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JOINT TRANSITWAY AND ENTERPRISE DRIVE GRADE SEPARATION AT THE STOUFFVILLE GO RAIL LINE

The Rapid Transit Public/Private Partnership Steering Committee recommends the adoption of the recommendations contained in the following report April 6, 2005, from the Vice President, York Region Rapid Transit Corporation:

1. RECOMMENDATIONS

It is recommended that:

1. The Region contribute additional costs in the amount of \$193,000 to the Town of Markham for the Enterprise Drive/Stouffville GO Rail Line Grade Separation.
2. A copy of this report be sent by the Regional Clerk to the Clerk at the Town of Markham.

2. PURPOSE

This report relates to the combined grade separation under the Stouffville GO Rail Line where the Town of Markham's eastward extension of Enterprise Drive parallels the planned Highway 7 Transitway through Markham Centre (see *Attachment 1* for location). The purpose of this report is to provide an update on the construction progress and to address a Town of Markham request for additional costs related to construction of the grade separation.

3. BACKGROUND

3.1 Transitway Alignment through Markham Centre

The Environmental Assessment (EA) Study for the Highway 7 Corridor Transitway completed an evaluation of alignment alternatives during the summer of 2003. Council endorsed the resulting recommended alignments for each segment of the corridor at its September 2003 meeting and the recommendations were presented to the public at Information Centres later that month.

The recommended alignment through the Markham Centre area, between Warden Avenue and Kennedy Road makes use of the proposed Civic Mall along the York-Durham Sanitary Sewer Easement and must cross GO Transit's Stouffville Rail line in the vicinity of the Unionville GO Station west of Kennedy Road. An extensive analysis of alignment options for the rail crossing was carried out leading to the recommendation to integrate the transitway grade separation with the grade separation required by the

Town of Markham for the extension of Enterprise Drive through Markham Centre eastward to Kennedy Road.

The recommended arrangement provided the most convenient inter-connection between the Region's rapid transit services and GO Rail as well as the opportunity to locate a transit station centrally within the available development lands making up the eastern precinct of the Markham Centre.

3.2 Joint Grade Separation with Markham

On June 26, 2003, Council adopted the following recommendation contained in Clause 6 of Report 6 of the Rapid Transit Public/Private Partnership Steering Committee, that *"the Region provide design requirements and contribute up to \$160,000 of the design cost of the Enterprise Drive/GO Rail underpass commenced recently by the Town of Markham."*

On January 22, 2004, Council adopted the following recommendations contained in Clause 2 of Report 1 of the Rapid Transit Public/Private Partnership Steering Committee: *"The Region contribute the incremental cost to the Town of Markham's contract for the Enterprise Drive/Stouffville GO Line Grade Separation attributable to the YRTP transitway access through the Markham Centre and funding up to an amount of \$750,000 be committed from the Transportation and Works rapid transit capital program."*

In the January 2004 report to Committee, three options were described to protect for the future transitway grade separation that will be required at the time the full system rapid transit infrastructure is implemented through Markham Centre. The option recommended and endorsed was to construct only that portion of the work that would be impractical and costly to construct when required at a future date.

3.3 Town of Markham Request

On December 14, 2004, Markham Council adopted recommendation from Clause 1 of Report No. 66 including the following:

- *Staff be authorized to issue a purchase order to Miwel Construction in a total amount not to exceed \$624,769.79 inclusive of 7% GST (\$583,897 exclusive of GST) for the additional cost of the winter construction work;*
- *And that staff be authorized to invoice the Region of York for their proportional share of the additional costs of winter construction in the amount of approximately \$193,000.*

3.4 Project Schedule and Progress

The tender for the project was awarded by the Town of Markham in May of 2004 with a targeted opening date for Enterprise Drive to traffic by the fall of 2005. The Town's overall project includes the grade separation at the Stouffville GO Rail Line together with extensive roadwork on Helen Avenue and Enterprise Drive as well as associated approvals, property acquisition etc.

The overall cost estimate for the project including construction cost, inspection, testing, administration fees together with GO transit charges to construct a track detour and relocate the station platform is approximately \$18,151,000 (excluding GST). Construction started in June 2004 and is approximately 50% complete.

4. ANALYSIS AND OPTIONS

The initial project schedule prepared by the contractor included completion of the grade separation bridge structure by November 2004 with the road expected to be open to traffic by the fall of 2005. However, construction of the bridge structure could not proceed until the work being undertaken by GO Transit including the relocation of the station platform and the diversion of the track was complete.

The contractor's original schedule was based on GO Transit's work being completed by July 2004. Unforeseen circumstances including the need for revisions to the GO station platform design and a longer than expected tendering and award for the track diversion work resulted in a five month delay to the schedule with construction of the bridge starting in December 2004.

As a general preference, the Town does not carry out work on concrete structures during the winter months due to quality control issues and additional costs associated with cold weather work.

If work on the structure did not proceed through the winter, the majority of the bridge construction would be delayed until April 2005 and the road would not be open to traffic until the spring of 2006. If the work on the structure proceeded during the winter months, the bridge could be completed by June 2005 and the road could be open to traffic by the fall of 2005 as originally scheduled.

If construction of the bridge were to be suspended during the winter months, Town staff anticipated that the contractor would submit a claim for additional costs to cover lost productivity, increased overhead and material cost escalations which might equal or exceed the extra cost of winter construction. Given the importance of opening the road to traffic in the fall of 2005 and the potential for reducing additional contractor's claims, Markham agreed to authorize the contractor to proceed with winter construction.

The total additional cost associated with the construction of the bridge during the winter months was agreed to between the Town of Markham and Miwel Construction at a total of \$583,897 (excludes GST). The Region's approximate 1/3rd proportional share is \$193,000.

5. FINANCIAL IMPLICATIONS

This report recommends that the Region contribute a 1/3rd proportional share of the additional costs of winter construction in the amount of \$193,000 to the Town of Markham for the Enterprise Drive/Stouffville GO Line Grade Separation attributable to the transitway access through the Markham Centre.

York Region's design cost contribution of \$160,000 was funded from the 2003/2004 Transportation and Works Capital budget. Sufficient funds have been identified in the 2004/2005 Rapid Transit Capital Budget to cover the Region's original construction contribution commitment of \$750,000 plus the additional construction cost of \$193,000 (total Regional contribution for construction \$943,000). The York Region Rapid Transit Corporation will pursue senior government contributions to this cost when further funding for the full rapid transit system becomes available.

6. LOCAL MUNICIPAL IMPACT

This report directly addresses a Town of Markham request that the Region contribute its 1/3rd proportional share of the additional costs of winter construction for the Enterprise Drive/Stouffville GO Line Grade Separation attributable to the future Highway 7 Transitway access through the Markham Centre.

7. CONCLUSION

Contribution to the Town of Markham to include the construction of an additional third span on the Enterprise Drive Bridge for use by the future Highway 7 Transitway was endorsed by Council on January 22, 2004.

Given the project issues described in Section 4, the additional construction cost requested by the contractor and agreed to by the Town of Markham is reasonable and justified.

Sufficient funds have been identified in the 2004/2005 Rapid Transit Capital Budget to cover the Region's original \$750,000 commitment plus the additional cost of \$193,000 (total Regional contribution for construction \$943,000).

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause is included with this report.)