

Report to Infrastructure and Corporate Services Committee

To: Chair and Members
Infrastructure and Corporate Services Committee

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

Subject: Appointment of Consulting Engineer: RFP 2024-379
Grenfell Drive Bridge Rehabilitation Design

Date: April 9, 2025

Recommendation

That, on the recommendation of the Deputy City Manager, Environment & Infrastructure, the following actions **BE TAKEN** with respect to the appointment of a consulting engineer for the detailed design and tendering of the Grenfell Drive Bridge rehabilitation:

- (a) the proposal submitted by Dillon Consulting Limited **BE ACCEPTED** to provide consulting engineering services to undertake the detailed design and tendering for the rehabilitation of the Grenfell Drive Bridge at an upset amount of \$275,957.37, excluding HST, as per Section 15.2 (e) of the Procurement of Goods and Services Policy;
- (b) the financing for this assignment **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix A;
- (c) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this assignment;
- (d) the approvals given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract with the consultant for the work; and,
- (e) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents including agreements, if required, to give effect to these recommendations.

Linkage to the Corporate Strategic Plan

Municipal Council's Strategic Plan identifies Mobility and Transportation as a strategic area of focus. This report supports the Strategic Plan by identifying the building of infrastructure that provides safe, integrated, connected, reliable and efficient transportation choices.

Analysis

1.0 Background Information

1.1 Purpose

The purpose of this report is to recommend the appointment of a consulting engineer to undertake the detailed design and tendering for the rehabilitation of the Grenfell Drive bridge. This project is recommended through the City's Asset Management Program as a lifecycle renewal need to extend the service life of the bridge. Council approval of this consultant assignment is required in accordance with the City's Procurement of Goods and Services Policy.

1.2 Previous Reports Related to this Matter

- N/A

2.0 Discussion and Considerations

2.1 Project Background

The Grenfell Drive bridge was constructed in 1979 and is located over a tributary of Stoney Creek as shown in Figure 1. The bridge is a single span concrete bridge with an exposed concrete deck and has sidewalks on both sides. Grenfell Drive is classified as a Neighbourhood Connector in the London Plan and supports an average daily volume of 6,000 vehicles, pedestrians and cyclists per day.

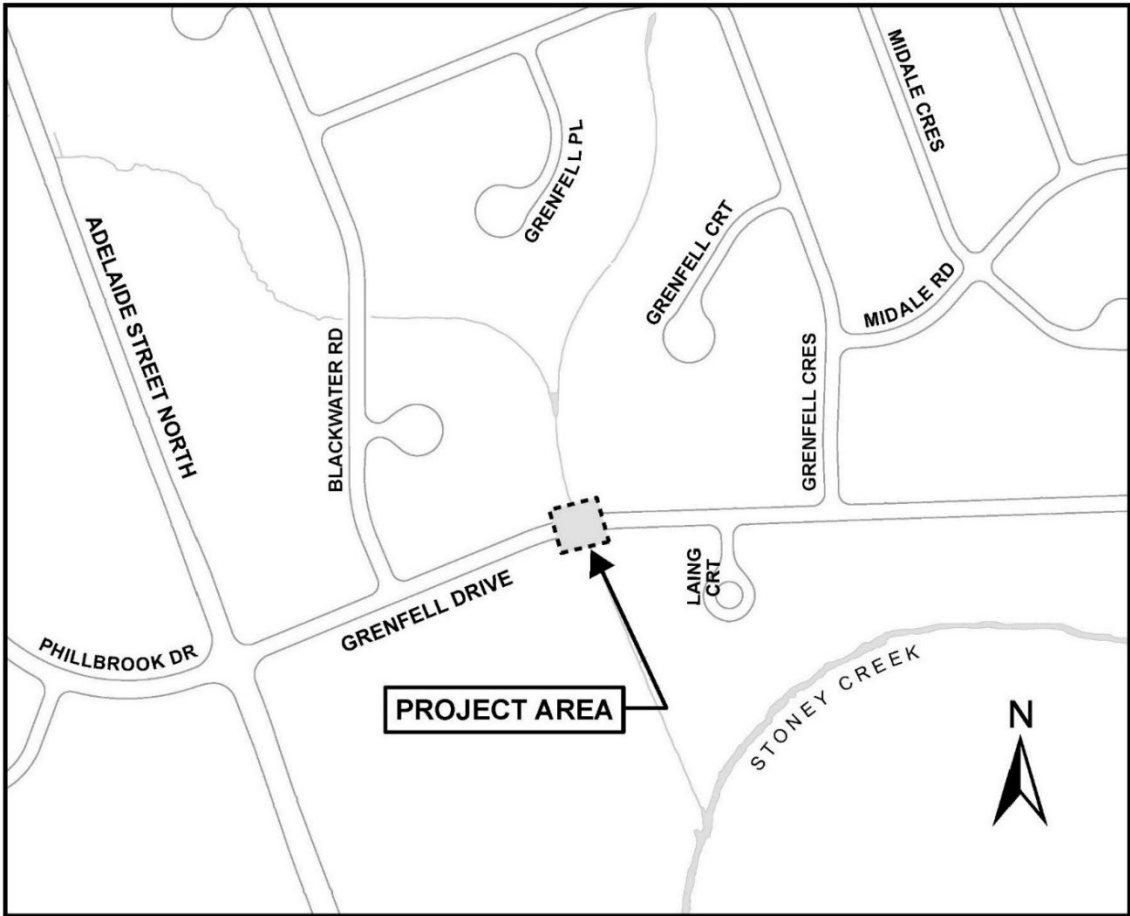


Figure 1: Grenfell Drive Bridge Project Area

The bridges in the transportation network are regularly inspected in accordance with provincial legislation and the City’s Asset Management Program. The Grenfell Drive Bridge was last inspected in 2023 and was determined to be in need of major rehabilitation based on it’s deteriorating condition. The structure was previously rehabilitated in 1990, which included concrete repairs to the approach slabs and a new concrete deck overlay. Given the age and condition of the bridge, rehabilitation is required to address current structural deficiencies and extend the service life of the structure by 30 years.

