

May 19, 2020

Portside Road extension and bridge

Technical fact sheet

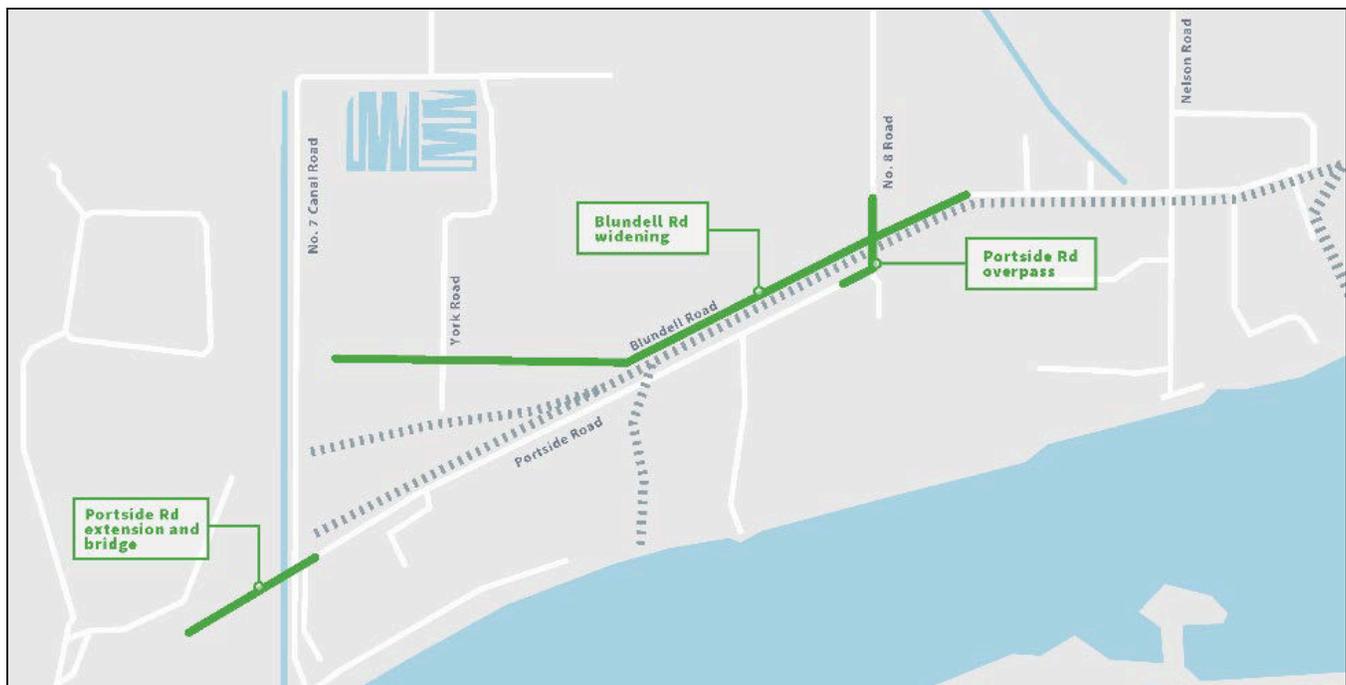
Project overview

The Vancouver Fraser Port Authority is upgrading roadways in the Fraser Richmond Industrial Lands. This location and its connections to major transportation routes and facilities make it a popular industrial area for warehouses and transload businesses that pack and unpack shipping containers moving to and from the port. This corridor has some of the highest and most concentrated activity in the Greater Vancouver area for moving goods from terminals to rail lines and trucks, and off to other destinations. Information contained within this fact sheet is current as of April 2020 and the reader should be aware that the port authority's approach to the project or information within the fact sheet may have evolved since this date and will not be confirmed until commencement of the procurement process. The project is further described on the project website, which contains general project information, current as of February 2020:

www.portvancouver.com/portsideblundellupgrades

Funding and project partners include the Government of Canada, the Vancouver Fraser Port Authority, Canadian National Railway (CN) and the City of Richmond. The project value is estimated at \$10–\$15 million.

Figure 1: Project location



General arrangement drawings for the three project components, Portside Road overpass, Blundell Road widening, and Portside Road extension and bridge are provided as Attachment 1.

Figure 2: Project rendering



Procurement strategy and timeline

- Currently, the preferred delivery model for this project is Design-Build.
- Delivery model selection will not be finalized until the start of procurement.

Milestone	Target date (subject to change)
RFQ issuance	Q1 2021
RFQ close	Q1 2021
RFP issuance	Q2 2021
RFP close	Q4 2021
Notice of award / selection of preferred proponent	Q4 2021
Construction start	Q4 2021
Construction completion	Q2 2023

Advance works

- No advance works currently planned

Technical challenges and risks

- **Geotechnical conditions** – The native organic and fine-grained overbank sediments and landfill waste in the project area are generally weak, and moderately to highly compressible. Increases in loading in these sediments due to grade changes, structural loads, or reduced groundwater pressures will likely result in consolidation settlement. The weak nature of the underlying organic soils and landfill waste will likely require staged filling with settlement and pore pressure monitoring to limit the risk of failure. The organic soils will likely limit the height of embankments constructed using mineral fill. Alluvial sand deposits are likely liquefiable under seismic loading. This may require ground improvement at structures and high embankments. A factual report will be provided outlining geotechnical considerations for proponents.
- **Environmental issues and permits** – Wildlife considerations are included in the construction schedule. Plans are in place to mitigate project effects to protected species. Contaminated soils and groundwater are expected in the project area. Following further environmental assessment, mitigation plans will be implemented for the construction phase. The Portside Road extension requires a two-lane bridge crossing the No. 7 Road canal near its confluence with the Fraser River. This is expected to initiate review or regulatory requirements with provincial and federal agencies. Archaeological assessment(s) will be completed due to the moderate potential for unrecorded archaeological materials within the project area. A plan will be developed and implemented in consultation with Indigenous groups to address potential project-related effects on cultural and archaeological resources.
- **Third party utilities** – Protection / monitoring of City of Richmond water lines within the project area. As part of the bridge design and construction, future utility requirements to service the new industrial area west of No. 7 Road canal will need to be incorporated.
- **Traffic management during construction** – A road access detour for the construction of the embankments to the overpass structure will likely need to be designed and implemented to mitigate traffic affects to port authority tenants and subtenants in the area. Engagement with these stakeholders will be completed as part of development of the detour design.