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<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON APRIL 23, 2012</b>
<b>FROM:</b>	<b>JOHN BRAAM, P. Eng. ACTING EXECUTIVE DIRECTOR, PLANNING, ENVIRONMENTAL &amp; ENGINEERING SERVICES &amp; CITY ENGINEER</b>
<b>SUBJECT:</b>	<b>CONTRACT AWARD: TENDER NO. 12-29 2012 INFRASTRUCTURE LIFECYCLE RENEWAL PROGRAM PHASE II HORTON RECONSTRUCTION</b>

<b>RECOMMENDATION</b>
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That, on the recommendation of the Acting Executive Director, Planning, Environmental & Engineering Services & City Engineer, the following actions **BE TAKEN** with respect to the award of contracts for the 2012 Infrastructure Lifecycle Renewal Program, Phase II Horton Reconstruction Project (TS1446-12, TS1444, ES2464-11, ES2414-12, EW3787-12).

- (a) the bid submitted by Tri-Con Excavating Incorporated (Tri-Con), 113-4023 Meadowbrook Drive, London, ON, N6L 1E7, at its tendered price of \$4,675,170.55 (excluding H.S.T.), for the Phase II Horton Reconstruction Project, **BE ACCEPTED**; it being pointed out that the bid submitted by Tri-Con was the lowest of seven bids received and meets the City's specifications and requirements in all areas;
- (b) Archibald, Gray & McKay Engineering Limited (AGM), 3514 White Oak Road, London ON, N6E 2Z9, **BE AUTHORIZED** to carry out the resident inspection and contract administration for the said project in accordance with the estimate, on file, at an upset amount of \$413,820.00 (excluding H.S.T.), noting that this firm completed the engineering design, based upon the Fee Guideline for Professional Engineering Services, recommended by the Ontario Society of Professional Engineers; and in accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy;
- (c) minor future additional annual operating costs of \$1,100.00 **BE RECOGNIZED** as a result of this project noting that these costs are as a result of new infrastructure installation and will be considered and accommodated within future Wastewater & Treatment operating budgets;
- (d) future additional annual operating costs of \$37,000.00 **BE RECOGNIZED** as a result of this project noting that these costs are as a result of new infrastructure installation and will be considered and accommodated within future Parks Operations operating budgets;
- (e) the SoHo Community Improvement Plan recommendations for streetscape improvements on Horton Street **BE APPROVED** for implementation with this Infrastructure Project, noting that on June 20, 2011 Council resolved that streetscape enhancements consistent with the SoHo Community Improvement Plan be included in the scope of the pending Horton Street Reconstruction Project and that funding enhancements given a high priority for approval;
- (f) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix "A";
- (g) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- (h) 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 12-29);

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- (i) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

### PREVIOUS REPORTS PERTINENT TO THIS MATTER

- [Appointment of Consulting Engineers Infrastructure Lifecycle Renewal and Growth Management Implementation Strategy Programs 2012 -2013 \(Phase II Horton\), Built and Natural Environment Committee, July 18, 2011, Agenda # 6.](#)
- [BNEC Report of 2011-06-13, Agenda Item #40: Application By: City of London SoHo Community Improvement Public Participation meeting on Monday June 13, 2011 @ 8PM.](#)
- [ETC Report of 2010-05-10, Agenda Item #1: Appointment of Consulting Engineers Infrastructure Lifecycle Renewal Program 2011, Horton Street \(2011\).](#)

### BACKGROUND

#### **Purpose:**

This report recommends award of tender to a contractor and continuation of consulting services for the reconstruction of:

Horton Street from Wellington Street to Hamilton Road, and  
Burwell Street from Horton Street to Bathurst Street

This work includes installation of new storm sewers and communications conduit, replacement of existing sanitary sewers, watermain and lead water service replacement, traffic signal and illumination improvements, construction of new sidewalks, curb and gutter, and asphalt road. In addition, implementation of SoHo streetscape improvements are recommended by administration for this project and include centre medians, boulevard planters, tree beds & plantings, and on-street parking bays.

