

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

From: Kelly Scherr, P. Eng., MBA, FEC
Deputy City Manager, Environment & Infrastructure

Subject: Contract Award: Tender No. RFT-2024-094
Wellington Gateway and Municipal Infrastructure
Improvements Phase 4 – Harlech Gate to Wellington
Commons Entrance

Date: April 30, 2024

Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the award of contracts for Wellington Gateway and Municipal Infrastructure Improvements Phase 4 – Harlech Gate to Wellington Commons Entrance; it being noted that in accordance with Section 13.2 of the City of London's Procurement of Goods and Services Policy Request for Tender (RFT) contract awards greater than \$6,000,000 require approval of City Council:

- (a) the bid submitted by CH Excavating (2013) at its tendered price of \$30,814,695.92 excluding HST, for the Rapid Transit Implementation – Wellington Road from Harlech Gate to Wellington Commons Entrance project, **BE ACCEPTED**; it being noted that the bid submitted by CH Excavating (2013) was the lowest of three (3) bids received and meets the City's specifications and requirements in all areas;
- (b) AECOM Canada Ltd. **BE AUTHORIZED** to carry out the resident inspection and contract administration for the said project in accordance with the estimate, on file, at an upset amount of \$2,482,675 excluding HST, in accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy;
- (c) the financing for this project **BE APPROVED** as set out in the "Sources of Financing Report" attached, hereto, as Appendix A;
- (d) the Civic Administration **BE AUTHORIZED** to undertake all administrative acts that are necessary in connection with this project;
- (e) the Civic Administration **BE AUTHORIZED** to approve Memorandums of Understanding between the Corporation of the City of London and public utilities and private service owners in relation to the cost-sharing of servicing works contained within the Wellington Gateway and Municipal Infrastructure Improvements Phase 4 – Harlech Gate to Wellington Commons Entrance contract;
- (f) the approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract, or issuing a purchase order for the material to be supplied and the work to be done, relating to this project (Tender RFT-2024-094); and,
- (g) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

Executive Summary

This report recommends award of a tender to a contractor and continuation of consulting services for construction inspection and contract administration for the Wellington Gateway and Municipal Infrastructure Improvements Phase 4 – Harlech Gate to Wellington Commons Entrance project. This project will reconstruct Wellington Road from Harlech Gate to Wellington Commons Entrance. Figure 1 below depicts the approximate limits of the project.



Figure 1: Wellington Gateway Phase 4 Construction Limits

Context

On March 26, 2019, Council approved the submission of funding applications for ten transit and transit supportive projects. All ten projects were approved under the Public Transit Infrastructure Stream (PTIS) program, including the Downtown Loop and Wellington Gateway.

On June 25, 2019, the Province pledged \$103.2 million through the PTIS program to the City of London for the ten projects. On August 23, 2019, the Federal government announced \$123.8 million for the same projects under the PTIS program. On October 10, 2019, the City of London received a letter from the Ontario Ministry of Transportation confirming financial commitment for the ten projects under the PTIS program.

The Wellington Gateway corridor is a mixed-use corridor, with existing land uses including historic businesses, residential neighbourhoods, medical facilities and large-scale commercial sites. The corridor is anchored by Downtown London at the northern end and McDonald-Cartier Freeway (Highway 401) at the southern end, and also provides service to London Health Sciences Foundation's Victoria Hospital campus and White Oaks Mall. The project will widen and revitalize approximately seven (7) kilometers of Wellington Street/Road from Horton Street East to just north of Exeter Road, adding continuous transit-only lanes with the goal of increasing transit efficiency and improving traffic flow.

In addition to being a planned rapid transit corridor, the Wellington Gateway corridor contains aging municipal infrastructure. There is a need to replace water, sanitary and storm infrastructure in select areas, and update private utility services to support infrastructure renewal, population growth, re-development and revitalization along rapid transit corridors. These significant and challenging municipal infrastructure lifecycle replacements will be coordinated as part of this overall assignment.

