

# **The Board of Education of School District No. 43 (Coquitlam)**

## **ADDENDUM NO. 1**

**Tender No. 16-07S**

### **Request for Offers: Coronation Development Site**

#### **To All Bidders:**

Bidders are advised that an electronic copy of Offers form A, B and C are available for download on the [www.sd43.bc.ca](http://www.sd43.bc.ca) website at the link below:

<http://www.sd43.bc.ca/District/Departments/Facilities/Pages/CoronationParkRFO.aspx>

#### **Changes:**

Bidders are advised that the following change had been made to this project and has been included with this addendum as an attachment:

Revised page 8 and additional drawing to Appendix H - Preliminary Servicing Concept for Redevelopment

-----END OF ADDENDUM-----

#### **Note:**

Contractors are advised to acknowledge receipt of Addendum No. 1 o **where indicated.**

**This Addendum supersedes the original Request for Offers Documents to the extent referenced.**

This Addendum is incorporated into and becomes part of the Request for Offers document.

These numbers (under all three scenarios) are reasonable for the suggested two-lane internal road system and the TDM strategies can be discussed in more details in the TIS. Considering that some of the traffic will be using the secondary access off Guildford Drive, the demand at the Barnet Highway intersection will be reduced further.

A standard 20m ROW has been assumed for the new access road. The curb lanes at 3.5m, centre lane at 3.3m and 1.5m boulevards with 2.0m wide sidewalks. This leaves a little extra room for rear boulevards and/or retaining walls, as determined during the actual design.

The Barnet Highway ROW appears to have sufficient space, so no dedications should be required. However, to fit in the new left turn bays, some road widening would be required (1-3m depending on the desire for a median) and associated tapers. Barnet is a 4-lane section in this area, with cycle lanes and a concrete median. The road width at the intersection with Falcon just to the east is approximately 18m and has the left turn bays.

Conceptual locations and sections for all three possible locations from Barnet Highway are illustrated on drawing 14-790-R1 attached in Appendix H. While new road access may be preferred from Barnet Highway, it is also possible from Runnel Court as shown on drawing 12-446 sheet 2 of 2 attached in Appendix H, subject to further analysis and discussions with the City of Coquitlam.

