

Broadway Reconstruction - YBID Meeting

5 February 2014

Ramada Hotel

City Staff: Brian Stanicki, Trent Mandzuk, Roy Lanaway, David Putz, Bob Maloney, Rene Richard, Dennis Woroschuk, Josh Mickleborough

Presentation: Integrated Engineering - Derek Trischuk & Darren Anholt

Writer: Teresa Miller

Moderator: Phil DeVos

- Ken Kohert – YBID Chairman –Opening remarks.
 - In spring of 2013 Mayor Maloney and Trent Mandzuk came to the YBID Committee to introduce this project.
 - YBID would like to foster discussion around what the city has planned at this time.
 - Project involves replacement of infrastructure above and below surface level on Broadway.

- Mayor Maloney – Opening remarks.
 - After discussion with the Mayors of other cities in Saskatchewan during the meetings at SUMA, the issues are the same across the board. There are funding problems, deficits in infrastructure across Saskatchewan.
 - Some of the pipes on Broadway were put in the 1960's.
 - This project is very preliminary and depends on funding with federal and provincial help.
 - After discussions at SUMA there are some concerns with the funds that are available.
 - Canada Build program, 3% is what will be allocated to Saskatchewan.
 - Good roads and infrastructure comes with big prices.
 - Funding will make it easier for us.

- Phil DeVos – YBID
 - Meeting notices were hand delivered to 126 businesses on both sides of Broadway Street from Highway 9 to Highway 10.
 - YBID dollars will be what you can see on the surface.
 - The cities monies will go underground in infrastructure.

- Trent Mandzuk – Director of Public Works
 - The Building Canada Fund information is expected to be released in March.
 - The work that has been done to date is for the application in regards to that grant.

- City has done a lot of data collection over the last 10 years in order to gain an understanding of what infrastructure we have and its current condition.
 - Municipal Infrastructure Management includes everything you see on the streets and underground.
 - Current infrastructures were installed at different times, due to finance availability.
 - Infrastructures have different life cycles. Pavement has 15 years, water and sewer average 75 years.
 - Various components are managed by different organizations with different sources of funding.
 - The take home message is it is important for everyone to understand all levels of this infrastructure and to coordinate any replacement or repairs as best as possible.
 - We are taking an inventory of all infrastructure related assets, conducting assessments of various types of municipal infrastructures.
 - Condition assessments on our roadways have been done.
 - The water system assessment is based on replacement cost.
 - Work needs to be prioritized regarding the infrastructure. Questions like what is required, who it affects, what area is it in, what is its condition and how critical is it need to be answered.
 - Reconstruction will be a multi-year project.
 - We need to identify areas of future growth in the city. The infrastructure we replace today needs to accommodate what may come in the future.
 - The water distribution, sanitary systems, sewer systems and traffic lights from Highway 9 to Highway 10 will be done.
 - The pipes currently in the ground were installed from 1909 to 1914.
 - There are lead lines running from the main line into businesses.
 - We will be replacing all service connections with PVC.
 - We are seeing a number of breaks in waterlines.
 - Sanitary pipes went in the ground the same time as the waterlines did.
 - Condition assessments are being done on all pipes.
 - City is NASCO certified.
 - After the 2010 flood there was a lot of debris left in the pipes which limited their operating capabilities.
 - Storm sewer mains were installed in the 1950's; they are usually shallower than sanitary system.
 - Storm systems are shallow in places ranging from 3 – 8 feet.
 - An issue we have with our storm system is root infiltration.
 - Total reconstruction proposed includes replacing 100 plus years of old piping, insufficient capacity issues and new regulations in industry standards.
- Derek Trischuk - Integrated Engineering
 - What can be done to make it better? It is an arterial corridor.
 - We are currently in the preliminary design phase.
 - Project limits are from Highway 9 to Highway 10. The first segment proposed to be done will be from Dracup to Myrtle.
 - The second segment proposed to be done will be from Myrtle to Highway 10.

- Our intent is to maintain something similar.
- Improve pavement structure and sidewalks.
- The layout for lanes and parking will be similar to what is current there.
- Need to update roadways to current standard geometry.
- We are not purchasing any additional property; will be working with what we have.
- Need to look at sidewalk widths, bike lanes and mature trees.
- In Summary – revitalizing Broadway Avenue will offer:
 - Stronger pavements,
 - Updated lane widths and parking lanes, and
 - Intersection improvements.

