

NO: **R024**

COUNCIL DATE: **February 6, 2012**

REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **January 31, 2012**

FROM: **General Manager, Engineering**

FILE: **1711-007/11**

SUBJECT: **Award of Contract M.S. 1711-007-11
Roberts Bank Rail Corridor Program "Combo" Project in Cloverdale**

RECOMMENDATIONS

The Engineering Department recommends that Council:

1. Approve the award of Contract M.S. 1711-007-11 to B.A. Blacktop Ltd. for the design and construction of the Roberts Bank Rail Corridor Program "Combo" Project (192 Street, 54 Avenue and 196 Street railway grade separations and related road works) in the amount of \$70,240,423.49 including HST; and
2. Set the expenditure authorization limit for Contract M.S. 1711-007-11 at \$78 million including contingency and HST.

BACKGROUND

The Roberts Bank Rail Corridor Program in Surrey consists of the construction of road/rail grade separations at 152 Street, 192 Street, 196 Street, and 54 Avenue and related road works to reduce congestion at rail crossings as well as at-grade crossing improvements and closures along Colebrook Road to allow for the cessation of train whistling along the majority of the B.C. Railway corridor through Surrey.

The 192 Street, 54 Avenue and 196 Street grade separations (see the attached Appendix I) will be delivered as one combined design-build project, referenced as the "Combo" Project.

The procurement process for this Project was initiated by way of a request for Credential Submissions from design-build teams. Submissions responding to this request were received from ten teams involving a total of eighty-six construction and engineering design companies. An independent Evaluation Team supported by technical specialists evaluated the credential submissions and selected a short list of teams (as reported to Council in Corporate Report Ro67; 2011, attached as Appendix II) to submit detailed engineering design and construction price proposals for the Project. The short-listed teams included:

- BA Blacktop Ltd.;
- Graham Infrastructure, a joint venture; and

- SNC-Lavalin Constructors (Pacific) Inc.

A detailed proposal was subsequently received from each of these three proponents.

The proposals were subjected to an initial pass/fail evaluation to confirm that each proposal was a complete, workable design solution, prepared in accordance with good industry practice. All of the proposals passed this initial evaluation process. The Evaluation Committee and technical support specialists along with a Fairness Monitor then conducted a detailed evaluation of each of the proposals to identify the preferred proposal. This detailed evaluation was based on the following criteria:

- Design & Construction Cost;
- Operation and Maintenance Costs of the completed project;
- Design Quality;
- Project Plans, including plans for environmental monitoring, traffic accommodation, quality assurance, public information and minimizing public inconvenience during construction; and
- Project Schedule/Timeline (Completion Date).

Based on the detailed evaluation process and the listed criteria, the design-build team led by BA Blacktop Ltd. was selected by the Evaluation Committee as being the most advantageous to the City. The proposal from BA Blacktop also offered the lowest cost.

Staff has since the evaluation process been in discussions with BA Blacktop Ltd. to confirm minor required scope changes to their proposal and to confirm their continued willingness to enter into a formal Design-Build Agreement.

BA Blacktop is a long-standing well-managed civil construction company with significant experience in the areas of construction that are predominantly required for this Project. The Evaluation Team is satisfied that BA Blacktop Ltd. has the capacity and expertise to undertake this Project successfully.

SUSTAINABILITY CONSIDERATIONS

The railway grade separations and related road works of the Combo Project will provide relief to Surrey road users that are affected by rail traffic. The project will reduce delays caused by rail traffic at intersections with major roads and will allow for an enhanced environment by eliminating train whistling at road/railway crossings along the BC Railway. This project will assist in achieving the vision of the City's Sustainability Charter; more particularly, the following Sustainability Charter Scope action items:

- SC13: Creating a Fully Accessible City
- EN13: Enhancing the Public Realm

FUNDING

The Roberts Bank Rail Corridor Program “Combo” Project is being funded by way of contributions from Transport Canada, Port Metro Vancouver, BC Ministry of Transportation & Infrastructure, City of Langley, Township of Langley, and City of Surrey, with Surrey’s funding partners contributing 88.4% of project costs in Surrey.

Funding to cover the City’s share of the costs of this Contract is available in the Council-approved Capital Budget.