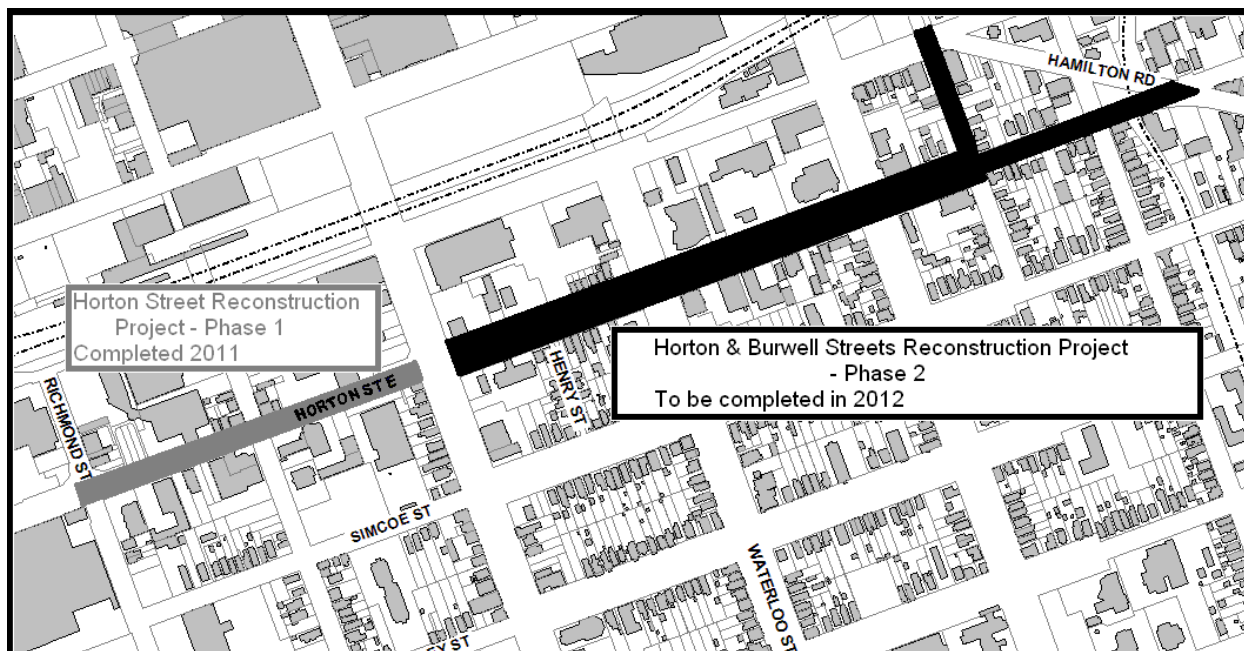
Infrastructure replacement needs have been coordinated with Wastewater & Drainage Engineering (WADE), Water Engineering, Transportation Planning & Design, Parking & Traffic Signals, Technology Services and Construction Administration for efficient use of funds during construction, noting streetscape improvements have been integrated into the final design. Project needs have also been coordinated with external utilities London Hydro (Hydro) and Bell Canada (Bell) noting incorporation of this work results in cost savings being recognised by both parties and the City due to increased efficiencies and the limiting of potential future work. Hydro will complete their work in advance of the start of construction. Bell's work is included in the City's tender.

#### **Discussion:**

The Horton Reconstruction project is a two phased project. Phase I (Horton Street from Richmond Street to Wellington Street) was completed in 2011 and was coordinated with construction of the new Goodwill Facility. Phase II (Horton Street from Wellington Street to Hamilton Road; and Burwell Street) was deferred to 2012, partly to reduce and mitigate construction and traffic impacts to the businesses along the Horton corridor and also to allow for the development, analysis and completion of the SoHo Community Improvement Plan. Ultimately, recommendations made from the SoHo Plan would then be synergized and integrated into Phase II Infrastructure works to provide for an intelligent and cost effective solution which addresses the needs of infrastructure and the community it serves. Note that Phase I Horton reconstruction was determined to be unaffected by any recommendations of the SoHo Community Plan due to the very limiting road allowance and proximity of buildings to the road.

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A Project Location map is included below for reference.



Budgets for the reconstruction of existing infrastructure and system improvements for Phase II Horton are included in approved Wastewater & Treatment, Water & Transportation Capital Works Budgets noting administration is requesting that budget for the SoHo improvements be captured by Transportation Capital accounts.