Linkage to the Corporate Strategic Plan

This report supports the 2023-2027 Corporate Strategic Plan by contributing to the following outcomes:

- Mobility and Transportation:
 - Londoners of all identities, abilities and means can move throughout the city safely and efficiently.
- Climate Action and Sustainable Growth
 - London's infrastructure and systems are built, maintained, and operated to meet the long-term needs of the community.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

- Strategic Priorities and Policy Committee – March 25, 2019 – Investing in Canada Infrastructure Program, Public Transit Stream, Transportation Projects for Submission;
- Strategic Priorities and Policy Committee – October 28, 2019 – Investing in Canada Infrastructure Program, Public Transit Infrastructure Stream, Approved Projects;
- Civic Works Committee – August 11, 2020 – Wellington Gateway Transit and Municipal Infrastructure Improvements – Appointment of Consulting Engineer;
- Vendor of Record Contract Award – November 29, 2022 – Rapid Transit Shelter Infrastructure;
- Civic Works Committee – January 31, 2023 – Rapid Transit Implementation – Wellington Street from Queens Avenue to the Thames River (South Branch);
- Civic Works Committee – January 30, 2024 – Rapid Transit Implementation – Clark's Bridge and Wellington Road from Thames River to Watson Street.

2.0 Discussion and Considerations

2.1 Wellington Gateway Corridor

Wellington Gateway construction will widen the existing corridor to introduce centre running rapid transit operations along Wellington Street/Road. The realignment of corridor sections, most notably the "S-Curve" between Weston Street and Moore Street, will be undertaken to enhance both the safety and capacity of the roadway. While improving transportation infrastructure on the surface, the project will also address necessary underground work, including replacing aging sewers and watermains. The municipal underground works within this project have been identified as high priority due to the age, condition, and associated risk of failure of the infrastructure.

Wellington Gateway Phase 1 began construction in 2023 by reconstructing Wellington Street from Horton Street to just north of Clark's Bridge. Phase 1 reopened to traffic in December of 2023 with minor carryover works to be completed in spring 2024. The Clark's Bridge Wellington Gateway Contract began construction March 2024 and will widen Wellington Road over the south branch of the Thames River and complete roadworks as far south as Watson Street.

The balance of Wellington Gateway has been broken up into at least three tenders:

- Phase 2 – Watson Street to Wilkins Street (2025/2026/2027)
- Phase 3 – Wilkins Street to Harlech Gate (2024/2025)
- Phase 4 – Harlech Gate to Wellington Commons Entrance (2024/2025)

This contract award relates to Phase 4 of Wellington Gateway.

