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TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 24, 2014
FROM:	JOHN BRAAM, P. ENG. MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER
SUBJECT:	CONTRACT AWARD: TENDER NO. T14-12 2014 GROWTH MANAGEMENT IMPLEMENTATION STRATEGY (GMIS) HYDE PARK ROAD WIDENING PHASE 1 NORTH OF OXFORD STREET TO NORTH OF CPR

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental and Engineering Services & City Engineer, the following actions be taken with respect to awarding the Hyde Park Road Widening Phase 1 Contract from North of Oxford Street to North of the CPR (TS1477-1, ES2493, EW3595/3551):

- (a) the bid submitted by Amico Infrastructures Inc., 2199 Blackacre Drive, Oldcastle, ON, N0R 1L0, at its submitted tendered price of \$21,942,126.64 (excluding H.S.T.) for the 2014 Hyde Park Road Phase 1 Widening Contract **BE ACCEPTED**, it being noted that the bid submitted by Amico Infrastructures Inc. was the lowest of six (6) bids received and meets the City's specifications and requirements in all areas;
- (b) Delcan Corporation, 1069 Wellington Road South, Suite 214, London, Ontario, N6E 1H6 **BE APPOINTED** Consulting Engineers for the contract administration and resident supervision of the said project in the amount of \$1,138,797.00 (excluding H.S.T.) in accordance with Section 15.2 (g) of the Procurement of Goods and Services Policy and based upon the fee Guideline for Professional Engineering Services, recommended by the Ontario Society of Professional Engineers;
- (c) the financing for this project **BE APPROVED** as set out in the Source of Financing Report attached hereto as Appendix 'A';
- (d) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- (e) 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 14-12); and,
- (f) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, including purchase orders and agreements with Rail Companies, required to give effect to these recommendations.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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- Environment and Transportation Committee – June 22, 2009 – Appointment of Consulting Engineers; Class Environmental Assessments for Hyde Park Road, Sarnia Road, Sunningdale Road
- Civic Works Committee – December 19, 2011 – Hyde Park Road Environmental Study Report, Notice of Completion
- Civic Works Committee – August 21, 2012 – Hyde Park Road Widening Phase 1, Appointment of Consulting Engineer

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BACKGROUND

Purpose

This report recommends award of a tender to a contractor and continuation of engineering consulting services for the Hyde Park Road Widening Phase 1 Contract from North of Oxford Street to North of the CPR. Growth in northwest London has resulted in rapid traffic growth and significant congestion on Hyde Park Road. This project will enhance its function by improving traffic capacity and increasing the level of safety.

Hyde Park Road was identified to be widened from two to four through lanes between Oxford Street and Fanshawe Park Road. This project was broken into two phases and is recommended in the Smart Moves 2030 Transportation Master Plan. It is scheduled in the City's Growth Management Implementation Strategy (GMIS) and construction of Phase 1 was budgeted to begin in 2014.

Context

The project Environmental Study Report (ESR) was completed in December, 2011 and cleared the public and agency review period in January, 2012 after having been approved by the Municipal Council. It recommends the widening of the existing roadway from two to four lanes with on-road bicycle lanes and local turning lanes. The phasing recommended by the EA and supported by local businesses and Council resulted in two larger projects to reduce the overall construction duration

The area has been subject to extensive construction work over the years since annexation in 1996. The business community and stakeholders provided input on construction staging. A large single-phase project was evaluated but considered challenging from a logistical and financial perspective, in addition to having a potentially larger impact on the area businesses. Stakeholders indicated that phasing construction over three years was too long and requested that the duration be reduced to two years in an attempt to minimize the impact on the local community.

The phasing of Hyde Park Road from Oxford Street to Fanshawe Park Road will be completed in two phases as follows.

- 2014 - Phase 1 – Oxford Street to north of CPR (2.2 km length)
- 2015 - Phase 2 – north of CPR to Fanshawe Park Road (1.9 km length)

These construction works are large contracts and it is anticipated that work will need to carry over to the following year in each phase. The proposed phasing is illustrated in Schedule B of this report.

Phase 1 includes a structure widening across the CN Railway and will provide for the coordinated installation of a sanitary sewer, sanitary forcemain and trunk watermain. The project also includes traffic signals, illumination, sidewalks, landscaping, upgrades to storm drainage, local sanitary sewer upgrades, replacement of existing watermain and noise attenuation where warranted.