Horton and Burwell streets have been identified as a high priority in the replacement programs due to the poor condition of the municipal infrastructure. A significant portion of a combined sewer within these limits requires separation. The existing sanitary sewer, private drain connections (pdc's) and cast iron watermains on these streets were originally installed between 1905 and 1910 noting some isolated watermain replacement has taken place in the last 25 years. The sewers and water mains in these locations have generally reached the end of their life expectancy. Most of Phase II Horton does not have storm sewers. This project introduces almost 500 meters of new storm sewer that meets today's City standards. This will provide increased surface flooding protection to the neighborhood, noting surface flooding can be a contributing factor to basement flooding.

This project also effectively removes significant portions of combined sewers from the general area. Removing storm water from the sanitary sewer reduces costs to the City to treat storm water at the Pollution Control Plants. Removing these extraneous flows also will result in fewer combined sewer overflows at or before the plants providing direct environmental benefits.

The construction program includes implementation of the SoHo Community Improvement Plan streetscape improvements, traffic signal upgrades and enhanced illumination features. Also, replacement of water mains and services including some lead water services. Trees will be removed noting 54 new trees will be planted. The road structure for portions of Horton Street are in very poor condition and will be corrected by replacement of curb and gutter, sidewalks and asphalt within the limits of construction.

As part of this contract, some work will have to be undertaken on Horton Street that, due to its nature and depth, will require the closure of 4 out of the 5 lanes. In these locations, such work will be carried out as either weekend or night work to reduce the impact on daytime traffic. A single flagmen controlled lane will be maintained. These closures are the preferred option as they will reduce traffic and safety issues and will limit impact on local businesses and weekday commuter and commercial traffic. The closure relative to other options mitigates social impact on residents, businesses and commuters as well as minimizing LTC bus disruption. Additionally, the weekend work incorporates some cost savings and helps with the greater project schedule. A Traffic Management Plan has been approved by Transportation staff. The City's Fire Department met with administration and provided feedback as it relates to

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operational restrictions and alternative arrangements to ensure their services aren't impacted by this work.

Public information sessions for this project, including a presentation of the SoHo improvements, were held in December, 2011 and February, 2012 specifically for all owners, businesses and residents within, and immediately bordering the project area to address questions and concerns.

In conjunction with the construction of this Capital Works Project, the City is administering the pdc program which allows property owners within the projects limits, an opportunity to voluntarily replace their pdc's at a subsidized cost under the authority of City By-laws. Similarly the Lead Replacement Program is also covered by City By-laws. As part of this project, the water service connection will be replaced to property line at the City's cost and the property owner may elect to replace their private side connection at their cost. Homeowners may be eligible to participate in the Lead Service Extension Replacement Loan Program.

### **SoHo Community Plan Streetscape Improvements:**

At the project onset in 2010, Engineering and Planning staff worked together in anticipation of integrating improvements from the recommendations of the ongoing SoHo Community Improvement Plan into this project. The significant amount of time required to properly complete the Community Improvement Plan lead to the postponement of work for a significant portion of the project limits until 2012. This postponement allowed additional time for completion of the Community Improvement Plan, which included specific recommendations related to this Project. Municipal Council adopted the SoHo Community Improvement Plan in June 2011.

The proposed streetscape concept for the Horton Street corridor was first unveiled to the public on February 16, 2011 at a special Community Meeting that was attended by the broader SoHo community. The proposed Horton Street improvements, including the centre median, represent a comprehensive vision for this corridor that is consistent with the SoHo Community Improvement Plan. The intent of these enhancements include:

- reconnect the areas north of Horton to the community South of Horton Street;
- facilitate opportunities for a vibrant pedestrian-friendly commercial area along this portion of the corridor;
- facilitate efficient movement of automobile through traffic;
- stimulate investment and redevelopment opportunities;
- complement the improvements made on Wellington Street;
- create an attractive gateway into the downtown;
- leveraging the cost of improvements with those associated with a necessary infrastructure renewal project

Following the special Community Meeting, Planning Staff distributed comment sheets to invite public feedback and received 29 responses. Of the responses received, all 29 supported the proposed improvements – 0 opposed it. Of the 29 responses received, a total of 16 respondents specifically addressed the proposed planted median in their comment sheets. Of those 16 responses, 11 supported the proposed planted median and 5 opposed it. However, it is noteworthy that an additional 10 respondents who supported the proposed improvements to Horton Street, but didn't specifically address the proposed planted median in their comment sheets, indicated support for all of the improvements illustrated for the Horton Street corridor. Their support for the comprehensive vision for the corridor would imply that these respondents also support the planted median.