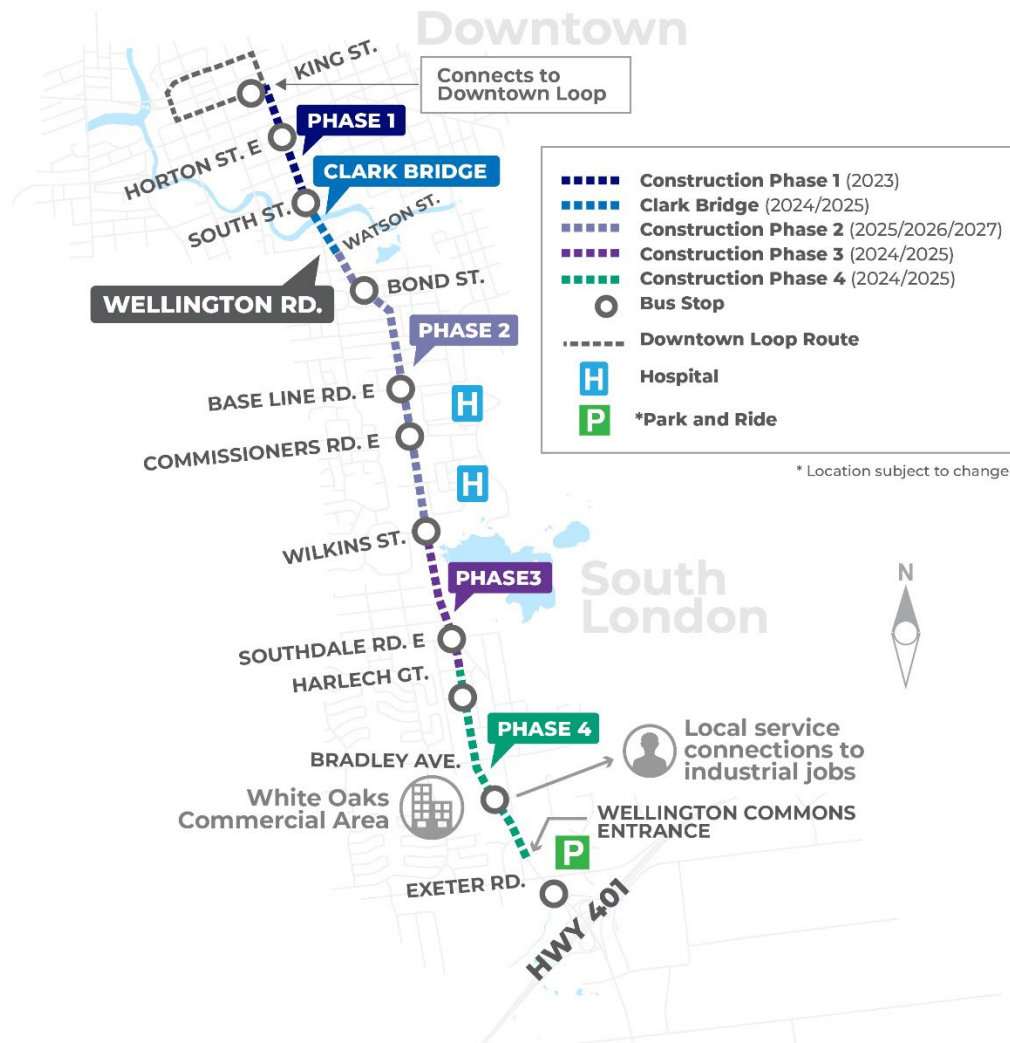


Figure 2: Wellington Gateway Construction Phasing Plan

2.2 Rapid Transit Implementation – Wellington Road from Harlech Gate to Wellington Commons Entrance Contract

This is a large and complex project that involves significant reconstruction of Wellington Road from Harlech Gate to Wellington Commons Entrance. The reconstruction will include the following improvements:

- Full road reconstruction that incorporates rapid transit dedicated lanes to increase the frequency and reliability of transit while improving traffic flow;
- The addition of new rapid transit stops on Wellington Road at White Oaks Mall Entrance #1 and Montgomery Gate totalling four (4) stations;
- New street lights and traffic signal upgrades;
- Protected left turn lanes at signalized intersections using dedicated left turn lanes that also allow drivers to make U-turns during the protected left turn signal phase;
- New noise wall on the east side of Wellington Road from St. Stephen's Drive to Dunelm Lane;
- New stormwater management facility in St. Stephen's Park;

- New concrete multi-use path on the east side of Wellington Road;
- Repair and replacement of aging watermain, storm and sanitary sewers including private drain connections; and
- Hydro and other private utility improvements.

2.3 Construction Considerations

Mitigation of construction impacts is a priority. All rapid transit contracts include a Construction Staging Workshop paid item that brings together the City, London Transit Commission, the Contractor and the Contract Administrator to work collaboratively and review opportunities to streamline construction staging and overall project schedule in an effort to reduce resident, business, and social impacts. The workshop will review the Contractor's initial proposed construction staging plans and consider opportunities for scheduling efficiencies.

The contract work has been identified in multiple stages and substages. Due to the scale of the project, it is anticipated that two stages may need to be completed at the same time. Providing flexibility in the staging and scheduling of each stage or substage supports the project being completed as efficiently as possible.

The contractor will be permitted to work in multiple areas of the project at any time during construction. However, key restrictions and milestones have been identified in the contract special provisions, such as keeping one lane of traffic open in both directions. The City will review and may approve any adjustments to the planned staging throughout construction and the Contractor must maintain access throughout the duration of the project as per the contract documents.

2.4 Public Engagement and Consultation

The City of London hosted a two-week public engagement period between February 14, 2024 and February 28, 2024, to share the near-final designs and information on project status and next steps. Additional opportunities were offered for businesses and residents to discuss the Wellington Gateway projects in-person with the project team. The project team also consulted directly with individual property owners, businesses and other stakeholders throughout the design process.

