

RE: CONSTRUCTION OF OAKLAND STREET FROM ROYAL OAK AVENUE TO SPERLING AVENUE

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 84 04 25

FROM: DIRECTOR ENGINEERING

SUBJECT: CONSTRUCTION OF OAKLAND STREET FROM ROYAL OAK AVENUE TO SPERLING AVENUE.

RECOMMENDATION:

1. THAT an Engineering Agreement be entered into with R.F. Binnie & Associates Ltd. for the provision of engineering services required for the complete construction of Oakland Street from Royal Oak Avenue to Sperling Avenue, in accordance with the Corporation's terms of reference, the proposal from the Company, and as outlined in this report.

REPORT:

Council has recently been made aware of Burnaby's proposal to the Provincial Government to transfer the unused portion of Provincial Assistance under the 1983 Revenue Sharing Act Road Program Approval from the B.N.R. Kensington Overpass project to the Oakland Street construction project (Royal Oak Avenue to Sperling Avenue). Council has approved of commencement of negotiations for the acquisition of the property required for the project and this is now underway to the extent possible without yet having full design drawings available.

Mayor Lewarne, within the past few days, received a letter from the Honorable Alex V. Fraser, Minister of Transportation and Highways, advising the Mayor that "... I am prepared to recommend to the Honorable Minister of Municipal Affairs transfer of the unused Provincial Assistance (approximately \$1,357,000) from the Kensington Rail Overpass Project to construction of Oakland Street ...". Further to this advice, the Director Engineering was advised today (04 25) by the Municipal Programs Engineer of the Ministry of Transportation and Highways that a favorable recommendation regarding the transfer of funding would be going from his Office to the Ministry of Municipal Affairs within the next few days. These recent events indicate that approval for the funding transfer is a virtual certainty.

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If we are to make every reasonable effort at maximizing the return on the transfer of Provincial funds which terminate completely in 1985 March 31 (less approximately three weeks for invoicing), we must lose no time in proceeding with the next step, which is the preparation of design drawings needed for calling of tenders.

With the foregoing remarks in mind, proposals were sought from four consulting engineering firms in accordance with Corporation policies in appointing consultants. The four were chosen for their long-standing proven track records in meeting deadlines, in producing designs with accurate determination of quantities, and for achieving requirements while being cost-effective. The four were chosen as being very closely comparable in overall abilities and were considered to be the best choices for this particular work out of those who have expressed interest in performing consulting design work for the Corporation in response to advertisements. The four firms, together with a listing of the more salient aspects of each of the proposals, are:

COMPANY	ESTIMATED		ESTIMATED TOTAL COST OF ENGINEERING SERVICES
	COMPLETION DATES		
1. Underwood McLellan Ltd.	Design: 84 July 27 Constr.: 84 Dec. 14 85 Mar. 15 (Balance)		\$140,000
2. Associated Engineering Services Ltd.	Design: 84 July 15 Constr.: 85 Mar. 15		\$175,000
3. McElhanney Surveying & Engineering Ltd.	Design: 84 June 30 Constr.: 84 Dec. 31		\$109,234
4. R.F. Binnie & Associates Ltd.	Design: 84 May 28 Constr.: 84 Oct. 31		\$105,202

Bearing in mind the previous general remarks in this report concerning all four firms having the capability of completing the assignment satisfactorily, the specific proposal received from R.F. Binnie & Associates Ltd. has the following apparent additional advantages:

1. Earliest estimated design completion date.
2. Earliest estimated construction completion date.
3. Lowest estimated total engineering cost.
4. Design component of assignment (\$34,878) has been offered as an upset limit provided there is no significant change in extent of required work.

The earlier estimated completion dates for both design and construction components are considered to be very significant in light of the very firm deadline for maximum use of revenue sharing funds. Also, it makes a great deal of sense to have construction completed, at least very substantially so, before the normal onslaught of bad weather conditions in November and December.

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We requested the firms to concentrate on preparing a meaningful Schedule of Effort as opposed to firm pricing of engineering services, because the Schedule is the more sensible approach for all engineering projects but particularly this one. The Binnie firm not only prepared an attractive Schedule of Effort but chose, on their own, to provide the upset fee limit for the design component. It is virtually impossible to firm-price engineering services for on-site supervision and inspection of construction because the amount of engineering work required is almost totally dependent upon the experience, work methods, management, and attitude of the contractor.

Under the proposal being recommended, the total cost of engineering services is approximately 5% to 6% of the roughly-estimated total construction cost. This is an extremely attractive complete engineering cost because work of this nature is normally expected to amount to a minimum of 8%, which corresponds closely to the cost estimates received from Underwood McLellan Ltd. and from Associated Engineering Services Ltd.

It is recommended that an Engineering Agreement be entered into with R.F. Binnie & Associates Ltd. for the provision of engineering services required for the complete construction of Oakland Street from Royal Oak Avenue to Sperling Avenue, in accordance with the Corporation's terms of reference, the proposal from the Company, and as outlined in this report.

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DIRECTOR ENGINEERING

