

PW-C2-1

DATE: December 3, 2010

REPORT TITLE: **CLASS ENVIRONMENTAL ASSESSMENT STUDY FOR NORTH BOLTON
ELEVATED TANK/RESERVOIR AND FEEDERMAIN AND DETAILED
DESIGN FOR SECTION OF THE FEEDERMAIN ACROSS THE HUMBER
RIVER
CAPITAL PROJECTS 07-1540 AND 09-1115
DOCUMENT 2008-184P
TOWN OF CALEDON, WARD 5**

FROM: Dan Labrecque, Commissioner of Public Works

RECOMMENDATION

That the contract (Document 2008-184P) for consulting engineering services for the North Bolton Elevated Tank/Reservoir and Feedermain Class Environmental Assessment (EA), between the Region of Peel and AECOM Canada Ltd., be extended to provide additional work associated with the expansion of scope of work, in the estimated amount of \$529,746, excluding applicable taxes, under Capital Projects 09-1115 (\$386,746) and 07-1540 (\$143,000), for a total commitment of \$977,894, (excluding applicable taxes), in accordance with Purchasing By-law 63-2008.

REPORT HIGHLIGHTS

- In June 19, 2008, Council Resolution 2008-767 authorized staff to retain AECOM Canada Ltd. (formerly UMA Engineering Ltd.) to undertake the Class EA study for the North Bolton Elevated tank/reservoir and feedermain.
- Changes to the preliminary tank locations and feedermain routes, resulted in changes to the original scope of work.
- Changes to the preliminary tank locations resulted in savings of approximately \$18 million in construction cost and gave us an opportunity to coordinate road work with the Town of Caledon.
- A section of the North Bolton feedermain passes through the downtown Bolton parking lot and requires crossing of the Humber River at Highway 50.
- The Town of Caledon has plans to repave the downtown Bolton parking lot and build a parkette on the south west corner of Highway 50 and the Humber River Bridge in 2011. Coordination with the Town of Caledon on this project will minimize the impact on residents and businesses in the area.
- Completion of the detailed design and contract administration for this portion of the North Bolton feedermain across the Humber River and along the parking is required in order to meet the Town of Caledon's timelines for the construction of the parkette and to coordinate pavement work for the parking lot with the Town of Caledon.

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DISCUSSION

1. Background

Under the Master Plan 2007 update, the concept of pumped storage for Zones 6 and 7 was reviewed and updated to reflect the need for additional floating storage for these pressure zones. The results of this update determined that the construction of either a new elevated tank in the vicinity of Mount Hope Road and Columbia Way or an in-ground reservoir in the vicinity of Mount Pleasant Road and Old Church Road was required to address the storage needs, pressure stabilization, firefighting and emergency storage for the North Service areas of Zone 6.

A competitive request for proposal (RFP) was issued (Document 2008-184P) and awarded to AECOM Canada Ltd. (formerly UMA Engineering Ltd.) to undertake the Class EA study for the North Bolton Elevated tank/reservoir and associated feedermain in 2008.

Through the EA process, the option for an in-ground reservoir was eliminated. This was based on comments received from the public, as well as the environmental and technical restraints of the study area.

In the original scope of work, areas in the vicinity of Mount Hope and Columbia Way were identified as possible areas for the elevated tank. During the course of the study, a number of complex issues were identified with respect to the routing alternatives, potential tank sites, environmental impacts and ultimate future servicing area. In addition, a number of geotechnical, environmental, agricultural and socioeconomic impact studies were conducted in order to identify the most feasible site and route for the tank and feedermain.

Several meetings and discussions with key stakeholders and the community resulted in the re-evaluation of the level of details and scope of work required to complete the EA. After much of the work was completed in the areas for locating the tank in the North Hill, there was a change in direction for the project due to community impact, and excessive estimated capital cost associated with the feedermain options.

As a result, staff and the consultant were directed to investigate areas in close proximity to the existing elevated tank where the community, environmental and financial impact would be less.

This change in project direction resulted in savings of approximately \$18 million in construction cost and additional efforts associated with evaluation of new sites and identification of a new servicing strategy for the North Bolton area, hence a change in project scope.

2. Project Scope Changes

The additional scope of work and specific tasks associated with this change include:

- Revisit elevated tank options and feedermain alignments
- Additional hydraulic modeling and analysis of new strategy

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- New preliminary feedermain alignment evaluation
- New preliminary tank site evaluation
- New sites/new alignment investigations in field
- Additional Agency/Town coordination
- Coordination of additional sub consultant work (geotechnical, archeological, environmental and social)
- Coordination of Permits to enter with new property owners
- Additional Stakeholder consultation
- Feedermain Detail Design – The Town of Caledon plans to undertake pavement improvements in the downtown parking lot and construct a heritage parkette on the southwest corner of Highway 50 and the Humber River Bridge in 2011. To minimize duplication in approval requirements and design, disruption to the area residents and businesses and reduce cost, a section of the feedermain detail design and contract administration along the parking lot and across the Humber River will start in conjunction with the EA.

