
DATE: April 18, 2012

REPORT TITLE: **CONTRACT EXTENSION FOR THE CLASS ENVIRONMENTAL ASSESSMENT STUDY FOR THE NORTH BOLTON ELEVATED TANK/RESERVOIR AND FEEDERMAIN AND DETAILED DESIGN FOR SECTIONS OF THE FEEDERMAIN CROSSING THE HUMBER RIVER, DOWNTOWN BOLTON AND ANN STREET 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 related to the Class Environmental Assessment Study, detailed design work, and contract administration services, in the estimated amount of \$360,810 (excluding applicable taxes), under Capital Project 09-1115 (\$255,810) and 07-1540 (\$105,000), for a total commitment of \$1,338,705 (excluding applicable taxes), in accordance with Purchasing By-law 63-2008;

And further, that the estimated amount of \$57,799 for work related to contract administration services for the Town of Caledon's projects, be reimbursed to the Region of Peel by the Town of Caledon, as part of the \$255,810 being requested under Capital Project 09-1115.

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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 Environmental Assessment (EA) study for the North Bolton Elevated tank/reservoir and feedermain.
- In January 13, 2011, Council Resolution 2011-8 authorized staff to extend the original contract for the Class EA study for the North Bolton Elevated tank/reservoir and feedermain to include additional scope of work related to changes to the preliminary tank locations, feedermain routes and detailed design for the portion of the feedermain crossing the Humber River and downtown Bolton.
- In February 2011, the preferred elevated tank location recommended at the Public Information Centre 2 in December 2010, was revised due to challenges with the property acquisition.
- Based on the number of stakeholders' requests and inquiries, two additional public meetings were held, for a total of four Public Information Centres.
- In October 27, 2011, the Notice of Completion was issued indicating that the Environmental Study report (ESR) was available for public review. During the 30 day review period, several stakeholders raised additional concerns regarding the preferred route through the Bolton Core, resulting in additional agency/public consultation, additional investigations, extension of the review period, and a change to the preferred feedermain route.
- Changes to the route resulted in additional changes to the detailed design scope of work.
- Given that AECOM Canada Ltd. is familiar with the project's local environment and community and have established rapport with regulatory agencies, businesses and public in the project area, staff are recommending award of the additional scope of work to AECOM.
- To maximize cost savings and minimize the amount of disruption to the community in this area, the Region's and Town's projects will be completed under the same contract. The Town will cover the portion of their work related to contract administrations services in the estimated amount of \$57,799 under Capital Project 09-1115.

DISCUSSION

1. Background

In 2008, 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 feedermain.

In the original scope of work, areas in the vicinity of Mount Hope and Columbia Way were identified as possible locations 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.

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

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much of the work was completed locating the tank on 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. In 2011, Council Resolution 2011-8 authorized staff to extend the original contract for the Class EA study for the North Bolton Elevated tank/reservoir and feedermain to include this work.

In February 2011 following the request for additional funds, the preferred elevated tank site which was presented at Public Information Centre (PIC) 2 in December 2010, was reconsidered due to challenges with property acquisition. Consequently, staff were required to look for the next technically suitable site for the tank and carry out additional investigations and further evaluation on this site. At the same time, many residents and businesses expressed concern over the feedermain route through the Bolton core, specifically the proposed construction impacts the crossing of the Humber River would have on the businesses in the area. As a result, the option to cross the Humber River using trenchless technology was re-evaluated, ultimately leading to the option of suspending the pipe across the Humber River on a separate structure.

In March and June 2011, two additional PICs were held to provide the community with updates on the new location of the elevated tank, present a summary of the Region of Peel's plan to mitigate construction impacts along the entire route, and obtain stakeholders' feedback on the project.

In November 2011, and after four PICs, the final report was issued identifying the preferred site and route. During the 30-day public review of the Environmental Study Report (ESR), a number of residents in Bolton approached the Region and expressed concern regarding a section of the feedermain route along Temperance and Sterne Streets. After several meetings with stakeholders, and after assessing their concerns and potential risks, the Region decided that community acceptance was a key factor to the construction success of this project and thus, a minor change in the alignment was made to reflect these concerns. It is important to note, however, that even though the Region had enough technical information to back up the selection of the feedermain route through Sterne and Temperance Streets, and sufficient public consultation was carried out to arrive at the preferred route, the Region was inclined to work with the community to make sure that any perceived risk/impact during the feedermain construction was eliminated.

