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**REPORT TO PORT RENFREW UTILITY SERVICES COMMITTEE
MEETING OF THURSDAY 11 FEBRUARY 2010**

SUBJECT 2010 BAIRD CREEK BRIDGE REPAIRS - UPGRADE TO WATER MAIN CROSSING

PURPOSE

To present the Port Renfrew Utility Service Committee (PRUSC), information, alternatives and a recommendation regarding the anticipated water main replacement works in conjunction with the Ministry of Transportation (MOT) bridge replacement at Baird Creek.

BACKGROUND

MOT, under permit from the Ministry of the Environment (Provincial) and Department of Fisheries and Oceans (Federal) performed substantial work at the Murton Creek Bridge crossing in September of 2009. Similar works were planned at the Baird Creek Bridge crossing, but would involve approximately \$44,000 of Port Renfrew water main relocation to facilitate the works. Staff advised MOT that the utility did not currently have sufficient funds, or available resources to perform the work within the prescribed 2009 window of opportunity. The planned MOT works has been postponed until early September 2010, whereas the water relocation works must be completed prior to the planned highway paving schedule of June/July 2010. Staff had proposed that MOT provide funding to offset community hardship; which may now be provided, not as monetary funding, but as an in-kind contribution to help offset costs associated with the construction of concrete abutments and bank armouring. The current available operating contingency budget is approximately \$47,000, and is sufficient to effectively complete the works. Staff will still be adamant that MOT cost share in the field work to minimize the expense to the service.

The water utility relocation/replacement will consist of replacing approximately 65 metres of 150mm Asbestos Cement pipe with 150mm Polyvinyl Chloride (PVC) and steel pipe, from new isolation valves, installed on either side of the bridge. A temporary 1,200 metre long 65mm (2.5-inch) water bypass will be installed to provide the community with a continual water feed to the reservoir during the initial disruptions. Capital Regional District (CRD) engineers will recalibrate the pump cycles to run longer given the lesser feed capacity of the temporary bypass feeding the reservoir. The temporary bypass will remain outside of the construction zone and will be carefully monitored throughout the work. Staff will remain innovative in minimizing both cost and disruption to the community in the performance of the project.

MOT has dictated the available window of opportunity to perform the works, based on acquired permits from the environmental stakeholders and the MOT paving schedule. The water main replacement is considered specialized and will involve the installation of flexible knuckle couplings and a structural design specific to supporting an active, loaded steel water main between two concrete abutments approximately 1.0 metre offset and parallel to the existing wooden bridge structure. Staff will continue to dialogue with MOT staff regarding in-kind contribution to the project. The water main offsets and temporary bypass will be completed before the planned June/July paving. The remaining installation of the two concrete abutments and steel watermain will be completed during the MOT bridge works in September.

ALTERNATIVES

1. That the PRUSC receive this report and approve the transfer of all available reserve funds to a capital account for the purpose of funding the water main relocation works at the Baird Creek Bridge.
2. That the PRUSC receive this report and approve the transfer of an additional \$19,000 available reserve funds to a capital account for the purpose of funding the water main works at the Baird Creek Bridge.

IMPLICATIONS

1. At the November 2009 budget meeting, the PRUSC approved that \$25,000 from the 2010 operating contingency fund be committed for the 2010 water relocation project. The MOT planned works will be performed September 2010. MOT does have the authority to dictate that the CRD undertakes the necessary water works in June/July. The estimated project cost of \$44,000 to undertake the water works is currently within the service's available operating contingency fund, however, depends on MOT contributing equipment and materials to help offset the overall project cost. If the project comes in under the \$44,000 estimated budget, the surplus would be redirected back into the operating contingency fund. There is currently approximately \$22,000 of uncommitted funds available for transfer to the capital fund.
2. If MOT does not provide any in-kind contribution towards the project, and the approved \$44,000 (\$25,000 already approved and the now \$19,000) budget is not sufficient to effectively complete the works, staff will need to request the committee transfer further contingency funds to balance the total project cost, adding associated costs for an extra committee meeting. As in 1 above, any surplus would be redirected into the operating contingency fund. If only \$19,000 were approved for transfer, there would be approximately \$3,000 remaining in the operating contingency fund.

SUMMARY

MOT is not obliged to do any water main works as the CRD does not have the legal right to use the MOT bridge structure to support its water main, but rather, does so under an understanding of trespass with the Ministry within its road right of way. There is no option to the CRD other than to undertake the water infrastructure relocation works prior to the bridge's culvert repair works this September, and prior to the Summer paving.

The estimated cost to complete the water main relocation is approximately \$44,000 and is available under the current 2010 operating contingency budget. The PRUSC has already authorized the transfer of \$25,000 towards the project. MOT staff has suggested that they may provide an in-kind contribution to help offset the cost to the community, however, should that not be realized, the service would still have sufficient operating contingency funds to complete the project work, but would leave little if any remaining.

RECOMMENDATION

That the PRUSC receive this report and approve the transfer of all available operating reserve funds to a capital account for the purpose of funding the water main relocation works at the Baird Creek Bridge.



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