

ITEM	22
MANAGER'S REPORT NO.	50
COUNCIL MEETING	1980 08 05

RE: PROPOSED AMENDMENT TO ENGINEERING AGREEMENT # E2/80 TO  
INCLUDE WORK FOR:  
1. COMMERCIAL SITE AT PHILLIPS AND GREYSTONE  
2. MUNICIPAL SUBDIVISION AT KITCHENER AND BURNWOOD  
3. BURNWOOD FROM AUBREY TO CURTIS

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Following is a report from the Municipal Engineer on a proposed amendment to Engineering agreement #E2/80.

RECOMMENDATION:

1. THAT the recommendations of the Municipal Engineer be adopted.

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TO: MUNICIPAL MANAGER 80 07 30  
FROM: MUNICIPAL ENGINEER  
SUBJECT: 1. COMMERCIAL SITE AT PHILLIPS AND GREYSTONE  
2. MUNICIPAL SUBDIVISION AT KITCHENER AND BURNWOOD  
3. BURNWOOD FROM AUBREY TO CURTIS

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RECOMMENDATIONS:

1. THAT construction supervision and works inspection for the servicing of the Greystone/Phillips commercial site, the servicing of the Municipal subdivision at Kitchener and Burnwood, and the construction of Burnwood from Aubrey to Curtis be included in R.F. Binnie Ltd.'s Engineering Agreement #E2/80, as approved by Municipal Council on 80 03 03.
2. THAT Municipal Council ratify the action of the Municipal Engineer in approving additional work to be carried out on the design of the Municipal Subdivision at Kitchener and Burnwood by Phoenix Engineering Services Ltd. at a total cost of approximately \$14,000.

REPORT

Council, at their last meeting on 80 07 21, accepted a proposal from Bosa Bros. Construction Ltd. for the purchase and development of the commercial site at Phillips and Greystone. Council further authorized the Engineering Department to complete the design of the required services and to arrange for their construction. The firm of R.F. Binnie Ltd. had been previously retained to provide engineering services for the design of the required servicing for this commercial site.

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As Council is no doubt aware, two other projects in this area have been approved for construction. These are:

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1. The servicing of the Municipal subdivision at Kitchener and Burnwood, and,
2. The construction of Burnwood from Aubrey to Curtis.

The designs for both these projects are substantially complete. From a contractual standpoint, the amalgamation of all three projects would provide a desirable package for construction purposes; the works are of a similar nature, involving considerable excavation and earth moving. The necessity for berm construction on Burnwood, on the Burnwood/Phillips Collector and also on Greystone, creates readily available disposal areas and minimizes haul costs. The concept of a single contract for the above-mentioned projects will provide the Contractor with scheduling flexibility and construction control which will maximize our cost-effectiveness through his cost-efficiency.

In order to provide uniformity of supervision and given the concept of a single contract for these projects, it is apparent that we should utilize the services of one consultant to provide the engineering supervision and inspection. At their meeting on 80 03 03 Council adopted the recommendation that R.F. Binnie Ltd. be retained to provide engineering services for contract supervision and works inspection for the 1980 Capital Works Program (Local Improvements and other road and sewer projects). Inasmuch as R.F. Binnie Ltd. has already been retained for the design of the required servicing of the commercial site, it would appear logical that the necessary supervisory services for the contracted works be included in this same Engineering Agreement already approved by Council. This concept is reinforced when the complexities of construction on Greystone, due to the peaty soil conditions, are considered.

With particular reference to the Municipal subdivision at Kitchener and Burnwood, the engineering services were awarded to Phoenix Engineering Services Ltd. by Council on 79 06 11. During the progress of design, it was necessary for a substantial amount of additional design work to be done owing to completely unforeseen bad foundation conditions (peat and overburden), resulting in your Municipal Engineer having to approve the additional work at a total cost of approximately \$14,000. The cost-benefit figure is very attractive because the saving on the revised overburden design alone will likely be in excess of \$50,000. In the peat area, we had no alternative but to look for a new layout in order to achieve a viable lot configuration.

  
MUNICIPAL ENGINEER

EEO/ch

c.c. ( ) Municipal Treasurer