This engagement period was an opportunity for property owners, businesses and residents within the project area to bring forward questions and concerns. It was also a chance for the general public to learn more about the project. Important design information was shared, including road widening impacts, the introduction of centre-medians and changes to turning movements along rapid transit corridors, as well as an overview of the future pavement markings for rapid transit lanes.

The project team also hand-delivered notices to tenants, residents and businesses along the project area. This in-person outreach was another opportunity to discuss the project directly with businesses and residents, answer questions, and highlight changes the project could bring to their operations through introducing transit-only lanes and new medians.

The City will continue to issue timely communications and traffic detour information to minimize potential impacts to residents and businesses during construction. Some key ways to support this include:

- Devoting a dedicated business relations coordinator to the project to act as a liaison between the City and individual businesses;
- Maintaining access to buildings and driveways throughout construction or providing alternative arrangements where needed; and
- Ensuring Londoners know the area is open for business during construction through targeted, strategic marketing.

The proposed staging of construction will be communicated to property and business owners at a pre-construction webinar before major construction work begins. The webinar will identify access needs and alternative entry and exit points, and outline potential impacts during construction, including, but not limited to traffic, waste collection, and noise and vibrations.

Construction Coordination

None of the projects around the city happen in isolation. Rather, the City's various project teams work closely together to ensure that construction projects are coordinated, and overall traffic impacts are mitigated and managed. The City takes a holistic approach to everything from communications to traffic calming, wayfinding, and coordination of early works.

Throughout the busy construction season, representatives from divisions across the City, London Transit Commission and private utilities meet weekly to discuss any works or events requiring lane restrictions or a full closure with the goal of protecting parallel corridors and detour routes.

3.0 Financial Impact/Considerations

3.1 Procurement Process

Tenders for the Wellington Road from Harlech Gate to Wellington Commons Entrance project were opened on April 11, 2024 and three (3) contractors submitted tender prices as listed below, excluding HST.

Contractor	Company Name	Tender Price Submitted
1	CH Excavating (2013)	\$30,814,695.92
2	Bre-Ex Construction Inc.	\$31,827,229.49
3	J-AAR Civil Infrastructure Limited	\$32,231,608.59

All tenders have been checked by Construction and Infrastructure Services, AECOM Canada Ltd. and Procurement and Supply. No mathematical errors were found, and the results of the tendering process indicate a competitive process. The submission from CH Excavating (2013) was determined to meet all specifications and requirements of RFT-2024-094 and was determined to be the lowest compliant bid submission. The tender was advertised early and for an extended period of time to account for the larger scope of work. The tender estimate just prior to tender publication was \$35,668,190 excluding HST. This tender estimate also includes values for coordinated City and external utility works; see Source of Financing Appendix A for cost sharing details. This tender includes a total contingency allowance of \$3,300,000.

3.2 Consulting Services

AECOM Canada Ltd. and Dillon Consulting Limited were awarded the detailed design of the Wellington Gateway and Infrastructure Improvements project by Council on August 14, 2020, in partnership with Archibald, Gray, and McKay Engineering Ltd. as a sub-consultant. The Wellington Gateway was broken up into four design phases to be led by the various teams. AECOM Canada Ltd. is the lead design consultant for the Wellington Gateway Phase 4 – Harlech Gate to Wellington Commons Entrance construction project. Due to the Consultant's knowledge of the detailed design, a proposal for contract administration and construction inspection was requested and the scope of fees were negotiated.

Staff have reviewed the fee submission for contract administration and construction inspection of these projects, including the time allocated to each project task, along with hourly rates. That review of assigned personnel, time per project task, and hourly rates was consistent with other rapid transit and infrastructure renewal program assignments of similar scope. It should be noted that this assignment is relatively greater in length, spanning over 2 years, and incorporates unique works such as, noise walls, transit infrastructure elements including four median transit station platforms, shelters and

related amenities. It is also anticipated that greater consultant effort will be required to progress construction due to a number of site-specific issues, including property and parking access, multiple simultaneous construction work areas, extended working hours, etc. Fees also include a provision to support proper management of on-site and excess soils as required under the new Ontario Regulation 406/19.

