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TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 23, 2015
FROM:	JOHN BRAAM, P.ENG. MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	CONTRACT AWARD: TENDER NO. 15-10 HYDE PARK ROAD WIDENING PHASE 2 CPR TO FANSHAWE PARK ROAD

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the award of a contract for the Hyde Park Road Widening Phase 2 between CPR and Fanshawe Park Road West:

- (a) the bid submitted by L82 Construction Ltd., at its submitted tendered price of \$13,236,043.29 (excluding H.S.T.), for said project **BE ACCEPTED**; it being noted that the bid submitted by L82 Construction Ltd. was the lowest of three (3) bids received and meets the City's specifications and requirements in all areas;
- (b) Stantec Consulting Ltd., **BE AUTHORIZED** to carry out the resident inspection and contract administration of the said project in the amount of \$1,072,406.50 (excluding H.S.T.), in accordance with Section 15.2 (g) of the 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 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 for the material to be supplied and the work to be done relating to this project (Tender 15-10); and,
- (f) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

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PREVIOUS REPORTS PERTINENT TO THIS MATTER

- June 22, 2009 - Environment and Transportation Committee – Appointment of Consulting Engineers; Class Environmental Assessments for Hyde Park Road, Sarnia Road, Sunningdale Road
- December 19, 2011 – Civic Works Committee – Hyde Park Road Environmental Study Report, Notice of Completion
- August 21, 2012 – Civic Works Committee – Hyde Park Road Widening Phase 1, Appointment of Consulting Engineer
- September 9, 2013 – Civic Works Committee – Hyde Park Road Widening Phase 2, Appointment of Consulting Engineer
- March 24, 2014 – Civic Works Committee – Hyde Park Road Widening Phase 1, Contract Award
- March 3, 2015 – Civic Works Committee – Hyde Park Road and South Carriage Road Intersection Assessment

BACKGROUND

Purpose

This report recommends award of a construction tender to a contractor and continuation of engineering consulting services for the Hyde Park Road Widening Phase 2 Project. Development growth in northwest London has resulted in traffic growth and increased congestion on Hyde Park Road. This project will enhance the transportation function by improving capacity for people who walk, cycle or drive and increases the level of safety for all users.

Context

The widening of Hyde Park Road between Oxford Street and Fanshawe Park Road is scheduled to be completed from two to four through lanes in 2015. This project was recommended as a result of traffic capacity deficiencies in the London Smart Moves 2030 Transportation Master Plan (TMP). The Environmental Assessment (EA) commenced in 2009 and the Environmental Study Report (ESR) was accepted by Council in 2011. It recommends the widening of the existing roadway from two to four lanes with on-road bicycle lanes and local turning lanes.

The project was broken down into two phases. 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 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.

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Phase 2 will provide for the coordinated installation of a sanitary sewer, storm sewer, and watermain. The project also includes traffic signals, illumination, sidewalks, landscaping, upgrades to storm drainage, local sanitary sewer upgrades, and noise attenuation where warranted.

DISCUSSION

Contract Design and Preparation

Hyde Park Road from North of CPR to North of Fanshawe Park Road (Phase 2) is a major arterial road that is currently 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 to four lanes with auxiliary lanes to accommodate the existing and future travel demands and improve traffic safety;
- 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;
- Upgrades to underground servicing including watermain and sewer installations;
- Aesthetic enhancements to the Hyde Park Hamlet Community;
- Noise wall installations where warranted by the road widening; and,
- Boulevard tree plantings carried out under a subsequent landscaping contract.

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 Fall 2014. Utility companies were advised to complete their relocations by March 2015. The relocations were undertaken separately and partially funded by the City as necessary based on standard utility cost-sharing agreements.

Urban Design Streetscape - Hyde Park Hamlet Community

The 1999 Hyde Park Community Plan recognized the unique character of the Hyde Park Hamlet community with its proposed mix of new residential and larger commercial blocks developed around an existing hamlet community. The Hyde Park Community Urban Design Guidelines were developed to address some of the design challenges associated with incorporating new residential and commercial development with the existing hamlet community.