Darren Anholt – Integrated Engineering

- Water and Sewer Infrastructure.
 - Age and capacity are two issues we are facing.
 - Fire flows is a key issue in regards to what is provided in certain areas.
 - Need to address sewer main flow restrictions.
 - We need to replace and upsize all water mains, sanitary sewer mains, storm sewer mains and adjacent service connections.
- General benefits.
 - More reliable services,
 - Reduce O&M costs,
 - Improved public safety with fire flows, and
 - Ready for future growth of city.

Questions & Answers – Trent Mandzuk:

1. Why did the City of Yorkton spend money on downtown beautification several years ago if they are planning to dig it all up again?

- Financial restriction prevented large-scale reconstruction.
- Conditions of underground infrastructure was unknown, as condition assessments had not yet been conducted.
- Lack of infrastructure master plans.
- Upgrades required to accommodate development where not properly identified.

2. How long will Broadway be dug up for? Will it be the whole width of the street or half a street at a time?

- The street will be reconstructed on a block-by-block basis.
- The arrangement upon which the excavation will be carried out will be evaluated on the same basis.
- Many factors will influence the process used. These include street width, location of underground infrastructure and other underground utilities; type of equipment used by the contractor and even weather conditions.
- Every effort will be made to ensure traffic flow is maintained as efficiently as possible.

3. If the reconstruction on Broadway Street goes ahead, there will obviously be a disruption to the downtown business district. Will the City compensate business for any financial loss during the construction period?

- Every effort will be made to minimize the amount of disruption to the downtown business community.
- As part of the engineering planning process, traffic accommodation and business access will be reviewed in detail with discussion involving business members and stakeholders.
- The City will not be responsible for financial loss to business due to the project.

4. How much money does the City expect to receive from the Building Canada Fund if there are successful with the proposed Grant application?

- Past BCF grant intakes for the City of Yorkton have been for 66% of the total project cost: 33.3% Federal, 33.3%, Provincial, with City responsible for the remaining 33.3%.
- The City anticipates grant-funding distribution will remain the same for this application; however, details have not yet been released.

5. If the City receives Provincial and Federal funding, when would the project start and how long would it take to complete?

- The project would be tendered in 2015.
- The proposed timeline to rebuild the entire length of Broadway is 3 years. Starting on Dracup and working west.

6. If the City does not receive any grant money, what's going to happen to the Broadway project?

- If the project does not receive federal or provincial funding, the project will be delayed.
- Future grant opportunities would be pursued upon release.
- The project would remain a priority for the City and would be proposed as a future capital project, however, a multi-year phasing approach would have to be explored due to financial constraints.
- Roadway resurfacing could take place without replacement of underground infrastructure but may be subject to future underground failures and replacements. This option is not recommended as it is a less efficient use of funds.

7. Will the Broadway Street project increase taxes for the City of Yorkton?

- Regardless of the method of funding for the project, the City's contribution required will be substantial.
- As part of the City's long range planning, longer-term borrowing options will be explored.

8. If the City wants to install new water and sewer service connections to properties along Broadway Street who is going to responsible for the cost?

- Water and sewer services will be upsized to accommodate future changes in zoning, building code requirements and for fire suppression purposes.
- At this time service connections have been included in the total project cost estimate, however, cost sharing or how the service connections will be paid for has not yet been determined.

9. Will the existing trees along Broadway be removed?

- All City owned trees along Broadway would be evaluated based on age and health. Where possible, healthy trees will be retained.
- It may be difficult to preserve trees; especially those located above water and sewer connections.
- During any reconstruction project it is sometimes difficult to work around trees without jeopardizing the critical root zone.
- New trees would replace those that are removed.
- Locations would be better planned to avoid future disturbances.

10. Is the City intending on purchasing any property to expand the ROW (right of way) on Broadway.

- The proposed preliminary design maintains existing ROWs.
- The City has no intent of widening the existing ROW.

Questions & Answers – Public:

1. Will this lower the grade of the road? With years of patching pavement the road level has increased and water runs up against some buildings.

- Drainage and the percentage of grade to get water away from building will be taken into account. The center of the roadway will be lowered.
- The solution has to do more with the storm drainage system and the collapsed pipes underground. With replacement of those broken pipes that issue will be addressed.
- The grade will be at design standards.
- Pipe system will be looked at to take into consideration overland water runs.

2. How far up the side roads are you going to go?

- It will be around the radius.
- Side streets need to have underground lines tied into Broadway. But we won't be touching the sidewalks.

3. Aside from tax increases, if cost is over run, will that be cost shared as well?

- Cost overrun will become the cities responsibility.