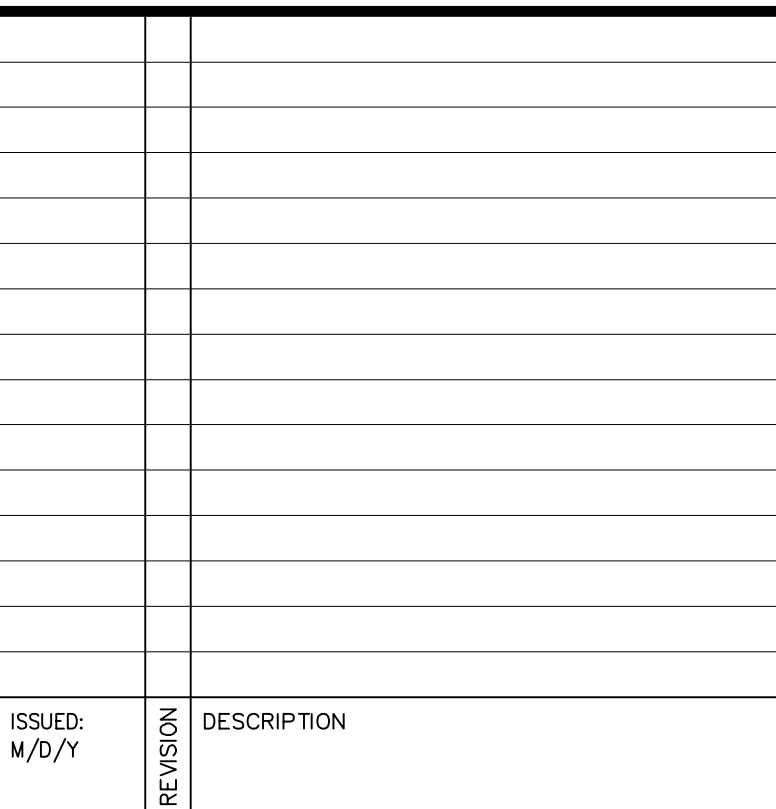
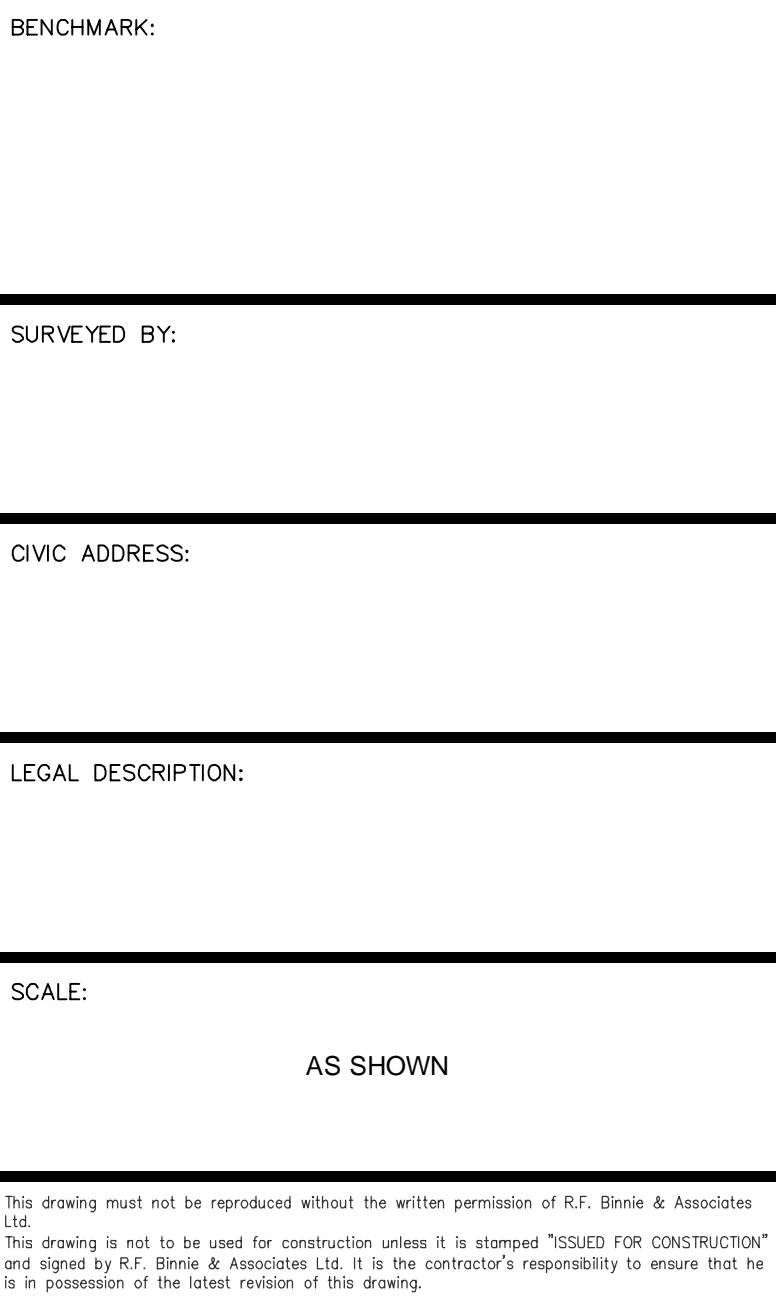
## 7.0 COST ESTIMATES

R. F. Binnie & Associates has provided cost estimates for each of the four servicing concepts outlined in the previous sections (see Appendix I). The servicing cost estimates only include improvements which have been discussed within this report and do not include roadworks, landscaping, street lighting, or private utilities that would generally have the same scope and cost if serviced from Coquitlam or Port Moody. All cost estimates at this level are subject to a 30% contingency fee and a 10% engineering fee, which are included in the following reported figures.

For the instance where only two of the single family lots are consolidated with this development for the new roadway access, the construction cost estimate for servicing from the City of Coquitlam (Servicing Concept 1) amounts to \$434,000. If all nine single-family lots north of the Barnet Highway are added for the suggested development, servicing from the City of Coquitlam (Servicing Concept 2) would cost approximately \$546,000.

For the two single family lot consolidation option, the City of Port Moody Servicing Concept 3 is estimated at \$1,260,000 which includes downstream stormwater upgrades but excludes potential work that would need to be done at the existing ditch. This cost also includes downstream sanitary and watermain upgrades. If all nine single-family lots north of Barnet Highway are also developed, servicing from the City of Port Moody would cost approximately \$1,106,000 which includes downstream sanitary and watermain upgrades as illustrated in Servicing Concept 4. To provide looping, the watermain would need to be upgraded along the north side of Barnet Highway from Balmoral Drive to loco Road. The cost estimate for watermain upgrades is approximately \$350,000. It is observed that for the City of Port Moody servicing concepts, the nine-lot development is more cost-





PROJECT:

# Coronation Park Access

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DATE: 8/31/15	SEAL:
DRAWN: SJ	
DESIGN: SJ	
CHECKED:	
SCALE: AS SHOWN	

SHEET TITLE:

CONCEPTUAL ROAD  
ACCESS

OPTION 2

DRAWING NO.:	REV.
OPT2	
RFB JOB No. 12-446	SHEET 2 OF 2