As subsequent meetings were hosted by Staff targeting the abutting property owners of the project, it became apparent that the primary concern related to the Horton Street improvements was the construction of the proposed planted median and the elimination of left turn ingress and egress to several properties, with a secondary concern being the potential loss of boulevard parking due to the proposed right-of-way widening. Concerns were raised from representatives of the properties situated along the portion of Horton Street located between Henry and Waterloo Streets. While generally supportive of the proposed improvements to the corridor, these property representatives have requested that the proposed planted median be eliminated

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along the portion of Horton Street fronting their properties. Planning and Engineering Staff contemplated their requests for the elimination of the planted median but were unable to support it given that the elimination of the proposed planted median would create a 5.0 meter gap in the corridor and would effectively eliminate the opportunity to provide significant landscaping along this portion of Horton Street. It would also create visual inconsistencies between the remaining blocks of Horton Street, where the planted medians are proposed to be incorporated, and this block of Horton Street where a 5.0 meter gap would exist.

Planning and Engineering Staff searched for compromise and alternatives that would continue to implement the comprehensive vision for the corridor while accommodating those property owners who expressed concern. In response to the concerns about the loss of left hand ingress and egress, Engineering Staff have established that U-turns will not be opposed at either end of the median to allow access. In response to the concerns about the loss of existing boulevard parking, Engineering Staff have also proposed a reduction to the width of the proposed sidewalks allowing the abutting property owners to reclaim that portion of the boulevard for parking as depicted in Photo 1 (below). Additionally, it must also be reiterated that the proposed improvements include the creation of on-street parking for customers which do not currently exist to create additional parking opportunities in proximity to abutting businesses.



Photo 1 – Proposed sidewalk location (demarcated with “SW”) in relation to abutting properties

The challenge is to implement a comprehensive vision for this corridor that is consistent with the SoHo Community Improvement Plan, and simultaneously balancing the expectations of the broader SoHo community while accommodating the requests of abutting property owners.

SoHo improvements to be incorporated into this project require a new budget which has not been approved at this time. If no budget is provided, the project will proceed in 2012 as planned but will include replacing sewer, water, introduction of new storm sewer only and road restoration back to existing configuration. It is noteworthy that on June 20, 2011 Council resolved that streetscape enhancements consistent with the SoHo Community Improvement Plan be included in the scope of the pending Horton Street Reconstruction Project and that funding enhancements be given a high priority for approval.

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Pending funding approval, this 2012 reconstruction project will be one of the first projects to implement the vision for the SoHo Community while providing an opportunity to begin changing the character of Horton Street. The SoHo Plan envisioned this portion of Horton Street to be a vital commercial district, complementing the Wellington Street Corridor, and identified the intersection of Wellington and Horton as a major gateway into Downtown. Improvements to be incorporated include: planting zones, on-street parking lanes, streetscape improvements, centre medians of sufficient width to accommodate a tree-planting and raised boulevard tree beds. The intent is to support the revitalization efforts along this commercial corridor by providing on-street parking and creating a comfortable pedestrian environment through the introduction of a tree canopy and wide sidewalks.

A visual illustration of SoHo improvements is included below for reference.



#### **Tender Summary:**

Tenders for the 2012 Infrastructure Lifecycle Renewal Program, Phase II Horton were opened on March 22, 2012. Seven (7) contractors submitted tender prices as listed below (exclusive of H.S.T.).

CONTRACTOR		TENDER PRICE SUBMITTED	CORRECTED TENDER PRICE
1.	Tri-Con Excavating	\$ 4,675,170.55	
2.	Bre-Ex Limited	\$ 5,013,478.82	
3.	L-82 Construction Limited	\$ 5,020,957.80	\$ 5,021,897.80
4.	Omega Contractors	\$ 5,124,158.10	
5.	C.H. Excavating Limited	\$ 5,742,536.28	
6.	AMICO Infrastructure	\$ 5,822,310.56	
7.	Blue-Con Construction	\$ 5,907,899.95	

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All tenders have been checked by the City and City's consultant AGM. One (1) of the tender bids contained a mathematical error. The corrected amount had no effect on the ranking of the three lowest tenders.