The recommended improvements will allow for an increase in traffic flow and additional accessibility with the addition of auxiliary lanes in key locations. The addition of bicycle lanes in both directions will also provide a level of accessibility with added safety to cyclists. The inclusion of sidewalks will allow for an increase in accessibility by pedestrians. AODA upgrades such as the audible traffic signals and tactile sidewalk plates will be included.

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DISCUSSION

Contract Design and Preparation

Hyde Park Road from Oxford Street to North of CPR (Phase 1) is a major arterial road that is predominantly two lanes wide and represents a vital link in the City of London's arterial road network.

The recommended improvements for this corridor include:

- Widening of the existing roadway and rail grade separation structure to four lanes with auxiliary lanes to accommodate the existing and future travel demands, improve traffic safety;
- Localized realignment of Sarnia Road to improve the Hyde Park Road intersection;
- Sidewalks along both sides of the corridor to improve safety and accessibility for pedestrians;
- Bicycle lanes to better accommodate commuter cyclists as recommended by London's Bicycle Master Plan;
- A bike box to assist left-turning cyclists on Sarnia Road;
- Multi-use pathway links to connect existing and future pathways extending into the area communities;
- A culvert turtle crossing north of the CPR line;
- Upgrades to underground servicing including watermain and sewer installations;
- Noise walls installations where warranted by the road widening; and,
- Boulevard tree plantings carried out under a subsequent landscaping contract.

Canadian National Railway

The proposed project will include widening the existing two lane overpass grade separation structure to four lanes. The existing structure was designed, aligned, and constructed in the early 1980's with capabilities to expand with two additional lanes to the east, for a total of four through lanes upon traffic warrant. No property acquisitions were required to accommodate this grade separation expansion.

The proposed design results in improved efficiencies and safety for vehicular and pedestrian traffic. It should also be noted that CN Railway experiences no benefit to expanding the existing grade separation and that this project is driven by road development. For that reason, according to the Canadian Transportation Agency Cost Apportionment Guidelines, the costs of construction to expand an existing grade separation are normally paid for in full by the party exclusively responsible for the structure and having purpose for the expansion or requesting the additional facilities

Canadian Pacific Railway (CPR)

The existing underpass/subway was constructed approximately 25 years ago and was designed and constructed wide enough for the future widening of Hyde Park Road. However, bicycle lanes were not previously anticipated. The proposed project consists of a localized minor reduction in cross-section widths to "squeeze" the road widening, including bicycle lanes, through the existing structure.

Turtle Crossing and Barriers

To mitigate turtle mortality and promote environmental sustainability through the protection and conservation of wildlife, in consultation with UTRCA, an under-road wildlife crossing was designed along with a barrier system for an identified turtle crossing that exists just north of the CPR underpass/subway.

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The turtle crossing uses a culvert, with the top ends of the culvert having been cut to maximize the amount of light in the culvert, helping to attract wildlife through the culvert. A turtle fence and an anti-glare mesh screen will extend around the culvert opening to discourage turtles from climbing onto the roadway. The fence is designed to funnel/direct the turtles to the culvert installed underneath the roadway.

Utility Relocations

The road widening necessitated numerous utility relocations involving London Hydro, Union Gas, Bell Canada and Rogers. Utility relocations have been underway along the corridor since the summer of 2013. Utility companies were advised to complete their relocations by March 2014. The relocations were undertaken separately and partially funded by the City as necessary based on standard utility cost-sharing agreements.

Tree Removal and Trimming

Tree removal and trimming as required was undertaken in September of 2013. These removals were done in conjunction with the London Hydro relocations. New tree planting will occur in the final stages of the project.

Construction Considerations

Traffic Staging

Due to the size and scope of the improvements, Phase 1 construction is planned over a 2 year timeframe and is anticipated to begin in early April 2014. Two lanes of traffic will be maintained throughout the duration of construction project. Some work at intersections or at service crossing points may require weekend work, night work, consecutive shifts and the use of police services to control traffic.