In accordance with Section 15.2 (g) of the City of London’s Procurement of Goods and Services Policy, which states ‘A consulting firm which has satisfactorily partially completed a project may be recommended for award of the balance of a project without competition subject to satisfying all financial, reporting and other conditions contained within this Policy’. The continued use of AECOM Canada Ltd. on this project for contract administration and construction inspection is of financial advantage of the City due to the fact the consultant has specific knowledge of the project and has undertaken work for which duplication would be required if another firm were to be selected.

Civic Administration is recommending that AECOM Canada Ltd. be authorized to carry out the remainder of engineering services, as contract administrators and construction inspectors, and complete this project for a fee estimate of \$2,482,675 excluding HST. These fees are associated with the aforementioned services to ensure that the City receives the product specified and associated value. The approval of this work will bring the total engineering services to \$12,810,155 excluding HST.

3.3 Operating Budget Impacts

This phase of the project will revitalize and urbanize Wellington Road within the proposed right-of-way from Harlech Gate to Wellington Commons Entrance resulting in increased annual operating budget impacts to Transportation, Parks Operations and Sewer Operations. No water operational cost increases are expected. The following table summarizes anticipated increases from this Rapid Transit contract.

SERVICE AREA	RATIONALE	ANNUAL OPERATIONAL COST INCREASE
Sewer Operations	Cleaning and flushing of additional sewers, manholes, and catchbasins.	\$3,500
Road Operations	Additional lane km summer and winter maintenance.	\$22,938
Parks Operations	Maintaining planters and irrigated medians.	\$97,000
Traffic Engineering	Maintaining new bus signals.	\$17,522
Rapid Transit Operations	Maintenance of four new RT median stations.	\$192,000

The incremental operational budget impacts related to the Rapid Transit station maintenance were detailed in the 2024 Assessment Growth Rapid Transit Implementation Case.

Any property tax supported operational budget impacts will be addressed as part of the annual assessment growth process where appropriate, while any additional Water and Sewer costs will be addressed in future budget processes.

Conclusion

Civic Administration has reviewed the tender bids and recommends CH Excavating (2013) be awarded the construction contract for the Rapid Transit Implementation - Wellington Road from Harlech Gate to Wellington Commons Entrance at the submitted tender price of \$30,814,695.92 excluding HST.

AECOM Canada Ltd. has demonstrated an understanding of the City's requirements for this project, and it is recommended that this firm continue as the consulting engineer for the purpose of contract administration and construction inspection services, as it is in the best financial and technical interests of the City. The contract administration assignment is valued at an upset amount of \$2,482,675 excluding HST.

Prepared by: **Brian Nourse, P.Eng., Acting Division Manager,
Major Projects**

Submitted by: **Jennie Dann, P.Eng., Director, Construction &
Infrastructure Services**

Recommended by: **Kelly Scherr, P.Eng., MBA, FEC Deputy City Manager,
Environment & Infrastructure**

Appendix A – Sources of Financing report

Appendix "A"

#24068

April 30, 2024

(Award Contract)

Chair and Members

Civic Works Committee

RE: RFT-2024-094 Phase 4 - Harlech Gate to Wellington Commons Entrance

Wellington Gateway and Infrastructure Improvements

(Subledger RD230009)

Capital Project ES241424 - Infrastructure Renewal Program - Sanitary Sewer

Capital Project ES254024 - Infrastructure Renewal Program - Stormwater Sewers and Treatment

Capital Project EW376524 - Infrastructure Renewal Program - Watermains

Capital Project RT1430-1A - Wellington Gateway - Construction Rapid Transit

Capital Project RT1430-1C - Wellington Gateway - TIMMS Rapid Transit

Capital Project RT1430-1D - Wellington Gateway - Stops Rapid Transit

Capital Project TS301424 - Road Network Improvements (Local and Rural)

AECOM Canada Ltd.- \$2,482,675.00 (excluding HST)

CH Excavating (2013) - \$30,814,695.92 (excluding HST)

Finance Supports Report on the Sources of Financing:

Finance Supports confirms that the cost of this purchase can be accommodated within the financing available for it in the Capital Budget and that, subject to the approval of the Deputy City Manager, Environment and Infrastructure, the detailed source of financing is:

Estimated Expenditures	Approved Budget	Revised Budget	Committed To Date	This Submission	Balance for Future Work
ES241424 - Infrastructure Renewal Program - Sanitary Sewer					
Engineering	2,000,000	2,000,000	907,534	19,958	1,072,508
Construction	13,445,971	13,445,971	4,763,901	248,367	8,433,703
City Related Expenses	25,000	25,000	0	0	25,000
ES241424 Total	15,470,971	15,470,971	5,671,435	268,325	9,531,211
ES254024 - Infrastructure Renewal Program - Stormwater Sewers and Treatment					
Engineering	2,000,000	2,000,000	729,549	20,211	1,250,240
Construction	11,083,589	11,083,589	3,149,010	250,796	7,683,783
City Related Expenses	100,000	100,000	0	0	100,000
ES254024 Total	13,183,589	13,183,589	3,878,559	271,007	9,034,023
EW376524 - Infrastructure Renewal Program - Watermains					
Engineering	974,089	1,229,758	974,089	255,669	0
Construction	20,313,579	20,057,910	6,045,994	3,173,485	10,838,431
EW376524 Total	21,287,668	21,287,668	7,020,083	3,429,154	10,838,431
RT1430-1A - Wellington Gateway - Construction Rapid Transit					
Engineering	8,437,640	10,006,471	8,240,791	1,765,680	0
Engineering (Utilities Share)	145,890	198,026	145,890	52,136	0
Construction	69,667,304	68,098,473	43,988,340	21,914,277	2,195,856
Construction (Utilities Share)	1,734,543	2,381,869	1,734,543	647,326	0
Utilities	7,066,000	7,066,000	2,433,808	490,148	4,142,044
City Related Expenses	5,017,904	5,017,904	129,861	0	4,888,043
RT1430-1A Total	92,069,281	92,768,743	56,673,233	24,869,567	11,225,943
RT1430-1C - Wellington Gateway - TIMMS Rapid Transit					
Engineering	149,161	198,678	149,161	49,517	0
Construction	2,699,917	2,650,400	1,137,978	615,874	896,548
Traffic Signals	150,922	150,922	150,922	0	0
RT1430-1C Total	3,000,000	3,000,000	1,438,061	665,391	896,548
RT1430-1D - Wellington Gateway - Stops Rapid Transit					
Engineering	757,177	1,079,795	757,177	322,618	0
Construction	12,664,187	12,341,569	5,312,789	4,003,067	3,025,713
ICIP Ineligible Expenses	41,838	41,838	41,838	0	0
RT1430-1D Total	13,463,202	13,463,202	6,111,804	4,325,685	3,025,713
TS301424 - Road Network Improvements (Local and Rural)					
Engineering	0	3,031	0	3,031	0
Construction	10,633,208	10,630,177	2,314,685	38,934	8,276,558
TS301424 Total	10,633,208	10,633,208	2,314,685	41,965	8,276,558
Total Expenditures	\$169,107,919	\$169,807,381	\$83,107,860	\$33,871,094	\$52,828,427

Appendix "A"

#24068

April 30, 2024
(Award Contract)

Chair and Members
Civic Works Committee

RE: RFT-2024-094 Phase 4 - Harlech Gate to Wellington Commons Entrance
Wellington Gateway and Infrastructure Improvements
(Subledger RD230009)

