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| TO: | CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON OCTOBER 6, 2015 |
| FROM: | JOHN BRAAM, P. ENG. MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER |
| SUBJECT: | VETERANS MEMORIAL PARKWAY PAVEMENT REHABILITATION APPOINTMENT OF SURVEY CONSULTANT |

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| RECOMMENDATION |
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That on the recommendation of the Managing Director, Environmental and Engineering Services & City Engineer, the following actions **BE TAKEN** with respect to the appointment of a survey consultant for the Veterans Memorial Parkway Pavement Rehabilitation Project:

- a) Callon Dietz Incorporated, **BE APPOINTED** Survey Consultant to complete the engineering survey for the project in the amount of \$112,900 excluding HST, in accordance with Section 15.2 (d) of the Procurement of Goods and Services Policy, it being noted that competitive proposals were received from two qualified firms;
- b) the financing for this assignment **BE APPROVED** as set out in the Source 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 project;
- 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, if required, to give effect to these recommendations.

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| PREVIOUS REPORTS PERTINENT TO THIS MATTER |
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None

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| BACKGROUND |
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Purpose

The purpose of this report is to seek the approval of the Council to retain a survey consultant to complete the engineering survey in support of the pavement rehabilitation

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work planned for the existing Veterans Memorial Parkway (VMP) between Highway 401 and Oxford Street.

Context

VMP is a freeway that facilitates high-speed regional transportation needs and is a spine for the employment lands on the east side of the city. It serves as a major corridor for industry, commerce and residents alike. Daily traffic volumes between Oxford Street West and Highway 401 range from 14,000 to 26,000 of which 8% to 15% are heavy trucks. Posted speed limits range from 60 to 90 km/hr. VMP was originally constructed as a two lane roadway by the Ministry of Transportation in 1978. The original two lane roadway became the southbound lanes when the road was twinned by constructing the northbound lanes in 2005.

The pavement on the roadway is deteriorating and requires rehabilitation. In order to prepare a construction contract to address these needs, a survey is required as part of the design.

The survey assignment consists of preparing an engineering base plan including all legal limits, services, utilities and topographic features. The detailed topographic survey is to be accurate to 5 cm horizontally and 2 cm vertically over the entire 10.7 km length of the project. The underground utility locations are to be compiled from as-built plans, and utility locates. The base plan is to be delivered in comprehensive 3-D Computer Aided Design (CAD) files fully compatible with the City's digital drawing standards.

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| DISCUSSION |
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Project Description

The original two lane roadway (now the existing southbound lanes), were constructed in 1978. The work in 2005 included the new construction of the northbound lanes as well as the rehabilitation of the existing southbound lanes by milling and paving, localized full depth asphalt repairs at some locations and full depth removal and replacement of the asphalt adjacent to River Road and Gore Road to address rutting issues. The asphalt mix design used for the new construction of the north bound lanes was also used for all full depth repairs and the overlay on the now southbound lanes.

The asphalt mix used in 2005 consisted of a relatively high percentage of Reclaimed Asphalt Pavement (RAP) and Roof Shingle Tabs (RST) that was compliant with provincial construction specifications at the time. As evident when driving this roadway, the asphalt has not performed well and is deteriorating rapidly. Unfortunately, use of high quantities of RAP and RST appears to have reduced the service life of the asphalt surface. The poor performance of these types of historic asphalt mixes is recognized within the industry and specifications have since been changed to address the issue.

The significance of the VMP corridor and the high traffic speeds requires that the VMP pavement condition be proactively managed. The City is preparing to rehabilitate the pavement prior to failure of the pavement surface. A survey is required to design the construction contract.

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Consultant Selection

The completion of this large surveying assignment within the required timeframe is not achievable using City survey crews. As such, a competitive process was initiated to appoint a survey consultant that has the expertise and capacity to complete the assignment.

