



## **BACKGROUND**

In March 2006, Transport Canada commissioned the Roberts Bank Rail Corridor Road/Rail Interface Study. This study recommended the construction of nine road/rail grade separations along the Roberts Bank Rail Corridor. Subsequently, an Agreement in Principle was reached between 12 funding agencies in relation to funding the costs of construction of the overpasses.

TransLink committed to undertake the role of Program Director and administrative lead for the Program on behalf of the Partners. The municipalities, in which the respective grade separations are located, are designated as the Delivery Agents. There are four railway overpasses proposed within Surrey: these being (1) 152 Street (2) 192 Street (3) 54 Avenue and (4) 196 Street (as illustrated on the map attached as Appendix I). The estimated cost of these structures is \$158 million, with the City's share estimated at \$22.4 million.

The 192 Street, 54 Avenue and 196 Street overpasses are proposed to be grouped together and constructed under a 'design/build' arrangement under which the contractor will be responsible for design and construction of the project. This was determined to be an effective approach due to the combined size of the project and the close proximity of the three overpasses to one another. By grouping these projects together, it will generate interest amongst some of the larger contractors. The 152 Street overpass will employ the more traditional method of design first and then tender and construction. Market research has indicated this approach will place it in a very competitive environment with the medium-sized contractors.

### **Proposal Submissions**

In accordance with the City's standard consultant selection process, the following firms were invited to submit proposals for this assignment:

AECOM Canada Ltd.  
Associated Engineering (B.C.) Ltd.  
Delcan Corporation  
Stantec Consulting Ltd.

Proposals were received from each of these firms.

### **Evaluation**

The proposals were evaluated using the following criteria:

- ◇ understanding of assignment
- ◇ experience relative to assignment
- ◇ strength of project manager and project team
- ◇ work plan and schedule
- ◇ financial considerations

The Stantec Consulting Ltd. proposal demonstrated a very thorough understanding of the project requirements, offered a team that had considerable experience with projects of a similar nature and proposed an appropriate level of effort. The design fee proposed by Stantec is considered to be reasonable for this type of engineering assignment, representing approximately 2% of the

construction value. Overall the proposal from Stantec was determined to represent the best value to the City in comparison to the other three proposals.

### **Sustainability Considerations**

The proposed railway overpass will improve the efficient movement of traffic within Surrey and provide greater opportunity for cycling and pedestrian movement, which will support the Sustainability Charter's vision of efficiently moving people and goods, not just vehicles. The project will enhance the public realm by minimizing the negative impacts of train whistling. Traffic congestion and unnecessary vehicle idling will also be reduced, leading to a reduction in vehicle emissions. In particular, the project supports the Charter Scope actions related to:

- SC 13: Creating a Full Accessible City
- EN 13: Enhancing the Public Realm
- EC 16: Increased Transit and Transportation to Support a Sustainable Economy
- EN 11: Commitment to the Climate Change Action Plan

### **FUNDING**

Funding for this contract is available within the City's Transportation Capital Budget.

The project falls under the Roberts Bank Rail Corridor Program with funding from Transport Canada, Ministry of Transportation, TransLink, Port of Metro Vancouver, B.C. Rail and the City of Surrey. Approximately 79% of the project costs including this consultant contract will be recovered from the funding partners. The City will make recoveries from each of the funding partners by means of quarterly invoices.