Sources of Financing

	Approved Budget	Revised Budget	Committed To Date	This Submission	Balance for Future Work
ES241424 - Infrastructure Renewal Program - Sanitary Sewer					
Capital Sewer Rates	2,500,250	2,500,250	2,500,250	0	0
Drawdown from Sewage Works Renewal Reserve Fund	10,720,721	10,720,721	921,185	268,325	9,531,211
Canada Community-Building Fund	2,250,000	2,250,000	2,250,000	0	0
ES241424 Total	15,470,971	15,470,971	5,671,435	268,325	9,531,211
ES254024 - Infrastructure Renewal Program - Stormwater Sewers and Treatment					
Capital Sewer Rates	1,000,000	1,000,000	1,000,000	0	0
Drawdown from Sewage Works Renewal Reserve Fund	9,933,589	9,933,589	628,559	271,007	9,034,023
Canada Community-Building Fund	2,250,000	2,250,000	2,250,000	0	0
ES254024 Total	13,183,589	13,183,589	3,878,559	271,007	9,034,023
EW376524 - Infrastructure Renewal Program - Watermains					
Capital Water Rates	10,865,981	10,865,981	7,020,083	3,429,154	416,744
Drawdown from Water Works Renewal Reserve Fund	8,996,687	8,996,687	0	0	8,996,687
Canada Community-Building Fund	1,425,000	1,425,000	0	0	1,425,000
EW376524 Total	21,287,668	21,287,668	7,020,083	3,429,154	10,838,431
RT1430-1A - Wellington Gateway - Construction Rapid Transit					
Capital Levy	1,950,756	1,950,756	1,548,039	402,717	0
Debenture by-law No. W.-5699-66 (Note 2)	2,095,077	2,095,077	0	905,868	1,189,209
Public Transit Infrastructure Stream (PTIS) - Federal Funding	28,363,200	28,363,200	21,917,120	6,446,080	0
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	23,633,636	23,633,636	18,262,440	5,371,196	0
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	16,775,371	16,775,371	13,065,201	3,710,170	0
Debenture by-law No. W.-5699-66 (Serviced through City Services Roads Reserve Fund (Development Charges)) (Note 1 and 2)	17,370,808	17,370,808	0	7,334,074	10,036,734
Other Contributions	1,880,433	2,579,895	1,880,433	699,462	0
RT1430-1A Total	92,069,281	92,768,743	56,673,233	24,869,567	11,225,943
RT1430-1C - Wellington Gateway - TIMMS Rapid Transit					
Capital Levy	84,811	84,811	42,008	21,007	21,796
Public Transit Infrastructure Stream (PTIS) - Federal Funding	1,200,000	1,200,000	575,225	266,156	358,619
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	999,900	999,900	477,952	219,579	302,369
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	715,289	715,289	342,876	158,649	213,764
RT1430-1C Total	3,000,000	3,000,000	1,438,061	665,391	896,548
RT1430-1D - Wellington Gateway - Stops Rapid Transit					
Capital Levy	1,616,266	1,616,266	940,607	665,723	9,936
Debenture Quota	1,613,785	1,613,785	0	0	1,613,785
Public Transit Infrastructure Stream (PTIS) - Federal Funding	4,252,800	4,252,800	2,444,721	1,730,274	77,805
Public Transit Infrastructure Stream (PTIS) - Provincial Funding	3,543,646	3,543,646	2,016,895	1,427,476	99,275
Drawdown from City Services - Roads Reserve Fund (Development Charges) (Note 1)	1,219,288	1,219,288	709,580	502,212	7,496
Debenture Quota (Serviced through City Services Roads Reserve Fund (Development Charges)) (Note 1)	1,217,417	1,217,417	0	0	1,217,417
RT1430-1D Total	13,463,202	13,463,202	6,111,804	4,325,685	3,025,714
TS301424 - Road Network Improvements (Local and Rural)					
Capital Levy	9,326,865	9,326,865	2,314,685	41,965	6,970,215
Drawdown from Transportation Renewal Reserve Fund	1,306,343	1,306,343	0	0	1,306,343
TS301424 Total	10,633,208	10,633,208	2,314,685	41,965	8,276,558
Total Financing	\$169,107,919	\$169,807,381	\$83,107,860	\$33,871,094	\$52,828,427

Appendix "A"

#24068
April 30, 2024
(Award Contract)

Chair and Members
Civic Works Committee

RE: RFT-2024-094 Phase 4 - Harlech Gate to Wellington Commons Entrance
Wellington Gateway and Infrastructure Improvements
(Subledger RD230009)