2. Project Scope Changes

a) Additional works required to complete Class EA

Due to changes in location of the tank, complexity of the route, changes in the construction method proposed for the crossing the Humber River, and numerous stakeholders' meetings, the following additional works were required to successfully

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complete the Class EA study. These works were beyond the tasks that are typically completed during a Class EA stage but were essential in obtaining the community's support for this project.

Changes to the elevated tank location and new feedermain alignment resulted in the following additional work:

- Additional site investigations to make sure that the new preferred property site was technically and environmentally feasible to locate the elevated tank.
- Coordination of additional sub consultant work (geotechnical, archeological, environmental and social).
- Additional hydraulic modeling and analysis had to be completed to make sure that the location of the tank and feedermain route was technically and economically feasible.
- Changes to the feedermain method of crossing the Humber River due to the impact to surrounding buildings by trenchless crossing.
- Two additional public meetings were added for a total of four Public Information Centres.
- During the final 30 day review period, after the Notice of Completion was issued, the project team received feedback from the several members of the Bolton community with concerns about construction impacts on properties adjacent to Temperance Street and Sterne Street. Residents felt that the construction of the feedermain through Temperance and Sterne Streets could pose future structural problems to their homes. Even though our studies and investigations indicated the presented route as the most feasible route, in an effort to obtain public support and avoid future construction delays, the alignment was changed to Ann Street.
- As the Town of Caledon had plans to reconstruct, not only Temperance Street but also Ann Street, the Region felt that Ann Street was also a feasible alternative route for the watermain.
- By coordinating the construction of this new alignment with the Town's work it would minimize the amount of disruption in the area, address the community's concerns and still meet the project's timelines and objective.
- During the 30 day review of the ESR, additional Stakeholder consultation was required as well as an extension of the ESR review date, and the issuing of additional newspaper ads advising the public of the changes.

b) Additional Detail Design

- Due to stakeholder consultation, during the EA process it was decided that the best option to cross the Humber River was to suspend the watermain from a separate structure as the risks associated with trenchless technology were too high and damage to the structures/buildings in the area could occur during construction. Changes to the Humber River Crossing was required.
- The Town of Caledon plans to undertake a series of projects within the Bolton downtown core area in 2012. Although a large portion of the feedermain in the Bolton downtown core was approved for design under Council Resolution 2011-8 to coincide with the Town's projects, the section of the feedermain along Ann Street was not included at that time. From stakeholders' feedback, this

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Feedermain along Ann Street is now to be included in the overall project. In order to meet the timelines and coordination, the approval to award design and contract administration services are required for this feedermain.

- To maximize cost savings and minimize the amount of disruption to the community in this area, the Region's and Town's projects will be completed under the same contract.
- It is proposed that the Town of Caledon reimburse to the Region the estimated amount of \$57,799 of the total \$255,810, which covers the contract administration and inspection of their projects.

FINANCIAL IMPLICATIONS

The financial implications of the proposed works are:

Component	Estimated Cost	Funding Source
Additional work required to complete Class EA including contingency	\$105,000	07-1540
Additional work required to complete detail design of watermain bridge, Ann Street watermain and contract administration and inspection	\$255,810	09-1115
Total additional work	\$360,810	

Sufficient funding is available under Capital Projects 07-1540 and 09-1115. An amount of \$57,799, for Capital Project 09-1115, will be recovered from the Town of Caledon, as it reimburses the Region for the contract administration and inspection of its projects.