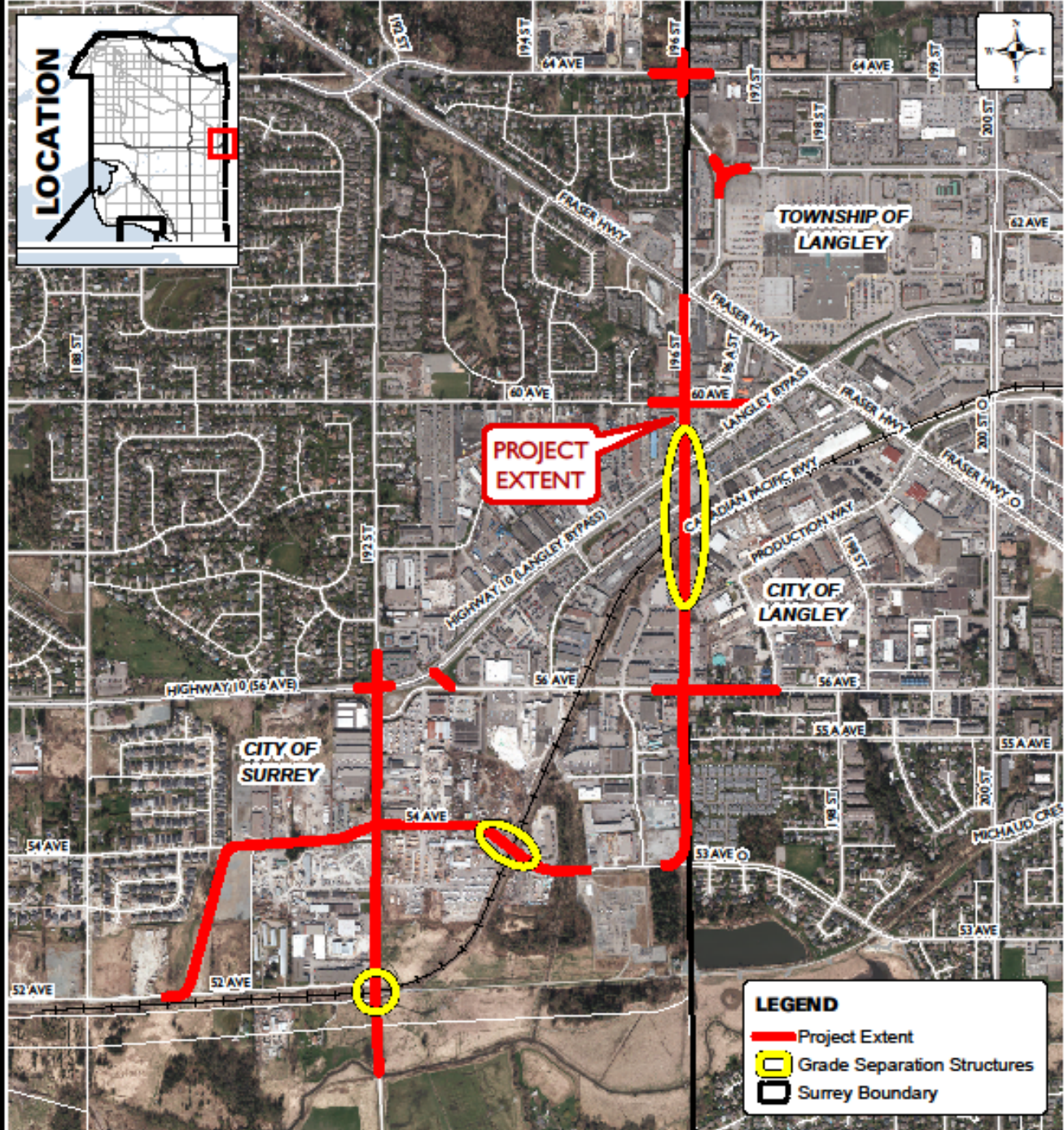
Vincent Lalonde, P.Eng.
General Manager, Engineering

VL/KZ/brb

Appendix I: Contract M.S. 1711-007-11 – Map of Roberts Bank Rail Corridor Program,
Combo Project

Appendix II: Corporate Report Ro67; 2011 - Update on the Surrey Projects in the Roberts Bank Rail
Corridor Program

APPENDIX I



Produced by GIS Section: January 30, 2012, AW8

Date of Aerial Photography: May 2011



**CONTRACT M.S. 1711-007-11
ROBERTS BANK RAIL CORRIDOR
PROGRAM COMBO PROJECT**

**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 lines, legal descriptions and encumbrances must be confirmed at the Land Title Office.

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