FINANCIAL IMPLICATIONS

Sufficient funding is available under the Capital Budgets 07-1540 and 09-1115.

The financial implications of the proposed works are as below:

Additional Works Component	Estimated Cost	Capital Project
Detailed design for portion of feedermain	\$386,746	09-1115
Additional works required to complete Class EA including contingency	\$143,000	07-1540
Total additional works	\$529,746	

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Dan Labrecque
Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer



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c. Legislative Services



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APPENDIX I

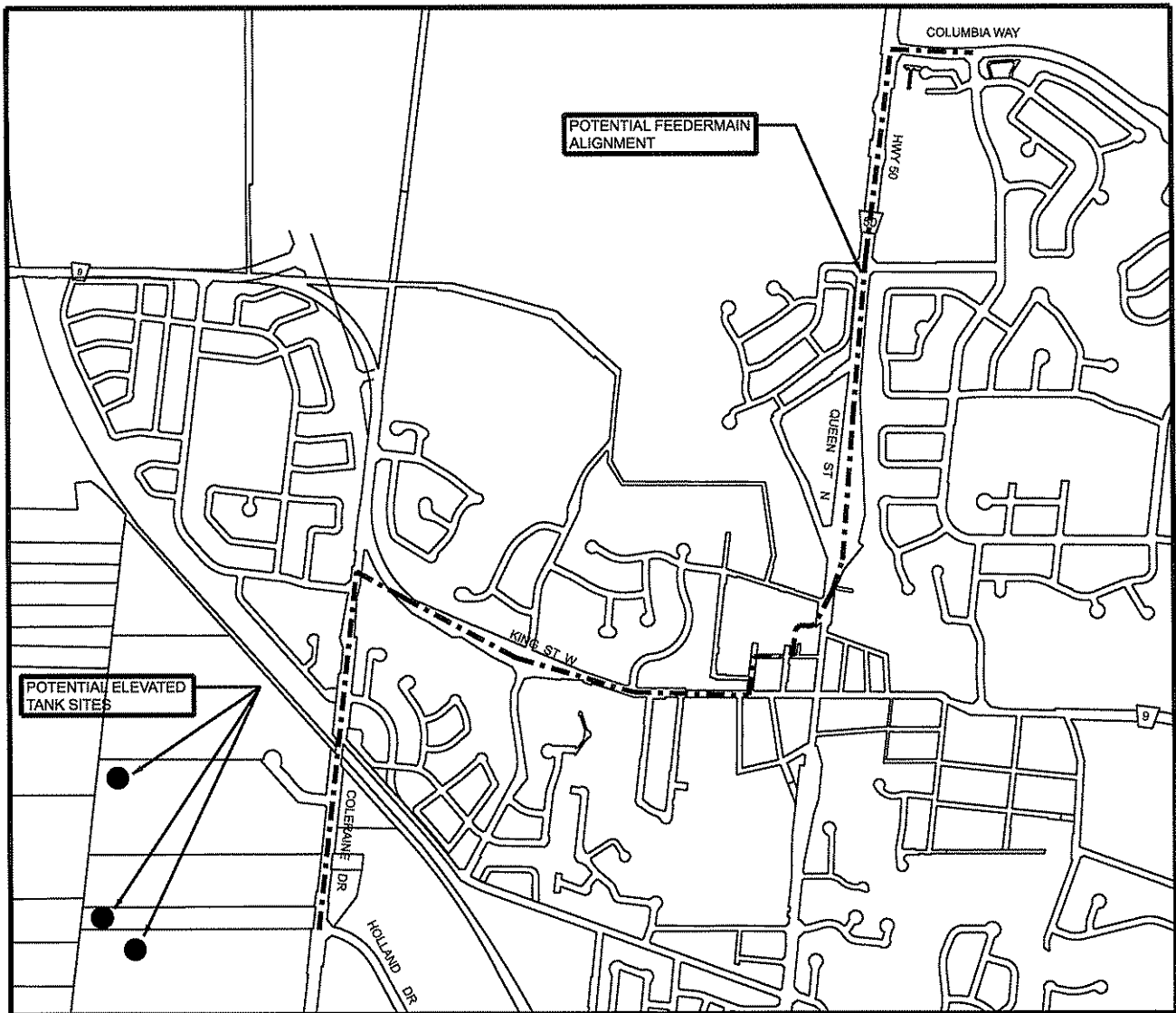
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APPENDIX II

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