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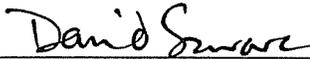
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Dan Labrecque
Commissioner of Public Works

Approved for Submission:



D. Szwarc, Chief Administrative Officer

 For further information regarding this report, please contact Mark Schiller at extension 4394 or via email at Mark.Schiller@peelregion.ca

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c. Legislative Services

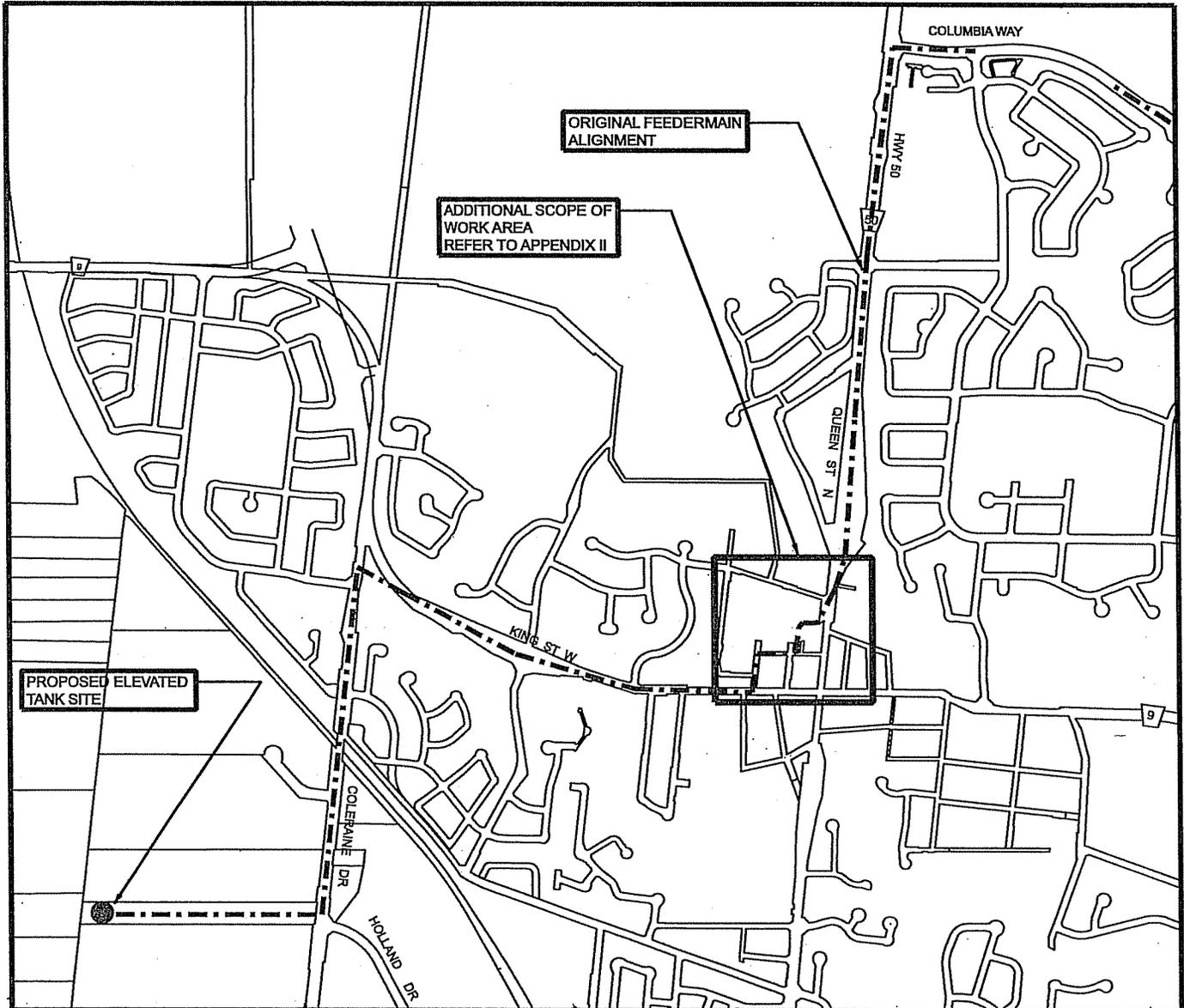
 L. Morrow, Acting Director, Purchasing
Manager, Financial Support Unit (FSU)

APPENDIX I

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APPENDIX II

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