The contractor will be permitted to work through this winter and spring of 2015 provided that no lane or shoulder closures take place. Prior to winter shutdown at the end of the 2014 construction season, all temporary and/or permanent roadway base asphalt, driveway entrances, pavement markings, guide rail, temporary barriers, protection systems and drainage shall be in place for winter conditions. The final surface course paving and restoration of the CN Railway bridge works will carry over into 2015, and is expected to be completed by September 2015.

Tender Process

Tender Summary

Tenders for the Hyde Park Road Widening Phase 1 project were opened on February 24th, 2014. Six (6) contractors submitted tenders prices as listed below (exclusive of H.S.T.):

CONTRACTOR		TENDER PRICE SUBMITTED	CORRECTED TENDER PRICE
1.	Amico Infrastructures Inc.	21,942,125.65	21,942,126.64
2.	J-AAR Excavating Ltd.	22,047,803.00	-
3.	McLean Taylor Construction Ltd.	22,277,530.66	-
4.	L82 Construction Ltd	23,221,229.90	-
5.	Bre-Ex Limited	24,296,450.00	-
6.	AECON Construction and Materials Ltd.	29,039,895.00	-

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All tenders have been checked by the Engineering Services Department, and Delcan Corporation. One (1) of the tender bids contained mathematical errors as noted above, which when corrected did not alter the bid ranking.

The lowest 4 bids are within a 5% spread indicating a competitive tendering process and environment. The tender amount is within the available funds in the City's Transportation, Wastewater and Water project budgets. All tenders included a contingency allowance of \$1,500,000.00 (excluding H.S.T.).

The low bid by Amico Infrastructures Inc. in the amount of \$21,942,126.64 (excluding H.S.T.) is within the project budget and the sources of financing is identified in Appendix A.

Consulting Services

City staff procured Delcan Corporation for the detailed design of this contract with a thorough, competitive consultant acquisition process for this complex project in accordance with the Procurement of Goods and Services Policy. The process, which included publicly advertised Request for Qualifications (RFQ) and a Request for Proposal (RFP) submissions, identified the selected consultant from a list of five engineering consultants based on evaluations from a comprehensive City project team.

In accordance with Section 15.2(g) of the Procurement of Goods and Services Policy, Civic Administration is recommending that Delcan Corporation be authorized to carry out the remainder of engineering services as construction administrators to complete this project for a fee estimate of \$1,138,797.00 (excluding H.S.T.). The continued use of Delcan on this project for construction administration is of financial advantage to the City due to the fact that the firm has specific knowledge of the project and has undertaken work for which duplication would be required if another firm were to be selected. The approval of this work will bring the value of the overall consulting assignment to \$2,104,477.10.

CONCLUSION

Delcan Corporation and Civic Administration have reviewed the tender bids and recommend that Amico Infrastructures Inc. be awarded the contract in the amount of \$21,942,126.64 (excluding H.S.T.) for the Hyde Park Road Widening Phase 1. Award of this contract will allow the project objectives to be met within the available budget and schedule.

Delcan Corporation has demonstrated an understanding of the City requirements for this project and it is recommended that this firm continue as the consulting engineer for the purpose of contract administration as it is in the best financial and technical interests of the City.

Anticipated additional annual operating costs to the Environmental and Engineering Services budget in 2015 and subsequent years associated with the additional road infrastructure are \$35,000, new sewer infrastructure is \$2,900, and new street light infrastructure is \$3,600.

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Acknowledgements:

This report was prepared with assistance from Ted Koza, P.Eng., Environmental Services Engineer in the Transportation Planning and Design Division in consultation with Josh Ackworth, C.E.T., Technologist II in the Transportation Planning and Design Division

PREPARED BY:	REVIEWED & CONCURRED BY:
DOUG MACRAE, P. ENG. DIVISION MANAGER TRANSPORTATION PLANNING & DESIGN	EDWARD SOLDI, P. ENG. DIRECTOR, ROADS AND TRANSPORTATION
RECOMMENDED BY:	
JOHN BRAAM, P. ENG. MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER	

- c: Pat Shack
- Marta Semeniuk
- Delcan Corporation Ltd.
- Amico Infrastructures Inc.

Attachments: Appendix 'A' – Source of Financing
Appendix 'B' – Project Map

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Appendix 'B' Project Map

HYDE PARK ROAD WIDENING PHASE 1 NORTH OF OXFORD STREET TO NORTH OF CPR

