

NO: **R232** COUNCIL DATE: **November 5, 2012**

**REGULAR COUNCIL**

TO: **Mayor & Council** DATE: **October 31, 2012**  
 FROM: **General Manager, Engineering** PROJECT FILE: **1708-057/09**  
 SUBJECT: **Increase in Expenditure Authorization for Engineering Services Agreement No. M.S. 1708-057 D5 with Trillium Infrastructure Solutions Inc. Related to the Roberts Bank Rail Corridor Program**

**RECOMMENDATION**

The Engineering Department recommends that Council approve an increase in the expenditure authorization from \$1,921,000.00 to \$2,821,000.00 (including HST and contingencies) for Consultant Agreement M.S. 1708-057 D5 with Trillium Infrastructure Solutions Inc., which covers project management and owner’s engineer services for the Roberts Bank Rail Corridor Program.

**SCOPE OF WORK**

Trillium Infrastructure Solutions Inc. is acting as Project Manager and Owner’s Engineer for the design and construction of railway overpasses and associated road works at the locations listed in the following table, which are also illustrated on the map attached as Appendix I to this report:

Map Reference Number	Project	Location
1	1709-3140-00	196 Street Railway Overpass
2	1709-7090-00	54 Avenue Railway Overpass
3	1709-3130-00	192 Street Railway Overpass

The subject overpasses, known as the Combo Project, are being constructed utilizing a Design/Build strategy with the project targeted for completion in 2014 at an estimated total cost of \$117 million.

**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 to fund the costs of construction of these overpasses. TransLink committed to undertake the role of Program Director and administrative lead of the Program on behalf of the Partners. Each of the municipalities, in which the respective grade separations are

located, is designated as the Delivery Agent for those overpasses that are located within their municipal boundaries.

The “Combo Project” overpasses are covered by one Design-Build contract to take advantage of economies of scale, design-build innovation, and scheduling benefits. Trillium Infrastructure Solutions Inc., supported by R.F. Binnie & Associates, was retained in September 2009 through a competitive process to provide Project Management and Owner’s Engineer services for the Combo Project.

## DISCUSSION

The level of effort required of the Project Management consultants related to the Combo Project has exceeded original estimates for the following reasons:

- complex and lengthy negotiations were necessary to conclude Project Agreements between Surrey and the various funding partners;
- various sub-consultants were engaged as part of the RFQ and RFP Evaluation Teams, which was not included in the original terms of reference;
- due to delays at the outset of the Project, there is a compressed timeframe for the Design/Build delivery and a greater intensity of effort to administer and coordinate this phase;
- additional work was required in relation to design preparation;
- significant additional geotechnical field work was required to address the concerns of prospective proponents during the RFP stage of the Project;
- property acquisition was challenging for the City’s Realty Division and required support effort from the consultant;
- complexities with the preferred proponent’s proposal and a considerable pricing difference between proposals required additional effort during the RFP evaluation stage; and
- approximately \$1.8 million in additional system improvement works was added by BC Hydro, which amount they have agreed to fund with this work resulting in additional coordination effort by the Project Management consultant.

As a result of careful management by Trillium the Design/Build procurement process was completed successfully with no legal challenges and a project price approximately \$15 million below budget was achieved while meeting the project schedule constraints as required by the Federal Government.

This, in turn, was instrumental in gaining funding Partner support to include \$3,650,000 in additional optional work items that will benefit the City of Surrey; construction of the connector road from 52 Avenue to 54 Avenue, and construction of a dual north-bound left turn lane on 192 Street at the intersection with the (Hwy. 10) Langley Bypass (as illustrated on the map attached as Appendix I).

Based on the above, an increase in the expenditure authorization for the Project Management and Owner’s Engineering Services elements of the Combo Project is reasonable in the amount of \$900,000. This amount is available within the project budget and will be cost-shared between the project partners with the City being responsible for approximately \$126,000 or 14% (including HST and contingencies).

## **SUSTAINABILITY CONSIDERATIONS**

The Combo Project will improve the efficiency of traffic movement within Surrey and provide greater opportunity for cycling and pedestrian movement, supporting 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. The Combo Project supports the following Charter Scope action items:

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

## **CONCLUSION**

Based on the above discussion, it is recommended that Council approve an increase in the expenditure authorization from \$1,921,000.00 to \$2,821,000.00 (including HST and contingencies) for Consultant Agreement M.S. 1708-057 D5 with Trillium Infrastructure Solutions Inc., which covers project management and owner's engineer services for the Combo Project that is part of the Roberts Bank Rail Corridor Program.

Vincent Lalonde, P.Eng.  
General Manager, Engineering

KZ/brb

Appendix I – Map of Proposed Railway Overpasses, also known as the Combo Project

# APPENDIX I AERIAL PHOTOGRAPH OF SITE



Produced by GIS Section: September 26, 2012, CS

Date of Aerial Photography: April 2012



## 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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