

CITY OF HAMILTON

PUBLIC WORKS DEPARTMENT
Environment & Sustainable Infrastructure Division

TO: Mayor and Members General Issues Committee	WARD(S) AFFECTED: Ward 5
COMMITTEE DATE: July 9, 2012	
SUBJECT/REPORT NO: Centennial Parkway CNR Underpass Cost Sharing (PW12038) - (Ward 5)	
SUBMITTED BY: Gerry Davis, CMA General Manager Public Works Department	PREPARED BY: Gary Moore 905-546-2424, Extension 2382
SIGNATURE:	

RECOMMENDATION

- (a) That the General Manager of Public Works be Authorized and Directed to enter into a cost sharing agreement with Canadian National Railways (CNR) in a form satisfactory to the City Solicitor, for the design, tender and reconstruction for the City components of CNR Centennial Parkway Underpass project;
- (b) That staff report back on final cost sharing amounts as part of the 2013 budget process.

EXECUTIVE SUMMARY

Since 2011 discussions have been ongoing for the replacement of the underpass structure for Centennial Parkway, with regards to logistics of the construction, the track and safety requirements and future needs of CNR and GO/Metrolinx, at and adjacent to the structure. The current structure is substandard in terms of lane width, vehicle height and pedestrian accommodation. In addition, GO/Metrolinx has completed an EA which identifies the locating of a future GO station immediately west of Centennial Parkway which will require provision of additional rail facilities within the track right of way. This complicates the replacement of the existing structure and requires that this work be incorporated into a larger project. Given the constraints imposed by working on and adjacent to a live rail facility, given that extensive coordination will be required to move and provide rail detours and associated signal work and given that the additional structural/track/station work required to accommodate CNR and GO/Metrolinx is

significantly more than the City's work, it is both more efficient and cost effective to have CNR, act as the constructor and primary lead for the overall works. It is recommended the City contribute those costs, the City would have incurred had the project moved forward with only our bridge replacement and road work, to an overall project cost sharing agreement with CNR.

Alternatives for Consideration - See Page 4

FINANCIAL / STAFFING / LEGAL IMPLICATIONS

Financial: The capital budget for this project currently identifies three separate components; structure, roads, storm sewer.

The 2012 capital budget forecast indicates \$5,000,000 for structure replacement in both 2013 and 2014 for a total of \$10,000,000. The road portion of Centennial Parkway - Arrowsmith to Goderich has a net value of \$2,400,000.

The Environmental Assessment (EA) approval for the required stormwater works is still pending so costs have not been published to date but are expected to be in the \$2.0 - \$3.0 million dollar range. These are estimated based on functional budget level planning.

Actual budget costs will be presented for Council approval as part of the 2013 budget process.

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

In 2009 it was determined that ownership and maintenance responsibility of the Centennial Parkway CNR underpass was the responsibility of the City of Hamilton. This was determined through a search of historic Transport Canada Board orders that documented the original approval to construct by the Department of Highways (known now as the Ministry of Transportation Ontario) for Highway 20. The underpass structure became the responsibility of the City of Hamilton under the transfer of road network program from the Province. As a result of inspections and condition surveys carried out in 2010, it was recommended the bridge be replaced in a 3-5 year time frame.

In 2009, GO/Metrolinx initiated an EA for the locations of stations to facilitate GO service into the Hamilton/Niagara corridor. This proposed service will run along CNR's mainline track through Hamilton with stations at James St. N., Centennial and Fifty Road. A track occupancy agreement is being negotiated at this time between CNR and GO/Metrolinx. GO has established that the station west of Centennial will be located on the North side of the CNR rail line off Goderich Road. The new platform and train access will require shifting the existing two CNR lines northerly from their current alignment and building two new lines as well as platforms to service the GO station. As the Station is immediately west of Centennial, these works will require that a structure,

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crossing over Centennial Parkway, to carry four tracks and extend both southerly and northerly from the existing structure foot print. This requirement now prohibits the simple replacement of the width of the existing structure the City is responsible for, as it must be incorporated into the new larger (track widened) bridge.

