



Corporate Report

NO: R144

COUNCIL DATE: JUNE 25, 2007

REGULAR COUNCIL

TO: Mayor & Council DATE: June 20, 2007
FROM: General Manager, Engineering PROJECT FILE: 8630-10(GE Const)
SUBJECT: Golden Ears Crossing Coordinated Funding 4807-503
192 Street Trunk Sewer

RECOMMENDATION

The Engineering Department recommends that Council authorize staff to enter into a Coordinated Works Funding agreement with the Golden Crossing General Partnership for drainage system upgrades required on 192 Street near the Golden Ears Connector (GEC) mainline alignment at an estimated cost of \$950,000.00.

SCOPE OF WORK

As part of the Golden Ears Crossing Project, the Golden Crossing Joint Venture (GCJV) will be completing improvements along 192 Street from Highway 1 to the Fraser River. For City purposes, a new storm sewer trunk is necessary, to be constructed from immediately south of the proposed new Golden Ears Connector mainline to just north of the CN railway within the scope of the Golden Ears Crossing project.

DISCUSSION

As part of the design process for the Golden Ears Crossing Project, the City requested that the Golden Crossing Joint Venture (GCJV) design and construct the 192 Street storm sewer trunk recommended in the North Bluff Drainage and Slope Stability Assessment (Stantec, March 31, 2000) from approximately 94 Avenue to the Fraser River. This trunk will be required as redevelopment occurs in the area.

Preliminary cost estimates for the entire trunk were very high due to current market conditions. Given that this trunk will not be required until redevelopment of the area, its construction would not be cost effective at this point in time. As a result, we requested that a new cost estimate be provided for works in the immediate vicinity of the GEC

mainline. This will minimize City costs and coordination issues with operation of the toll road when the ultimate trunk is constructed.

The GCJV provided a quote for construction of the works plus design and administration fees. Construction and engineering fees were verified and are within the range of current market prices but at the upper level of the range. However, the administration costs are higher than what the City normally pays on capital projects. These additional fees are tied to the partnership's contractual agreements surrounding this 3P project.

Total construction, design and site supervision costs for the project come to approximately \$947,000 (plus GST). If the City chose to construct this section of trunk after the GEC mainline were in place, we would need to tunnel from well south of the mainline to north of the CN railway, a distance of approximately 200 metres. Tunneling for such long distances is more expensive on a per metre basis since it involves different construction methods than what is currently proposed. Based on current construction costs, this tunneling operation including traffic control, dewatering (likely to be well pointing in this area), utility conflict resolution in the vicinity of the tunnel staging areas, and engineering costs could easily reach \$1,200,000 in total costs.

Consequently, it is staff's opinion that the potential increased costs associated with undertaking this crossing in the future once the toll road is open outweigh the cost to bring forward this project and construct it now in conjunction with the Joint Venture.

FUNDING

Funding for this work is available under Drainage Project 4807-503.

Paul Ham, P. Eng.
General Manager, Engineering

PH/VL/RD/brb

c.c. - General Manager, Finance & Technology