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 onsite;
- ▶ 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



MMM GROUP LIMITED

CONCERNS ADDRESSED

COMMUNITIES

TRANSPORTATION

BUILDINGS

INFRASTRUCTURE

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



www.mmm.ca

QUESTIONS??