4. Will the project be worked on for 12 months of the year?

- The construction project will take place during the construction season, approximately April to October.

5. Based on labour availability will they work 24 hours a day?

- This would have to be talked about, however having the work done 24 hours a day would increase the cost of the project.
- All options will be investigated.

6. You have well educated people behind the inspection, design and engineering of this project, giving that funding is a big part of the question do you have a committee or individual tasked with the whole concept of coming up with ways to raise money to pay for this?

- It is a process; our best option is to get everyone onboard.
- If we cannot get everyone on board then the city takes on the project as an ad hoc basis.
- It would be easier to “shave and pave” and look away but the current council isn’t afraid to invest in our city and replace an infrastructure that is 100 years old.
- We have a responsibility to future councils and residents.
- City Manager offers expertise on creative funding and we will be calling on him.
- What we get in the Canada Building Fund in 2014 is very important.

7. Is this an avoidable project?

- No.

8. Whom can we direct our technical questions to at the city?

- Trent Mandzuk, his contact information is on the city website at www.yorkton.ca.

9. Will services be cut off to each business while this is going on?

- There would be temporary service interruptions but we would try to run alternate services so that you wouldn’t be without water or sewer.

Point: Clarification on cracks on pipes...the pipes are 75 years old, where they not cracked 74 years ago? These pipes crack almost instantly. Sure, it will get worse over time but why can’t we just suffer through it?

Point: We need to be mindful that this project will take three years; we need to think ahead regarding rerouting to other streets. We need to ensure it is made easy for people to go up and down Yorkton.

10. Some other buildings along Broadway, like the strip mall, is relatively new. Would the sewer and water pipes be moved or left alone?

- Changing the services and the area of potential rezoning will be the main concerns.
- We need to ask how is the property currently structured? If there are future zoning changes, will we have to replace those services?
- We will be evaluating the condition of the pipes, ensuring we are meeting needs and are up to code.

11. Years ago the Kahkewistahaw Gladstone was dug up and we were told that would be good enough. Does that need to be changed?

- Portions of water mains have been replaced with PVC piping, typically that was in areas where the breaks were high.
- The sanitary systems and sewer systems in place have been there since original construction.

12. With business that sit further away from Broadway, who is responsible for digging up the parking lots?

- We are mainly concerned with going up to the property lines. It will be evaluated but typically we will just be looking at the city property line to the back side of the sidewalk.

13. The old Broadway sector will be gutted. Has there been consideration as far as railway tracks are concerned?

- The cost to eliminate the tracks in the city would be so prohibitive that it would not be done.

14. Could an upgrade be considered with the tracks, going over the tracks, pedestrians being able to cross over, etc?

- We have been talking to the rail companies. We certainly want their cooperation and encourage them to do an update to their system at the same time if necessary.
- The underground infrastructure would be tunneled or punched underneath the tracks, we would not be removing the tracks.

15. Can we have a future meeting with CN and CP?

- Certainly, we are talking to the utility companies and encouraging them to do any updates at the same time but we will pursue this further at the proper stages.

16. Is the western grocers building still available? Is it vacant? Would the city look at purchasing that location and putting some sort of byway or something to eliminate one set of railway tracks?

- Directed that the person raising the question (Bryce Sherring) put the idea down on paper and submit it to Trent or to YBID or the Mayor. We will then collectively put all the ideas together and if it is something that is doable, then it can be looked at.

17. With the electrical on Broadway and SaskTel lines, have they been approached to look at this too?

- They are all a part of it, we are trying to get them on board to support or endorse the project.
- In talking to them, it is the opportune time to have them do any improvements that are necessary.

18. Will city taxes be raised? Will there be a separate bill for the frontage of each business owners to pay for their portion?

- Nothing has been decided at this time.
- A connection from the main line to the building could be your cost but that is up in the air yet.
- We are going to apply for a grant to cover that off but it will depend on what can be covered.
- If not, we will look at other alternatives to see how they can be covered off.

19. What does the connection cost?

- Average connection costs from the building to the main can range from \$7000 – \$10,000.

14. If a new business comes in and needs a new connection, what will it cost to hook up to the new line? What would the actual physical connection cost?

- Our current bylaw states that the cost to hook up from main to property is still the property owners' responsibility.
- Physical connection would cost approximately \$1000 - \$2000.

15. With businesses that requires vehicle access, would the city help with alternate access?

- Directed to list the exact locations and it will be addressed by the city on a case by case basis.