Geomatics Division developed a request for proposal for a detailed survey specification to support the detailed engineering design. The City's Procurement of Goods and Services Policy requires assignments with estimated fees between \$100,000 and \$500,000 to request proposals from three qualified firms. However, given that only two qualified survey consultants with resources available to complete the assignment reside in London and consultants from other centres have proven not cost-effective for this type of work, the firms of Callon Dietz Incorporated and Archibald, Gray and McKay Ltd. were invited to submit proposals for the undertaking.

The proposals received reflected a competitive process and the low price was close to the internal estimate for the work. Based on an evaluation of the proposals, the submission from Callon Dietz Incorporated provides the lowest cost and best value to the City. Callon Dietz has the experience and capacity to complete this large undertaking. The consultant has past proven experience on similar projects of this nature. Callon Dietz staff is familiar with City procedures and deliverable requirements.

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| CONCLUSION |
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The City has a recognized a need to address the condition of the existing pavement on the Veterans Memorial Parkway, and is beginning a design to address the engineering needs of this project.

In anticipation of this work, completion of the engineering survey is an integral part of the detailed design information required to complete this work.

Based on the evaluation of the proposals, it is recommended that Callon Dietz Incorporated be awarded the engineering survey assignment for the Veterans Memorial Parkway at an upset amount of \$112,900 excluding HST.

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Acknowledgements:

This report was prepared with assistance from Adam Carbone, Survey Coordinator, Geomatics Division, along with Jane Fullick, C.E.T., Technologist II and Karl Grabowski, P. Eng., Transportation Design Engineer both of the Transportation Planning and Design Division.

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| SUBMITTED BY: | SUBMITTED BY: |
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| DOUG MACRAE, P.ENG. DIVISION MANAGER, TRANSPORTATION PLANNING & DESIGN | A. GARY IRWIN, O.L.S, O.L.I.P. DIVISION MANAGER, GEOMATICS AND CHIEF SURVEYOR |
| REVIEWED & CONCURRED BY: | RECOMMENDED BY: |
| | |
| EDWARD SOLDI, P.ENG. DIRECTOR, ROADS & TRANSPORTATION | JOHN BRAAM, P.ENG. MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER |

Attach: Appendix "A" – Sources of Financing

- c. Terry Dietz, Callon Dietz Incorporated

APPENDIX 'A'

#15127

Chair and Members
Civic Works Committee

September 25, 2015
(Award Contract)

RE: Appointment of Survey Consultants
Veteran's Memorial Parkway - Asphalt Rehabilitation
Capital Project TS1254-15 - Localized Roadworks
Subledger RD150011
Callon Dietz Incorporated - \$112,900 (excluding H.S.T.)

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCE OF FINANCING:

Finance & Corporate Services confirms that the cost of this project can be accommodated within the financing available for it in the Capital Works Budget and that, subject to the adoption of the recommendations of the Managing Director, Environmental & Engineering Services & City Engineer, the detailed source of financing for this project is:

| <u>ESTIMATED EXPENDITURES</u> | <u>Approved Budget</u> | <u>Committed to Date</u> | <u>This Submission</u> | <u>Balance for Future Work</u> |
|--------------------------------------|-------------------------------|---------------------------------|-------------------------------|---------------------------------------|
| Engineering | \$242,617 | | \$114,887 | \$127,730 |
| Construction | 292,383 | 292,383 | | 0 |
| NET ESTIMATED EXPENDITURES | <u>\$535,000</u> | <u>\$292,383</u> | <u>\$114,887</u> 1) | <u>\$127,730</u> |
| <u>SOURCE OF FINANCING:</u> | | | | |
| Capital Levy | \$535,000 | \$292,383 | \$114,887 | \$127,730 |
| TOTAL FINANCING | <u>\$535,000</u> | <u>\$292,383</u> | <u>\$114,887</u> | <u>\$127,730</u> |

Financial Note

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| 1) Contract Price | \$112,900 |
| Add: HST @13% | 14,677 |
| Total Contract Price Including Taxes | 127,577 |
| Less: HST Rebate | 12,690 |
| Net Contract Price | <u>\$114,887</u> |

EH

Alan Dunbar
Manager of Financial Planning & Policy