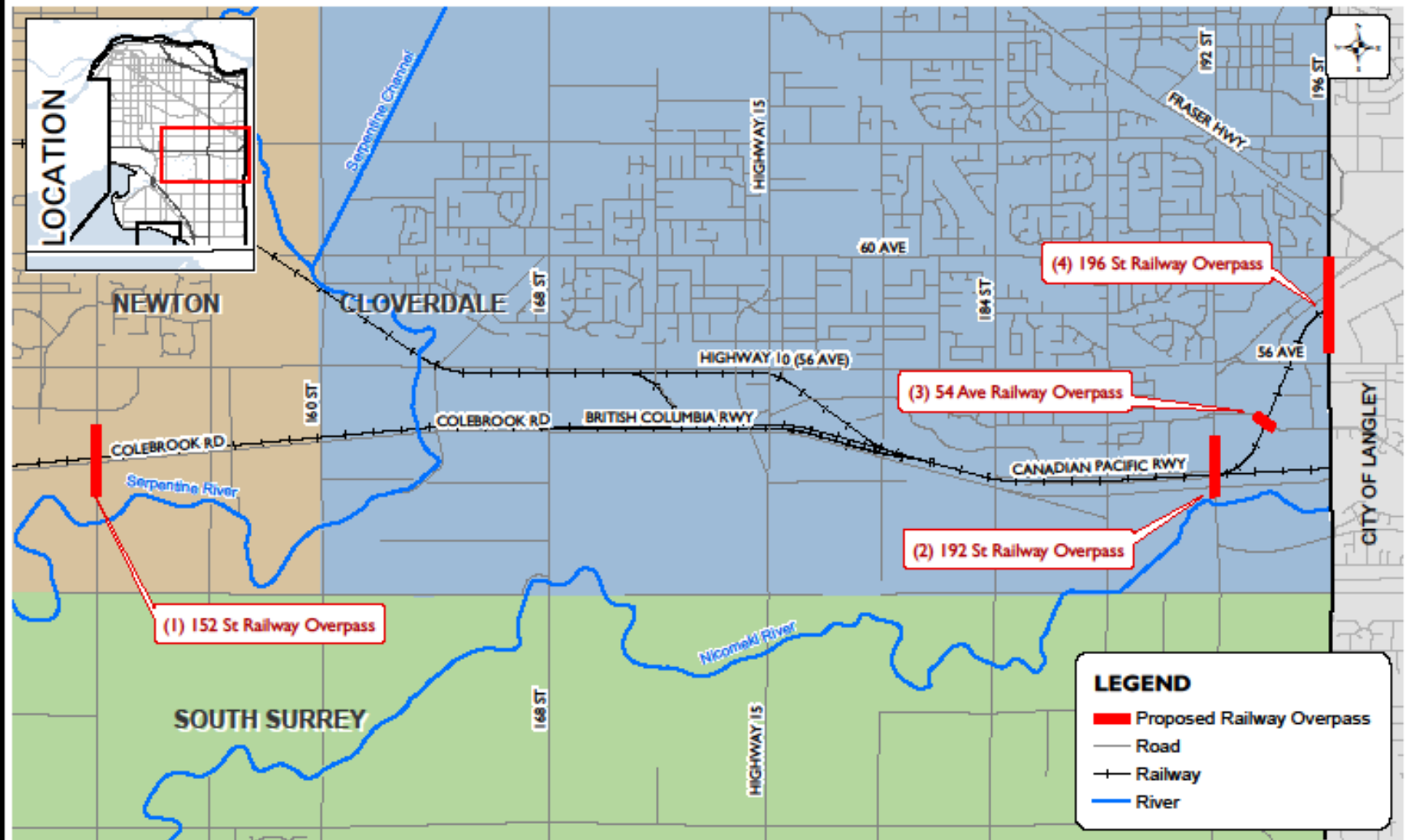
Vincent Lalonde, P.Eng.  
General Manager, Engineering

KZ/PZ/brb

Appendix I - Proposed Railway Overpasses

Appendix II - 152<sup>nd</sup> Street Overpass Project

# APPENDIX I



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## PROPOSED RAILWAY OVERPASSES

ENGINEERING DEPARTMENT

The data provided is compiled from various sources and IS NOT warranted as to its accuracy or sufficiency by the City of Surrey. This information is provided for information and convenience purposes only. Lot sizes, legal descriptions and encumbrances must be confirmed at the Land Title Office.

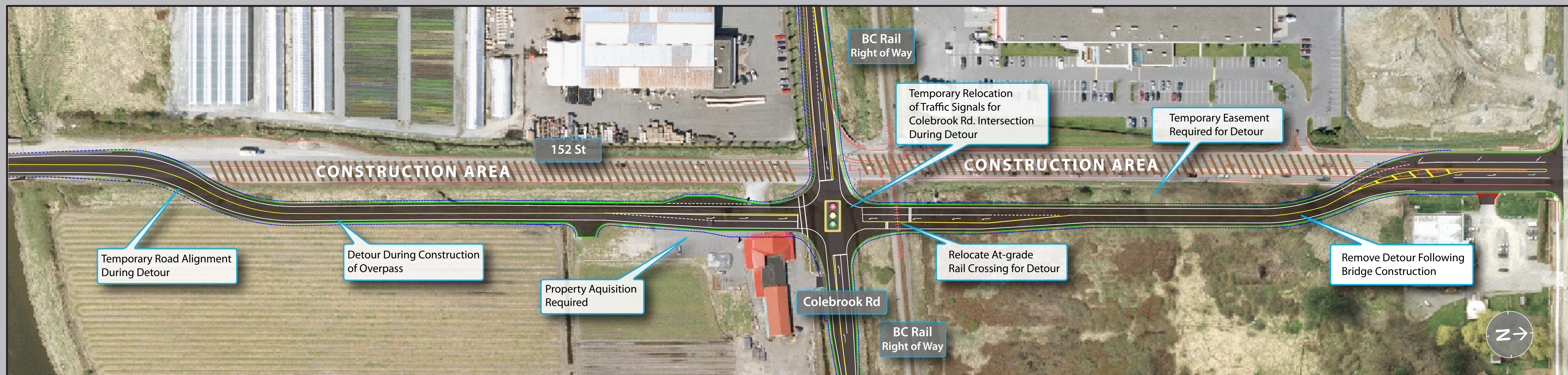
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# 152<sup>ND</sup> STREET OVERPASS PROJECT

## APPENDIX II

### Road Design During Construction



### Final Road Design At Completion

