

RE: MARINE WAY/10TH AVENUE CONNECTOR  
MARINE DRIVE TO STRIDE AVENUE

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Acting Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 1989 AUGUST 01

FROM: ACTING DIRECTOR ENGINEERING

SUBJECT: MARINE WAY/10TH AVENUE CONNECTOR -  
MARINE DRIVE TO STRIDE AVENUE

PURPOSE: To obtain Council authority to commence construction of  
the Marine Way/10th Avenue Connector from Marine Drive  
to Stride Avenue.

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RECOMMENDATIONS:

1. THAT the Municipal Manager be authorized to approve commencement of construction of the Marine Way/10th Avenue Connector from Marine Drive to Stride Avenue as more specifically outlined in this report.
2. THAT a Capital Works Machinery and Equipment Reserve Fund Expenditure Bylaw in the amount of \$2.2 million be brought forward for the acquisition of properties and construction of the Marine Way/10th Avenue Connector road project.
3. THAT the existing engineering agreement with Reid Crowther and Partners Ltd. be extended to include contract administration and construction supervision at an estimated cost of \$54,000 as more specifically outlined in this report.

REPORT

1.0 SUMMARY

Council has received previously several reports pertaining to the road transportation network in the vicinity of the Marine Way/10th Avenue Connector. Council has approved construction in 1989, of the section of the Connector between Marine Drive and Stride Avenue (see attached sketch). This project has a heightened priority as a result of the declassification of Gilley Avenue as a truck route.

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1.0 SUMMARY (Cont'd.)

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To facilitate construction of this phase of the Marine Way/10th Avenue Connector it is necessary that Council approval be received for the following items:

- 1) "Fast tracking" of the contract award period to expedite an early commencement of construction.
- 2) Funding for the project.
- 3) Retention of engineering consultancy services for project supervision.

2.0 BACKGROUND

Council, at its meeting of 1989 May 23 declassified Gilley Avenue as a truck route. Declassification of Gilley Avenue obviously imposed a higher truck volume on Stride Avenue as the nearest available alternative route. Council also adopted a staged approach to road construction in the Edmonds South area which called for 1989 construction of the section of the Marine Way/10th Avenue Connector between Marine Drive and Stride Avenue. This project was necessary to provide an alternative to the steep grades at the southern end of Stride Avenue as it approached Marine Drive.

Designs have just been completed and we are now in a position to proceed to construction.

3.0 CONSTRUCTION SCHEDULING

The design process identified that the soils in this area have a relatively high silt content which would be susceptible to moisture and therefore makes this project weather sensitive. The construction period is anticipated to take 10 weeks and therefore it is critical that we make as early a start to construction as possible. Tenders have been called and are due to close on 1989 August 18.

Present policy requires that contract awards in excess of \$100,000 be approved by Council. The estimated cost of this project is \$600,000. There may be insufficient time to adequately analyze the tenders in order to present a report to Council for its meeting of 1989 August 21, in which case the earliest time when Council approval could be received after close of tenders is September 05. This would build an undesirable two week delay into the process. It would be possible to reduce the tender bidding period however this is not recommended because it could result in some contractors passing on the opportunity to bid.

It is recommended that the contract award process be modified slightly to allow fast tracking of this project. More specifically it is recommended that the Municipal Manager be authorized to approve commencement of construction after receipt and analysis of tenders and subject to the successful contractor meeting the following conditions:

### 3.0 CONSTRUCTION SCHEDULING (Cont'd.)

- 1) Submission of lowest bid.
- 2) Submission of a competitive bid which reflects prevalent market conditions and compares favourably with other recent tenders.
- 3) Satisfactory completion of all legal requirements within contract documents.

Staff would follow-up with a report to Council on September 05 seeking a contract award and ratification of the decision of the Municipal Manager. Council approval of this process will allow us to pick up an additional two weeks of more optimum construction weather which may be critical to the completion of this project.

### 4.0 FINANCING

The 1989-1993 Capital Budget, Major Roads Section provides \$4,096,726 for the Marine Way/10th Avenue Connector in 1989 and \$3.2 million in each of the subsequent two years in order to complete construction through to the 19th/20th Street Diversion. The 1989 provision of \$4,096,726 contains funds brought forward from previous years in addition to a new appropriation of \$2.2 million. Provincial Revenue Sharing approval was received for this project in 1987 and 1988. CAWFF Bylaws 8734 and 9193 were raised for \$1.1 million and \$1.2 million respectively and have been applied primarily to property acquisition and road design. At the time of writing this report approximately \$490,000 remains unexpended in these bylaws and is insufficient to finance the construction of the proposed connection between Marine Drive and Stride Avenue. In addition, property acquisition negotiations are continuing. It is therefore necessary to raise a bylaw for the unappropriated 1989 budget funds. Provincial Revenue Sharing was denied on the \$2.2 million 1989 appropriation due to insufficient available funding.

At this time it is intended to construct the portion of the Marine Way/10th Avenue Connector from Marine Drive to Stride Avenue to an interim standard including a temporary connection to Marine Drive at 18th Avenue. As previously stated, the estimated cost of this work is \$600,000. Staff will, of course, utilize initially all available approved Revenue Sharing funds in order to maximize our grant. It is recommended that a bylaw be raised for the \$2.2 million 1989 appropriation in order to finance not only the interim standard construction but also future property acquisitions and any other construction on this project subsequently approved by Council.