The tender estimate just prior to tender opening was \$5,887,000.00 (excluding H.S.T.). The low tender is about 25% below the estimate indicating a very competitive environment and illustrates the benefit of tendering projects early in the construction season. All tenders include a contingency allowance of \$400,000.00 (excluding H.S.T.).

Minor future additional annual operating costs of \$1,100.00 are recognized as a result of this project noting that these costs are attributed to new infrastructure installation and will be considered and accommodated within future Wastewater & Treatment operating budgets. In addition, future additional annual operating costs of \$37,000.00 are recognized as a result of this project noting that these costs are attributed to new infrastructure installation and will be considered and accommodated within future Parks Operations operating budgets

The increased scope associated with this closed tender for SoHo streetscape improvements represents \$600,000.00 noting administration has already committed \$200,000.00 to date to allow for engineering and relocation of Hydro Poles and business signs in advance of roadwork's commencing. The total upset amount of \$800,000.00 is attributed to SoHo improvements. Road Rehabilitation accounts are recommended to be used to source the SoHo improvements.

#### **Consulting Services:**

AGM was awarded the detailed design for Phase I at Council on May 17, 2010 and for Phase II at Council on July 25, 2011. Do to their knowledge and experience with this project, AGM was requested to submit a proposal to carry out the contract administration and resident supervision for Phase II of this project. In accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy, the administration is recommending that AGM be authorized to carry out the remainder of engineering services to complete Phase II of this project for the provided fee estimate of \$413,820.00 (excluding H.S.T.). The upset amount for total engineering services for the project is \$1,034,330.00 (excluding H.S.T.) noting this includes detailed design and construction administration for Phases I & II of the Horton Reconstruction project spread over 2010 and 2012.

#### **Conclusions:**

Award of the construction contract to Tri-Con will allow the project objectives to be met within the available budget.

The use of AGM for the remainder of engineering services for this project is in the best financial and technical interests of the City.

As a result of the SoHo Community Improvement Plan (SoHo Plan) accepted by Council in June 2011, this reconstruction project is one of the first projects to implement the vision for the SoHo Community while providing an opportunity to begin changing the character of Horton Street. The SoHo Plan envisioned this portion of Horton Street to be a vital commercial district, complementing the Wellington Street Corridor, and identified the intersection of Wellington and Horton as a major gateway into Downtown. Changes will bring both aesthetic and functional changes to the area. The road restoration on Horton Street is recommended to be in accordance with this plan and includes centre planters and boulevard planters, and which requires some relocation of Hydro service through the corridor.

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**Acknowledgements:**

This report was prepared within the Wastewater and Drainage Engineering Division by Ugo DeCandido, P.Eng., Environmental Services Engineer, and Jeff Conrad, Technologist with support from Transportation Planning and Design Engineering. Also, integrated input from Michael Tomazincic and James Yanchula representing Community Planning and Urban Design.

<b>SUBMITTED BY:</b>	<b>SUBMITTED BY:</b>
<b>TOM COPELAND, P. ENG. DIVISION MANAGER WASTEWATER &amp; DRAINAGE ENGINEERING</b>	<b>JOHN LUCAS, P.ENG. DIVISION MANAGER TRANSPORTATION PLANNING &amp; DESIGN ENGINEERING</b>
<b>SUBMITTED BY:</b>	<b>RECOMMENDED BY:</b>
<b>JOHN FLEMING, MCIP, RPP DIRECTOR OF LAND USE PLANNING AND CITY PLANNER</b>	<b>JOHN BRAAM, P.ENG. ACTING EXECUTIVE DIRECTOR, PLANNING, ENVIRONMENTAL &amp; ENGINEERING SERVICES &amp; CITY ENGINEER</b>

April 12, 2012

UD/jc

Attach: Appendix "A" – Sources of Financing

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- c.c. Tri-Con Excavating Incorporated.
- Archibald, Gray & McKay Engineering Limited
- Roland Welker
- Justin Lawrence
- James Yanchula
- Shane Maguire
- Bill Coxhead
- Mary Goss
- London Hydro