

RE: MARINE WAY/10TH AVENUE CONNECTOR/GILLEY ALTERNATE  
ENGINEERING SERVICES FOR THE CONSTRUCTION OF THE BYRNE ROAD PORTION

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 1988 FEBRUARY 02

FROM: DIRECTOR ENGINEERING

SUBJECT: MARINE WAY/10TH AVENUE CONNECTOR/GILLEY ALTERNATE -  
ENGINEERING SERVICES FOR THE CONSTRUCTION OF THE  
BYRNE ROAD PORTION

RECOMMENDATION:

THAT Council approve of the Corporation entering into an engineering agreement with Reid Crowther & Partners Ltd. to provide the necessary engineering services for the construction of the Byrne Road portion of the Gilley Alternate project on the terms and conditions outlined in this report.

S U M M A R Y

On 1987 November 30, Council adopted a recommendation authorizing staff to negotiate a contract with Reid Crowther & Partners Ltd. to provide engineering services to construct the Byrne Road portion of the Marine Way/10th Avenue Connector/Gilley Alternate.

R E P O R T

In the earlier report (Item #13, Manager's Report #75, 1987 November 30) staff outlined an implementation strategy for the construction of the roadway improvements on the Byrne Road portion of the Marine Way/10th Avenue Connector.

Based on the implementation strategy and the specific concerns identified in the earlier report, the Corporation requested and received a detailed proposal for the necessary engineering services required to address the concerns and construct the improvements. At the Corporation's request, the proposal from Reid Crowther & Partners Ltd. was divided into two phases. The first phase will be a test pre-load which will be monitored and used to better predict the impact of raising the elevation of Byrne Road called for in the second phase, when the full roadway improvements are constructed. The test section will also provide the municipality with considerable important documentation with respect to impact on adjacent properties. The proposal from Reid Crowther & Partners Ltd. indicates that they are able to begin the test pre-load contract immediately and that it would extend for approximately four months; the precise length of time would be determined by the results of the monitoring. The proposal indicates that the fees for Reid Crowther & Partners Ltd. and their geotechnical sub-consultant, Golder Associates, are estimated to be \$49,000.

The second phase of the proposal deals with the preloading of the entire Byrne Road portion between Marine Way and Meadow Avenue and would also include utility relocation, further geotechnical monitoring, and the construction of drainage facilities and asphalt paving. The consultant's proposal for this second phase indicates that it could start in 1988 mid-June and be completed before year end. The fees for this phase are estimated to be \$120,000.

The combined cost of the engineering fees for these two phases is \$169,000. As stated in the previous Council Report, the estimated cost of construction for this portion of road is in the order of \$1.1 to \$1.2 million which means that the engineering fees are in the range of 14 to 16 percent. Recognizing the difficult soils conditions and the proximity to the road of existing private buildings, it is essential that this project receive a very high level of attention to engineering services during the contract administration, resident field inspection, and monitoring work. We believe that the proposal from Reid Crowther & Partners Ltd. is reasonable and competitive. In addition, it is most desirable to have the same engineering team which prepared the design concept to also be responsible for the engineering services during construction. This will avoid considerable time loss which a new consulting team would require in order to bring themselves up-to-date with the project. It would also avoid any "re-design" costs which a new consultant might incur as part of understanding the previous consultants' design work. A further very important advantage in retaining the same consulting team relates to the question of determining professional liability (if it should ever be necessary to do so) because of the dichotomy of accountabilities which would result if we were to switch to a new engineering team.

The consulting team of Reid Crowther & Partners Ltd. and Golder Associates was selected in 1987 February (Supplementary Item #12, Manager's Report No. 13, 1987 February 23) on the basis that the team is highly qualified as recognized specialists in highway design, particularly in areas of sensitive peat soils such as are found underlying Byrne Road.

The project is eligible for funding assistance from the Province of British Columbia under the Revenue Sharing Act. The Corporation has already received approval for \$1.10 million (the Provincial share is \$550,000) which is for the engineering and construction costs for the Byrne Road portion of the Marine Way/10th Avenue Connector, which is the subject of this report. This approval was given in 1987 June and is only valid until 1989 March. Furthermore, it is a requirement of the Revenue Sharing Act that the work actually be completed prior to making a claim for the Provincial share and therefore it is important for us to get on with the job so that we are able to maximize the recovery of Provincial funding. We have an opportunity here to upgrade a very important but very difficult section of our street network and we should not risk losing that opportunity while we have Provincial approval for 50% funding.

The source of funds for this project are provided by Capital Reserves Bylaw 8734 for \$1,100,000 adopted by Council 1987 April 13, and \$100,000 from 1986 General Revenue funds brought forward. This funding is reflected in the 1987 Capital Budget.

ITEM	2
MANAGER'S REPORT NO.	10
COUNCIL MEETING	88/02/08

The foregoing discussion supports our recommendation that Council approve of the Corporation entering into an engineering agreement with Reid Crowther & Partners Ltd. to provide the necessary engineering services required for the construction of Byrne Road between Marine Way and Meadow Avenue.

  
DIRECTOR ENGINEERING

VNW:dp

cc: Director Planning & Building Inspection  
Director Finance