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5.0 ENGINEERING CONSULTANCY SERVICES

Engineering Services to date on this project have been provided by Reid Crowther and Partners Ltd. In order to expedite the fast tracking on this project it is also necessary that we maintain continuity of engineering services to obviate any learning curve which would be required by the introduction of a new consultant. The services which we require include contract administration and construction supervision for the construction project which has been described throughout this report. Reid Crowther have submitted a proposal to undertake this work at an estimated cost of \$54,000. This figure represents 9% cost of construction which is consistent with our previous experience for this type of work. In addition, as this work would represent an extension to a current agreement, Reid Crowther have agreed to maintain the same charge out rates. Staff are satisfied that the proposal is competitive and realistic for the work. Funding for this assignment would be available from the bylaw described in Section 4.0.

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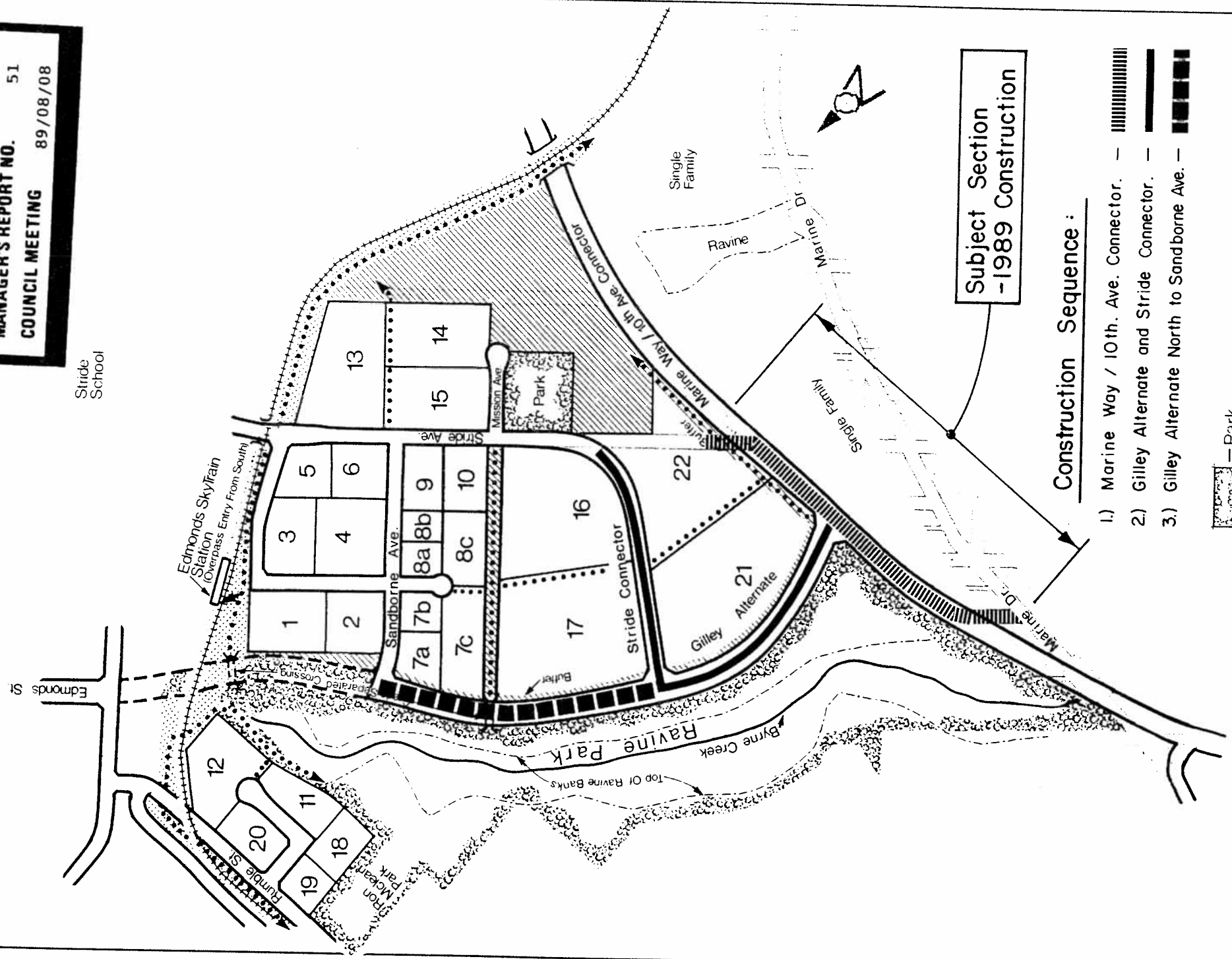
WCS:je  
Attach.

cc: Director Finance  
Director Planning & Building Inspection  
Purchasing Agent

*W.C. Suter*

ACTING DIRECTOR ENGINEERING

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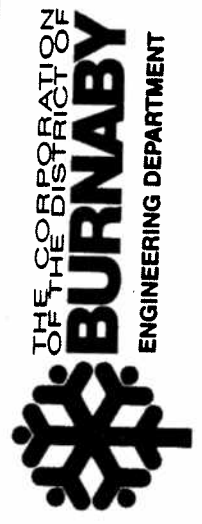
Subject Section  
 -1989 Construction

Construction Sequence :

- 1.) Marine Way / 10th. Ave. Connector. — [diagonal hatching symbol]
- 2.) Gilley Alternate and Stride Connector. — [thick black line symbol]
- 3.) Gilley Alternate North to Sandborne Ave. — [dotted line symbol]

- [stippled symbol] — Park
- [diagonal hatching symbol] — Open Space
- [dotted symbol] — B.C. Parkway
- [dotted line symbol] — Walkways, Trails

NO.	DATE	REVISION



ALTERNATE TRUCK ROUTE  
 FOR GILLEY AVENUE

DESIGNED BY: [blank]  
 DRAWN BY: D.R. Calocero

SCALE: N.T.S.