The design charrette helped to create a streetscape design portfolio which included a number of elements to be considered in the preferred design alternative. The following components have been advanced in detailed design and included in the tender documents:

- The imposition of a “lane diet” to keep roadway improvements to a maximum cross-section of 5 lanes through the intersection of Gainsborough Road and

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Hyde Park Road;

- The reduction in standard roadway lane widths from 3.5 m to 3.3 m and left turn lane widths from 3.3 m to 3.0 m. This results in an overall reduction in the road pavement cross-section of 1.1 m providing additional boulevard and sidewalk area. In addition, the reduction in lane widths would have a positive influence in attempting to reduce traffic speeds through the hamlet;
- The use of centre median planter boxes within the Hyde Park hamlet extending from just north of South Carriage Road to one block north of the Gainsborough Road intersection. The planter boxes are a decorative feature which serve to distinguish the hamlet from adjacent areas;
- The use of decorative lighting outfitted with banner brackets;
- The use of alternate pavement forms to highlight and distinguish the intersection of Hyde Park Road and Gainsborough Road, crosswalks and select boulevard areas.

Tree Removal and Trimming

Tree removal and trimming as required was undertaken in September of 2014. These removals were done in advance of 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 2 construction is anticipated to begin in early April 2015, and is expected to be substantially completed by November 2015 with minor works and surface asphalt being placed in the following year. The Contractor will be permitted a single 36 consecutive hour closure of Hyde Park Road immediately north of Gainsborough Road for the installation of the water chamber and valve. The section of Hyde Park Road to be closed will be limited to the area of excavation and all businesses on Hyde Park Road will have their access maintained. This closure is being planned as an early priority for the contract and must be completed prior to the end of April 2015. Otherwise, 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.

Every effort is being made to ensure Londoners are aware of construction zones and traffic detours resulting from road work. Daily updates are provided through the City's website, www.london.ca/construction with information about road closures, ongoing and upcoming projects on city streets.

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Tender Process

Tender Summary

Tenders for the Hyde Park Road Widening Phase 2 Project were opened on Wednesday, February 18 2015. Three (3) contractors submitted tenders prices as listed below (excluding H.S.T.).

CONTRACTOR		TENDER PRICE SUBMITTED (\$)	CORRECTED TENDER PRICE (\$)
1.	L82 Construction Ltd.	13,236,025.07	13,236,043.29
2.	J-AAR Excavating Ltd.	13,735,965.30	--
3.	AMICO Infrastructures (Oxford) Inc.	15,266,111.97	15,266,128.08

All tenders have been checked by the Environmental and Engineering Services Department and Stantec Consulting Ltd. The review confirmed that the tenders submitted by L82 Construction Ltd. and AMICO Infrastructures (Oxford) Inc. contained calculation errors resulting in a revised Total Contract Price as noted above. The other tender submitted was free from errors.

The tender estimate prior to tender opening was \$14,400,000 (excluding H.S.T.).

Consulting Services

City staff procured Stantec Consulting Ltd. 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 a publicly advertised Request for Qualifications (RFQ) and a Request for Proposal (RFP), 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 Stantec Consulting Ltd. be authorized to carry out the remainder of engineering services as construction administrators to complete this project for a fee estimate of \$1,072,406.50 (excluding H.S.T.). The continued use of Stantec 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 City's requirement for the creation of record drawings following construction necessitates the reviewing engineer seal them on the basis of field verification and ongoing involvement. Consequently, the continued use of Stantec who created and sealed the design is required to not violate the City practice of Professional Engineers sealing record drawings. The approval of this work will bring the value of the overall consulting assignment to \$1,638,813.50.

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CONCLUSION

Civic Administration has reviewed the tender bids and recommends L82 Construction Ltd be awarded the contract for the Hyde Park Road Widening Phase 2 Project.

Stantec Consulting Ltd. 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 to the best financial and technical interests of the City.

Anticipated additional annual operating costs to budgets in 2016 and subsequent years associated with the additional road infrastructure is \$35,000, new sewer infrastructure is \$2,900, parks operations is \$6,000 and new street light infrastructure is \$3,600.

Acknowledgements

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

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

TK/ja

Attach: Appendix "A" – Source of Financing
Appendix "B" – Project Map

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P. Shack, Engineering Administration

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Appendix "B" Project Map

HYDE PARK ROAD WIDENING PHASE 2 CPR TO FANSHAWE PARK ROAD

