

City of Mississauga Corporate Report



<p>Date: April 13, 2021</p> <p>To: Chair and Members of General Committee</p> <p>From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works</p>	<p>Originator's files:</p> <hr/> <p>Meeting date: May 26, 2021</p>
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Subject

Torbram Road Grade Separations Project – Contract Amendment (Ward 5)

Recommendation

That the Purchasing Agent or designate be authorized to increase the contract with AECOM Canada Ltd., for engineering consulting services, which includes contract administration and detailed design for the Torbram Road Grade Separations Project (PN 6104) from \$7,520,000 to \$8,220,000.

Executive Summary

- The City of Mississauga currently has a contract with AECOM Canada Ltd. for engineering consulting services for the Torbram Road Grade Separations.
- In October 2014, the contract for the construction of the Torbram Road Grade Separations Project was awarded to Dufferin Construction Company, a division of CRH Canada Group Inc. (referred to as Dufferin).
- The Project was substantially complete in July 2020 and both the Metrolinx and CN Railway (CNR) bridges have been in service and both underpasses on Torbram Road at the Metrolinx and CNR tracks have been open to the public.
- Upon substantial completion of the Project in July 2020, AECOM contract administrative services are still required to provide the ongoing review of Dufferin's claims, requests for change orders and deficiencies.
- During the construction of the Torbram Road Grade Separations Project, Metrolinx changed its standards and requirements regarding the installation of the 1,800 mm diameter trunk sanitary sewer. To avoid further delays of the opening of the underpasses, the 1,800 mm trunk sanitary sewer was deleted from the contract with Dufferin. The installation of the 1,800 mm sewer is scheduled to be redesigned and tendered for construction in 2021.

- AECOM submitted an estimate of \$700,000 to cover additional design revisions and engineering consulting services for a revised total of \$8.22 million to complete the Project. The cost for engineering consulting services of this Project is estimated to increase from \$7.52 million to \$8.22 million – an increase of \$700,000. An estimated \$385,000 will be invoiced to Metrolinx, and the remaining \$315,000 to be cost shared as part of the Municipal Cost Sharing Agreement.

Background

Torbram Road is a major four-lane urban collector road which has two major at-grade rail crossings; the first is CNR (Mileage 10.49 on the Halton Subdivision) at the north City boundary with the City of Brampton; and the second with Metrolinx (Mileage 16.17 on the Weston Subdivision) just south of Rena Road. Both crossings are currently three-track facilities.

An Environmental Study Report (ESA) for the Torbram Road North and South Grade Separations was completed by Acres International in 2005. Based on their ESA, the existing road, the railway traffic volume, and future growth indicated a detailed design and construction of the grade separations was necessary. An evaluation process was conducted and the results indicated the underpass alternative for both crossings was the preferred method as it minimizes the impact on the natural and socio-economic environments. The purpose of this Project is to provide safe pedestrian and vehicular traffic movement on Torbram Road by eliminating the road/rail at-grade crossings.

This is a complex Project with four major stakeholders including the City of Mississauga, City of Brampton, CNR and Metrolinx. The City of Mississauga is the proponent for this Project and is working in conjunction with the City of Brampton as Torbram Road traverses both municipalities.

In October 2014, the contract for the construction of the Torbram Road Grade Separations Project was awarded to Dufferin Construction Company, a division of CRH Canada Group Inc. (formerly known as Dufferin Construction Company, a division of Holcim Canada Inc.).

The Project was substantially completed in July 2020 and both Metrolinx and CNR bridges have been in service and both underpasses on Torbram Road at the Metrolinx and CNR tracks have been open to the public.

Comments

AECOM was retained by the City of Mississauga in October 2016 to complete the engineering consulting services for the Torbram Road Grade Separations including detailed design, identify property requirements, utility relocation, contract drawings, tender documents preparation and contract administration.

Construction for the Torbram Road Grade Separations started in October 2014 and was substantially complete in July 2020.

Although this Project has attained substantial completion, AECOM engineering consulting services are still required to provide the review of Dufferin's claims, requests for change orders, deficiencies that have been disputed by Dufferin, incomplete as-built documents and progress payments challenged and delayed by Dufferin. All these issues are expected to be resolved and settled by end of June 2021.

During the construction of Torbram Road Grade Separations Project, Metrolinx changed its standards and requirements regarding the installation of the 1800 mm diameter trunk sanitary sewer. The 1800 mm diameter trunk sanitary sewer is required to be installed by micro-tunneling method in lieu of the conventional jack and bore method at the Metrolinx tracks. Dufferin provided a high cost estimate to perform that work under a Change Order. In order to complete all road work and open the underpass at the Metrolinx railway bridge to the public without further delays, the City of Mississauga decided to delete all items related to the installation of 1800mm diameter trunk sanitary sewer and re-tender upon completion of Torbram Road Grade Separations construction contract. For that purpose, the City of Mississauga approached AECOM to redesign and provide engineering consulting services for the 1800mm diameter trunk sanitary sewer at the Metrolinx Grade Separation for the new tender to be issued in 2021.

AECOM submitted an estimate of \$700,000 to cover additional engineering consulting services for a revised total of \$8.22 million to complete the Project. The cost for the engineering consulting services for this Project is estimated to increase from \$7.52 million to \$8.22 million – an increase of \$700,000. An estimated \$385,000 will be invoiced to Metrolinx, with the remaining \$315,000 to be cost shared as part of the Municipal Cost Sharing Agreement.

In accordance with the Purchasing By-law #374-2006, Section 18 (2) (d) (ii) Council approval is required if an amendment is of a value that on its own or if added together with any and all previous amendments made to the Original Commitment is over \$1,000,000. Council has approved previous increases, reference GC-0494-12, GC-0224-17 and GC-0081-2019.

Financial Impact

There is no financial impact to the City to increase AECOM's contract from \$7.52 million to \$8.22 million, as this requested amount is within budget in PN 6104, previously approved by Council.

Conclusion

In October 2014, the City awarded the construction of Torbram Road Grade Separations Project to Dufferin Construction Company. Due to the complex nature of this Project, a number of significant challenges caused delays in the construction and additional funding for the City's consultant, AECOM is required to complete the Project.

AECOM is providing the engineering consulting services and submitted a revised total cost of \$8.22 million from \$7.52 million, an increase of \$700,000. The additional costs are largely due to providing on going contract administration functions related to Dufferin's delay claims and to cover the engineering consulting services functions for the relocation of the 1,800 mm diameter trunk sanitary sewer. This report seeks approval to increase the contract upset limit with AECOM in the amount of \$700,000 to cover the engineering consulting services to Project completion December 2022.



Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works

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