TO:	**CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON NOVEMBER 1, 2016**
FROM:	**KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER**
SUBJECT:	**VICTORIA BRIDGE ENVIRONMENTAL ASSESSMENT APPOINTMENT OF CONSULTING ENGINEER**

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the Victoria Bridge Environmental Assessment:

a) AECOM Canada Ltd. **BE APPOINTED** Consulting Engineers to complete the project in the amount of $389,400 (excluding HST) in accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy;

b) the financing for this project **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 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 to give effect to these recommendations.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

- Strategic Priorities and Policy Committee – January 28, 2016 – Downtown Infrastructure Planning and Coordination

2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of *Building a Sustainable City* by improving mobility for pedestrians, cyclists, transit and automobile users.

BACKGROUND

Purpose

This report seeks the approval of Municipal Council to retain an engineering consultant to undertake a Municipal Class Environmental Assessment (EA) which will determine the future of Victoria Bridge.

Context

Victoria Bridge is located on Ridout Street South and spans the south branch of the Thames River, just south of Horton Street. The existing two-span structure is a seven panel Modified Warren steel pony truss bridge constructed in 1926 as the fourth river crossing at this location. The structure is 78 m long. Cantilevered sidewalks and railings on the outside of the trusses bring the overall width of the structure to 14.8 m.

The bridge is displaying deterioration that warrants a major lifecycle renewal investment to either replace or rehabilitate the structure.

Historic records indicate the previous bridge abutments and pier were retained during the 1926 construction and concrete extensions were constructed on the west side to accommodate the new wider structure. Remaining portions of the stone masonry substructure from the previous bridge (built in 1875) were concrete encased. A 1956 rehabilitation of the structure saw the south abutment and wingwalls fully replaced with reinforced concrete founded on H-piles. The original centre pier and north abutment remain as originally constructed in 1875 and subsequently widened.

Ridout Street South is a primary collector roadway which accommodates an average of 12,000 vehicles per day connecting Old South London to the downtown across the

south branch of the Thames River. Ridout Street is also a major north south corridor in London ON Bikes, the City's new Cycling Master Plan. Bicycle lanes exist south of the structure but the trusses on the existing bridge have prevented extension of the bicycle lanes across the river.

The Thames Valley Pathway system runs under the north end of the bridge adjacent to the river. Plans to upgrade this pathway system are currently on hold pending the resolution of this EA. Thames Park is located to the southwest of the bridge.

The area north-west of the bridge is historically known for coal tar deposits with containment and monitoring facilities in the area. The area north-east of the bridge has long been used for industrial purposes.

There are various utilities suspended beneath this structure including watermain, sanitary sewer, Bell Canada and Union Gas. Also there are storm outlets to the river in the near vicinity of the bridge, and a sanitary forcemain that carries flows from the Thames Park facility south-west of the bridge to a sanitary sewer on Ridout Street South - approximately 20m south of the bridge's south expansion joint.

A Municipal Class EA is required for the reconstruction or alteration of a structure or the grading adjacent to it when the structure is over 40 years old, which after appropriate evaluation, it is found to have cultural heritage value. At over 90 years of age with some elements being over 140 years old, this bridge demonstrates the need for the City to fully evaluate all options with this structure.