Financial Note (Engineering)	ES241424	ES254024	EW376524	RT1430-1A	RT1430-1A (Utilities)
Contract Price	\$19,613	\$19,861	\$251,247	\$1,735,142	\$35,999
Add: HST @13%	2,550	2,582	32,662	225,568	4,680
Total Contract Price Including Taxes	22,163	22,443	283,909	1,960,710	40,679
Less: HST Rebate	-2,205	-2,232	-28,240	-195,030	-4,046
Net Contract Price	<u>\$19,958</u>	<u>\$20,211</u>	<u>\$255,669</u>	<u>\$1,765,680</u>	<u>\$36,633</u>

	RT1430-1C	RT1430-1D	TS301424	London Hydro	Rogers
Contract Price	\$48,660	\$317,038	\$2,979	\$22,592	\$29,544
Add: HST @13%	6,326	41,215	387	2,937	3,841
Total Contract Price Including Taxes	54,986	358,253	3,366	25,529	33,385
Less: HST Rebate	-5,469	-35,635	-335	-2,937	-3,841
Net Contract Price	<u>\$49,517</u>	<u>\$322,618</u>	<u>\$3,031</u>	<u>\$22,592</u>	<u>\$29,544</u>

Total Engineering	
Contract Price	\$2,482,675
Add: HST @13%	322,748
Total Contract Price Including Taxes	2,805,423
Less: HST Rebate	-279,970
Net Contract Price	<u>\$2,525,453</u>

Financial Note (Construction):	ES241424	ES254024	EW376524	RT1430-1A	RT1430-1A (Utilities)
Contract Price	\$244,072	\$246,458	\$3,118,597	\$21,535,257	\$445,673
Add: HST @13%	31,729	32,040	405,418	2,799,583	57,937
Total Contract Price Including Taxes	275,801	278,498	3,524,015	24,334,840	503,610
Less: HST Rebate	-27,434	-27,702	-350,530	-2,420,563	-50,094
Net Contract Price	<u>\$248,367</u>	<u>\$250,796</u>	<u>\$3,173,485</u>	<u>\$21,914,277</u>	<u>\$453,516</u>

	RT1430-1C	RT1430-1D	TS301424	London Hydro	Rogers
Contract Price	\$605,222	\$3,933,832	\$38,260	\$279,665	\$367,661
Add: HST @13%	78,679	511,398	4,974	36,356	47,796
Total Contract Price Including Taxes	683,901	4,445,230	43,234	316,021	415,457
Less: HST Rebate	-68,027	-442,163	-4,300	-36,356	-47,796
Net Contract Price	<u>\$615,874</u>	<u>\$4,003,067</u>	<u>\$38,934</u>	<u>\$279,665</u>	<u>\$367,661</u>

Total Construction	
Contract Price	\$30,814,696
Add: HST @13%	4,005,910
Total Contract Price Including Taxes	34,820,606
Less: HST Rebate	-3,474,965
Net Contract Price	<u>\$31,345,641</u>

	Rapid Transit Total	Other Works (including utilities) Total	Total
Contract Price	\$28,216,390	\$5,080,981	\$33,297,371
Add: HST @13%	3,668,130	660,528	4,328,658
Total Contract Price Including Taxes	31,884,520	5,741,509	37,626,029
Less: HST Rebate	-3,171,522	-583,413	-3,754,935
Net Contract Price	<u>\$28,712,998</u>	<u>\$5,158,096</u>	<u>\$33,871,094</u>

Note 1: Development charges have been utilized in accordance with the underlying legislation and the approved 2019 Development Charges Background Study and the 2021 Development Charges Background Study Update.

Note 2: Administration hereby certifies that the estimated amounts payable in respect of this project does not exceed the annual financial debt and obligation limit for the Municipality from the Ministry of Municipal Affairs in accordance with the provisions of Ontario Regulation 403/02 made under the Municipal Act.

Note 3: Negotiations with London Hydro and Rogers confirming their contributions towards this project are ongoing. The cost allocations among the projects will be adjusted accordingly when negotiations are complete. The expenditures have increased to accommodate their anticipated contributions.

Note 4: There will be annual operating costs of \$3,500 to Sewer Operations, \$22,938 to Transportation Operations, \$97,000 to Parks Operations, \$17,522 to Traffic Engineering and \$192,000 to Station Operations.

Jason Davies
Manager of Financial Planning & Policy

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