The scope of work for this consulting assignment will include the completion of a life cycle costing review to determine the extent of the rehabilitation work. Based upon the completed review, the bridge rehabilitation may include the following major components:

- replacement of the deck joints;
- replacement of the approach slabs;
- replacement of the bridge bearings;
- concrete repairs to the deck, girders, parapet walls, and abutments; and,
- construction of a new concrete deck overlay.

The scope of the bridge rehabilitation will determine the user impacts during construction. Traffic management and construction staging will be reviewed early in the design phase to explore alternatives that mitigate and reduce the impact on residents. Closing the bridge to vehicular traffic while maintaining bicycle and pedestrian access may be required.

2.2 Procurement Process

The consultant selection process for this assignment has been undertaken in accordance with Section 15.2 (e) of the City's Procurement of Goods and Services Policy which states:

“Assignments for complex projects, or projects with estimated consulting fees greater than the CFTA threshold for goods and services limit as amended, shall be awarded based on a two (2) stage process with the first stage being an open, publicly advertised expression of interest/pre-qualification stage (REOI/RFPQ), and the second being a RFP of the short-listed firms, of which there shall be a minimum of three (3) qualified firms stating their approach to the proposed project and their experience and knowledge of projects similar in nature.”

A procurement process was completed under RFPQ-2023-800 to pre-qualify engineering consultants for design and tendering of transportation infrastructure projects. As a second stage, RFP-2024-379, was issued for this project to solicit proposals from four qualified engineering consulting firms. City staff have reviewed all submitted proposals, including the financial and technical components, and selected Dillon Consulting Limited as having the best submission to address the required scope of work while also providing the best value for the city.

As per Section 8.5 a) vii) of the Procurement of Goods and Services Policy, City Council must approve the Appointment of Professional Consulting Services greater than \$100,000. The consultant may be selected for subsequent phases of the project based on performance, in accordance with the Procurement of Goods and Services Policy.

3.0 Financial and Schedule Considerations

Funds are identified in the approved capital budget for the detailed design and tendering of the Grenfell Drive Bridge rehabilitation project, as per the Source of Financing attached as Appendix A.

It is anticipated that construction will commence in 2026 subject to approvals and coordination with adjacent projects. A communications plan for the construction will be developed during the design phase to inform residents, emergency services, and LTC of any impacts associated with the project.

Conclusion

Based on the City's Asset Management Program, the Grenfell Drive Bridge is in need of repair and rehabilitation to extend the service life of the structure.

Through a competitive procurement process, Dillon Consulting Limited has demonstrated a comprehensive understanding of the requirements for this project. Based on the evaluation of their submitted proposal, it is recommended that Dillon Consulting Limited be appointed as the consulting engineer to undertake the detailed design and tendering, for the Grenfell Drive Bridge rehabilitation project in the amount of \$275,957.37, excluding HST.

Council approval of this consultant appointment is required in accordance with the City's Procurement of Goods and Services Policy.

Prepared by:

Submitted by:

Recommended by:

Garfield Dales, P. Eng., Division Manager,
Transportation Planning and Design

Doug MacRae, P. Eng., MPA, Director, Transportation
and Mobility

Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager,
Environment and Infrastructure

Appendix A:

c:

Source of Financing

Andrew Denomme, P.Eng., City of London Transportation
Planning and Design
Vakul Arora, City of London, Procurement and Supply
Curtis Watson, P.Eng. Dillon Consulting Limited

Appendix "A"

#25056
April 9, 2025
(Appointment of Consulting Engineer)

Chair and Members
Infrastructure and Corporate Services Committee

RE: RFP 2024-379 Grenfell Drive Bridge Rehabilitation Design
(Subledger BR250001)
Capital Project TS176324 - Bridges Major Upgrades
Dillon Consulting Limited - \$275,957.37 (excluding HST)

Finance Supports Report on the Sources of Financing:

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

Estimated Expenditures	Approved Budget	Committed To Date	This Submission	Balance for Future Work
Engineering	1,262,062	981,249	280,813	0
Construction	6,249,201	4,280,715	0	1,968,486
City Related Expenses	20,000	9,994	0	10,006
Total Expenditures	\$7,531,263	\$5,271,958	\$280,813	\$1,978,492
Sources of Financing				
Drawdown from Transportation Renewal Reserve Fund	4,731,263	2,471,958	280,813	1,978,492
Canada Community-Building Fund	2,800,000	2,800,000	0	0
Total Financing	\$7,531,263	\$5,271,958	\$280,813	\$1,978,492

Financial Note:

Contract Price	\$275,957
Add: HST @13%	35,874
Total Contract Price Including Taxes	311,831
Less: HST Rebate	-31,018
Net Contract Price	\$280,813

Jason Davies
Manager of Financial Planning & Policy
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