

RE: MOSCROP/GILPIN CONNECTOR BETWEEN DEER LAKE PLACE  
AND WAYBURNE AVENUE

MUNICIPAL MANAGER'S RECOMMENDATION:

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

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TO: MUNICIPAL MANAGER  
FROM: DIRECTOR ENGINEERING  
SUBJECT: MOSCROP/GILPIN CONNECTOR BETWEEN DEER LAKE PLACE AND  
WAYBURNE AVENUE  
1990 JANUARY 23

PURPOSE: To bring forward a Capital Works Machinery and Equipment Reserve Fund Expenditure Bylaw in the amount of \$300,000 be brought forward for the engineering fees required for the design and construction of the Moscrops/Gilpin Connector.

RECOMMENDATIONS:

1. THAT a Capital Works Machinery and Equipment Reserve Fund Expenditure Bylaw in the amount of \$300,000 be brought forward for the engineering fees required for the design and construction supervision of the Moscrops/Gilpin Connector between Deer Lake Place and Wayburne Avenue.
2. THAT Reid Crowther & Partners Ltd. be retained to provide engineering consulting services for the Moscrops/Gilpin Connector major road project as more completely detailed herein.

REPORT

INTRODUCTION

At its regular meeting of 1989 May 29, Council adopted the Modified Alignment E as a basis for a preliminary design and costing of the Moscrops/Gilpin Connector and further authorized staff to develop a preliminary road design and landscaping plan for this project. Preliminary design specifications for all facets of this project have been developed by the Planning, Parks and Engineering Departments. These preliminary design concepts provide a basis for the consultant's Terms of Reference for the detailed design work.

By way of background, the concept for the Moscrops/Gilpin Connector is that of a four lane secondary arterial road which is not part of the truck route system. This connector traverses an ecologically sensitive park area connecting Deer Lake Place to Moscrops Street at Wayburne Avenue. It will include a landscaped median and full channelization with a continuous separated sidewalk on the north side. It will include a wider curb lane to

provide for bicycle travel. Landscaped berms and/or fences will be provided to attenuate the impact of noise on residents located to the north of the roadway and on selected park areas to the south. Treed areas are to be retained where possible and enhanced where deficiencies exist. It will be important to consider the environmental impact of this proposed roadway on the adjacent park ecosystem.

#### ENGINEERING PROPOSALS

Engineering proposals for design and construction supervision services have been received from four consulting engineering firms. All four firms are well established with qualified engineers and technicians on staff. As well, each firm has assembled a team of sub-consultants to address the various speciality aspects of this project. These companies are:

1. Acres International Ltd.
2. Reid Crowther & Partners Ltd.
3. Phillips Barrett Kaiser Engineering Ltd.
4. UMA Engineering Ltd.

Each consultant was requested to provide details of their experience and expertise related to this type of work together with details of their intended method of undertaking the work. They were also asked to submit detailed resumes, a schedule of "per diem" rates, and an extensive description of how they would undertake the work including a description of how their particular personnel will be utilized.

The proposals were reviewed by a committee which included Planning, Parks, and Engineering personnel. This review was in depth and was based on several weighted factors, including: experience and expertise of the consultant's company and assigned staff, proven ability based on the consultant's previous work history, references, project understanding, completeness of proposal, scheduling, and total cost applications.

Assessment of each of these factors on a scored-points basis provided a quantitative method for consultant evaluation. The quantitative rating represented an appraisal of the Corporation's particular needs in this specific engineering project.

The evaluation rating method established that Reid Crowther & Partners Ltd. presented the proposal which most closely meets the needs of the Corporation. Reid Crowther have sound experience in major road design, road construction, and project management in Burnaby as well as in the surrounding municipalities. Their team demonstrated a complete understanding of the project and a high concern for the sensitive nature of this particular project. Their proposal emphasized that a strong "pro-active" approach to dealing with the environmental, landscaping and neighbourhood impact issues.

It is therefore recommended that the consulting firm of Reid Crowther & Partners Ltd. be retained to provide engineering consultant services for the design and construction supervision of the Moscrop/Gilpin Connector major road project. The Purchasing Agent concurs with this recommendation.

Upon the adoption of the Capital Expenditure Bylaw, the consultant and the Corporation will enter into an engineering agreement which includes the Corporation's Terms of Reference and the consultant's engineering proposal as integral parts.

The Municipality's preliminary construction estimate is \$2 million. Based upon our history of consulting engineering costs, 14%, however because of the extensive environmental component of this project, it is recommended that the engineering budget be established at \$300,000.

The professional engineering fees associated with the four proposals received ranged between \$226,130 and \$393,755. The proposal submitted by Reid Crowther included an estimate of \$292,537 for complete engineering services. This is considered to be a realistic fee for a project of this size and complexity.

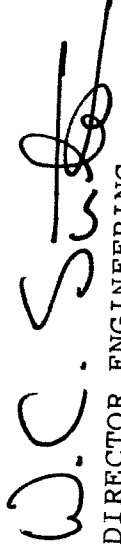
The two proposals which contained an estimate of engineering fees less than \$292,537 had some significant shortcomings in their methodology and utilization of the various subconsultants.

#### FINANCING

The 1990-1994 Capital Budget will include an amount of \$2 million for the completion of this project. This budget estimate is very preliminary and will be reviewed in considerable detail as part of the early phases of the work to be undertaken by the consultant. For this reason, we are recommending that a Capital Works Machinery Equipment Reserve Fund Expenditure Bylaw in the amount of \$300,000, being the budget for professional fees, be brought forward at this time with a subsequent expenditure bylaw to be brought forward at the time of construction.

VNW: je

cc: Director Finance  
Purchasing Agent  
Director Planning & Building Inspection  
Director Recreation & Cultural Services

  
DIRECTOR ENGINEERING