POLICY IMPLICATIONS

This agreement aligns with the “Strategic Priority” *“WE deliver high quality services that meet citizen needs and expectations, in a cost effective and responsible manner”* by integrating business planning processes between CNR and the City of Hamilton. The agreement formalizes the relationships and defines timelines for the reconstruction of the CNR underpass structure.

RELEVANT CONSULTATION

The Ward 5 Councillor was notified and understands the need to pursue this option. Legal Services reviewed the report and agree with the recommendations as presented.

ANALYSIS / RATIONALE FOR RECOMMENDATION

As the new structure requirement would now totally encompass the existing structure replacement and in fact becomes more than twice the size of the existing structure, it is necessary to consider not only constructability options but ownership and maintenance requirements on a go forward basis.

The construction of a new underpass structure will require extensive track relocation work and will involve both scheduling and crew work. This can only be done through CNR forces. The GO station portion of the project will be handled by CNR through a separate agreement between them and require platform and under track access work. The City requires the reconstruction, widening of Centennial Parkway from Arrowsmith to Goderich as well as a bypass detour road around the construction site to maintain Centennial Parkway traffic for the duration of the project. After a full analysis of the logistics and constructability, safety and liability it is recommended that CNR be the prime constructor and lead for the project.

CNR would be responsible for the delivery of the project including design tender and contract management of the project. The City would undertake the design, tender and construction of the detour road and coordinate the relocation of utilities. The City would also undertake the design of the road works on Centennial Parkway but the tender and construction of the road would be incorporated into the tender for the bridge/track and GO works. The Design of the bridge and track work would be done under the lead of CNR. The City would contribute financially to the overall bridge project cost on the basis of the equivalent replacement cost of the existing track width had there been no other CNR/GO initiatives and for the cost of all road work.

The tender would be set up to reflect separate structure, track, GO station and Road and sewer work sections. The City would be responsible for actual road and sewer work

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tender costs. The value of the contribution for the equivalent structure can be determined in 2 ways. The cost sharing agreement can be based on a percentage of the actual tender cost from a ratio of the City's required deck area to the total deck area. The advantage of this option is the City can benefit from good tender prices but there is unknown in the actual amount to be contributed until the tender closes. The second option is to base the contribution on engineering estimates of stand alone replacement costs to the satisfaction of CNR. This gives the City of Hamilton a known fixed contribution but no opportunity for savings or reduction in the event of unexpectedly lower than average tender prices. Given the construction market, the size of the project and the potential for savings the first option based percentage of the overall project is preferred and recommended.

The agreement would set out those issues to be completed and funded by the City of Hamilton and those issues only to be funded. The agreement would also set out the overall timeline for project completion and basis of calculation of funding responsibilities. The advantages of this option lies in the ability of CNR to coordinate train movement, flagging requirements and designs that follow their specifications in a more efficient and cost effective fashion as the project lead than if they are participating as a third party. Given that the City's component of the overall works is now a minority percentage compared to GO/CNR it is preferable for CNR to undertake the project lead.

The timing basis for the agreement would be to start construction in mid 2013 and be complete in late 2014 or early 2015 as planned previously by City staff.

ALTERNATIVES FOR CONSIDERATION

The alternatives would be for the City to lead the entire project. This could result in increased timelines for approvals, increased costs for design reviews and checks by CNR and increased resource requirements for administration, agreement and legal reviews and financial services in order to accommodate the multi-party agreements necessary for GO/Metrolinx and CNR. This could result in increased costs and time to complete.

CORPORATE STRATEGIC PLAN

Focus Areas: 1. Skilled, Innovative and Respectful Organization, 2. Financial Sustainability, 3. Intergovernmental Relationships, 4. Growing Our Economy, 5. Social Development, 6. Environmental Stewardship, 7. Healthy Community

Financial Sustainability

- ◆ Delivery of municipal services and management capital assets/liabilities in a sustainable, innovative and cost effective manner

Effective Inter-governmental Relations

- ◆ Maintain effective relationships with other public agencies

APPENDICES / SCHEDULES

None