DISCUSSION

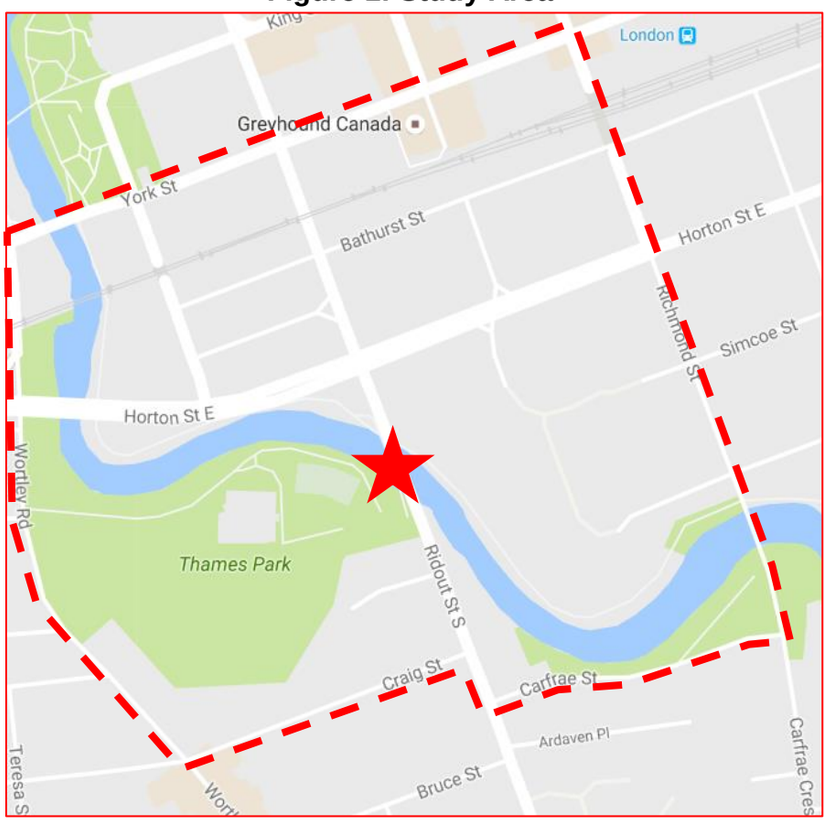
Project Description

The river crossing at Ridout Street South has long provided a connecting link from the south part of the City into the downtown core. The existing structure is the fourth known bridge at this location, and is nearing the end of its service life. An EA is required to review and assess alternatives including do nothing and rehabilitation and replacement of the structure in order to determine the best solution for this important connecting link.

Study Area

While the focus of the EA will be in the immediate vicinity of the Victoria Bridge, the study area is defined to be within the boundaries described by Richmond Street/Carfrae Crescent, Carfrae Street, Craig Street, Wortley Road and York Street, in order to review and address the entire scope of work required to be completed under this EA. The study area is illustrated in Figure 1 below.

Figure 1: Study Area



The primary components that will be incorporated in the EA will include:

- Development and consideration of all structural elements required for both the rehabilitation and replacement alternatives;
- A condition assessment of existing shoreline revetment and retaining wall works which may date back to 1919;
- Consideration for all pedestrian, cyclist and vehicle traffic alternatives;
- A Heritage Impact Statement and a Stage 1 and 2 Archaeological Assessment;
- Integration of the Thames Valley Parkway (TVP) system into the overall corridor;
- A scoped environmental field investigation with chemical and groundwater testing for contaminants to address construction impacts such as soil management, and groundwater implications as well as interactions with and integrity of the environmental management systems in place;
- A scoped Environmental Impact Study including a Subject Land Status Report;
- A Tree Preservation plan;
- Hydraulic Analysis addressing flood elevations, velocity and bank scour impacts for the alternatives, including providing mitigation measures where applicable;
- Coordination amongst City Departments and Utility Companies to address existing facilities attached to the underside of the structure (watermain, sanitary sewer, Bell Canada, Union Gas, etc.);
- Public and stakeholder engagement to allow input throughout the study process and ensure active involvement developing the recommendations for the future of the Victoria Bridge; and,
- Clear and transparent documentation for public review.

Consultant Selection

The consultant procurement process for this assignment began in accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy for a two-stage process. On July 19, 2016 a fully open Request for Expression of Interest / Request for Qualifications advertisement was posted to Biddingo. Four consultants submitted packages for the City's review. The selection committee (comprised of representatives from the Transportation Planning & Design, Cultural Heritage, Stormwater Management, and Wastewater Treatment) short listed the selection to three consulting firms for proposal submission. Proposals were received from the shortlisted consultants on September 26, 2016. The selection committee evaluation of the proposals determined the AECOM Canada Ltd. submission provides the best value to the City.

AECOM Canada Ltd. has an experienced project team that exhibited a clear understanding of the project scope and requirements. Their proven experience on similar projects of this nature, combined with a project proposal that confirmed a thorough understanding of the goals and objectives, illustrated their expertise for this undertaking. The consultant project team is familiar with the unique challenges presented in this project having been involved in several past and present projects in the area.

In accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy, Civic Administration is recommending AECOM Canada Ltd. be appointed as the consulting engineer for the EA. The submission from AECOM Canada Ltd. includes a fee submission that indicates that the EA can be completed within the funds available in the program account. AECOM Canada Ltd. will be considered for the future detailed design and construction phases if project performance is positive.

CONCLUSION

The City of London requires a Schedule C Municipal Class EA to address the deteriorating bridge condition. The EA will determine the future of the Victoria Bridge by evaluating all opportunities including do nothing, rehabilitation and/or replacement.

AECOM Canada Ltd. has demonstrated an understanding of the City requirements for this project. They have an experienced project team which has a clear understanding of the project scope and requirements. Based on the thorough consultant procurement process and the technical evaluation of the proposals, it is recommended that AECOM Canada Ltd. be awarded the consulting assignment for the Victoria Bridge EA at an upset amount of $389,400 (excluding HST).

Acknowledgements

This report was prepared with the assistance from Jane Fullick, C.E.T., Senior Technologist and Karl Grabowski, P. Eng., Transportation Design Engineer within the Transportation Planning & 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:	
KELLY SCHERR, P.ENG., MBA, FEC **MANAGING DIRECTOR** **ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER**	

Attach: Appendix A – Sources of Financing

c. J. Pucchio, AECOM Canada Ltd., 410-250 York St, London ON N6A 6K2
Geoff Smith, CSCMP, Purchasing and Supply Chain
Rick Brown, Finance