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**REPORT TO PORT RENFREW LOCAL SERVICES COMMITTEE
MEETING OF THURSDAY 19 MARCH 2009**

SUBJECT PORT RENFREW SOLID WASTE – CAPITAL IMPROVEMENTS TO SOLID WASTE TRANSFER STATION

PURPOSE

To present for information, a revised list of capital improvements and associated costs to the Port Renfrew Solid Waste Transfer Station, and to recommend scope of works and approval to proceed.

BACKGROUND

At the Port Renfrew Local Services Committee meeting of 22 January 2009, committee members recommended certain improvements to the solid waste transfer station (the site), further to the minimal works performed in past years. The committee's suggested works include an expanded area to accommodate bins and the installation of drainage ditches on the site. Given that the current solid waste transfer station site will remain active at its existing site for the foreseeable future, staff have reviewed the committee's suggested improvements in this regard and have assembled a recommended work list and cost estimate for the consideration of the committee.

Proposed Upgrades

The work discussed by the committee on 22 January 2009 included:

1. Install steel rails for cardboard and recycle bins and level bin area with additional gravel.
2. Restoration of refuse and recycle bins.
3. Allowance for backhoe work at site (8 hours).
4. Supply and install 6 foot chain link fencing and access gates around pit.
5. Extend 300mm CMP culvert at west edge of driveway approach.
6. Approximately 75 square meters new paving on approaches and at back of site.

A site visit on 02 March 2009 resulted in further discussion with committee members and staff. The proposed 20 –W105-1 (attachment #1) upgrade was amended to include:

- a) Excavate for, supply and install a lock block retaining wall as shown on concept drawing, complete with toe down of existing frontage bank to meet Ministry of Transportation (MOT) road side grades.
- b) Increase in size (area) of the proposed expanded bin area to accommodate additional bin placement and allow for better truck access and movement at the southwest corner of the site; finish with compacted gravel surface (see note 1. above).
- c) Install a "cut-off" ditch around full perimeter of site.
- d) Extend 300mm culvert on east side of approach in addition to note 5 above.
- e) Install approximately eight meters (25 feet) of eight-foot tall concrete "fence" on proposed lower lock block wall at top of slope on Parkinson Road frontage.

Staff have reviewed the suggested list of works and the concept design drawing 20-W105-1 and suggest the following:

- Cross section surveys of the site will need to be done to finalize design for removal of rock, installation of a "lock block" retention wall(s) for placement of bin for level entry access.
- Excavation equipment time will be required at the site to perform test holing to confirm depth and location of buried rock, and to determine if the machine is effective for breaking and removal of rock outcrop. See note 3 previous.
- The overall design will incorporate a ditch and drainage system around the perimeter of the site, and extension of the road culvert as shown on the concept drawing. MOT is aware of the final design (culvert extension and toe down of earthen bank), and have granted permission for Capital Regional District (CRD) contractor to perform the works on MOT right of way.
- Steel rails for bins will continue to be strongly recommended in order to allow more orderly placement of the recycle bins, less wear and tear on the bins and considerably less wear and tear on the traveled gravel surface.
- Supply and placement of HMAC (75mm) at extended driveway approaches.
- Staff looked at the concept of replacing the proposed chain link fence with a double steel rail. Staff continue to favour the chain link fence as stated in previous minutes and reports. Cost supplied following is for new fence construction as per committee direction.
- Dependent on the committee approved budget, some paving, excavation, culvert, fencing and incidental works may be eliminated at this time.
- No provision has been made for the supply and installation of a grease trap as noted on the drawing. Future analysis of quantity and quality of site storm water and seepage run-off will determine size and placement of grease trap if deemed necessary.
- No provision has been made for the installation of the 25mm water feed line and wash down station as per concept drawing details. Electricity would need to be brought into the site to accommodate a heated "hot box" for the required above ground Reduced Pressure Backflow Assembly, due to a potential cross connection situation when utilizing potable water for industrial/commercial use. Crash protection bollards would also need to be installed which would remove useable space from the site and affect the turning radius of the upper paved areas. It is recommended that the wash station not be considered at this time.

Costs for the proposed upgrades are estimated as follows:

| | |
|---|-----------------|
| <u>Investigation, design and layout (engineering)</u> | \$7,000 |
| <ul style="list-style-type: none">• Cross section survey of the site to allow effective design and define limits of excavation• Creation of revised site drawing and documents for construction tendering purposes.• Excavation equipment for test holing and rock ripping test (8 hours)• Survey layout for control of works, site inspections. | |
| <u>Excavation and Construction Works</u> | \$20,200 |
| <ul style="list-style-type: none">• Removal/disposal of rock, clearing and grubbing, side sloping• Excavate, prepare for, and install lock block walls complete with filter fabric (materials included)• Supply/install steel rails and level bin areas with additional 19mm gravel• Extend 300 mm CSP culvert complete with manhole and headwalls, back fill and compact for paving by other. | |
| <u>Fencing</u> | |
| 8 meters x 2.0 – 2.4m. tall concrete fence and 1.2m chain link fence surround and gating at bin surround. | \$15,000 |

Paving

HMAC paving (road approaches only) 95m² @ \$85/m² hand laid. **\$8,000**

| | |
|-------------------------------------|-----------------|
| Sub total all works: | \$50,200 |
| Contingency 15% | \$7,530 |
| GST | <u>\$2,900</u> |
| Total Estimated Project Cost | \$60,630 |

Note: supply and installation of the proposed grease separator and wash down station have not been included in this cost estimate.

Optional Works

- Additional paving at extended bin area and perimeter of site. Approximate cost for paving has been quoted at \$85/m² @ 80mm thick course + taxes and contingency.
- Additional chain link fencing and gating as per drawing.

ALTERNATIVES

1. That the Port Renfrew Local Services Committee receive this report for information and authorize expenditure of up to \$61,000 from reserves for the purpose of completing the works as outlined above.
2. That the Port Renfrew Local Services Committee receive this report for information and provide direction to staff including a final list of works and quantities for tendering purposes.
3. That the Port Renfrew Local Services Committee receive this report for information.

FINANCIAL IMPLICATIONS

As of 2008 year-end, the Port Renfrew Disposal Reserve Fund has total available funding of \$75,636. It is anticipated that the site improvement works would be funded through the Reserve Fund with no impact to the operating budget.

SUMMARY/CONCLUSIONS

The proposed upgrades to the site are a compilation of the concept design drawing, committee member's suggestions at both the 29 January 2009 committee meeting and the 02 March 2009 site visit by staff. Not all aspects of the concept drawing (20-W105-1) have been included in the estimated works.

RECOMMENDATION

That the Port Renfrew Local Services Committee receive this report for information and authorize expenditure of up to \$61,000 from reserves for the purpose of completing the works as outlined above.



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Engineering Technician 5

GP:ls
Attachments: 1

