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TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JULY 17, 2012
FROM:	JOHN BRAAM, P. ENG. ACTING EXECUTIVE DIRECTOR, PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES DEPARTMENT & CITY ENGINEER
SUBJECT	APPOINTMENT OF CONSULTING ENGINEERS MEADOWLILY BRIDGE (4-FB-02) REHABILITATION SCHEDULE 'B' ENVIRONMENTAL ASSESSMENT & DETAILED DESIGN and GORE ROAD BRIDGE (4-BR-15) REPLACEMENT SCHEDULE 'B' ENVIRONMENTAL ASSESSMENT

RECOMMENDATION

That on the recommendation of the Acting Executive Director, Planning, Environmental and Engineering Services Department & City Engineer the following actions **BE TAKEN** with respect to the appointment of Consulting Engineers for the noted projects:

- (a) AECOM Canada Ltd., 250 York Street, Citi Plaza, Suite 410, London ON, N6A 6K2 **BE APPOINTED** Consulting Engineers for the Environmental Assessment and detailed design of the Meadowlily Bridge (4-BR-05) Rehabilitation in the amount of \$159,555.00, exclusive of HST, in accordance with the estimate on file, based upon the Fee Guideline for Professional Engineering Services, recommended by the Ontario Society of Professional Engineers; and in accordance with Section 15.2 of the City of London's Procurement of Goods and Services Policy; it being noted that future approval to proceed with subsequent phases of engineering for the project will be subject to satisfying all financial, reporting and other conditions contained within this Policy;
- (b) Dillon Consulting Inc., 130 Dufferin Ave., P.O. Box 426, London ON, N6A 4W7 **BE APPOINTED** Consulting Engineers for the Environmental Assessment and preliminary design of the Gore Road Bridge (4-BR-15) Replacement in the amount of \$ 104,043.50, exclusive of HST, in accordance with the estimate on file, based upon the Fee Guideline for Professional Engineering Services, recommended by the Ontario Society of Professional Engineers; and in accordance with Section 15.2 of the City of London's Procurement of Goods and Services Policy; it being noted that future approval to proceed with subsequent phases of engineering for the project will be subject to satisfying all financial, reporting and other conditions contained within this Policy;
- (c) the financing for the work identified in (a) and (b), above, **BE APPROVED** in accordance with 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 these projects;
- (e) the approvals given herein **BE CONDITIONAL** upon the Corporation entering into a formal contract with each Consultant for their respective project; and
- (f) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

It **BEING NOTED** that additional annual operating costs to the Planning, Environmental and Engineering Services Department budget in 2013 and subsequent years are not anticipated as a result of these engineering assignments.

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PREVIOUS REPORTS PERTINENT TO THIS MATTER

- September 14, 2009 – ETC, Item 15 – Meadowlily Bridge Environmental Assessment
- February 8, 2010 - ETC, Item 4 – Appointment of Consulting Engineers. Bridge Rehabilitation Program and Traffic Studies. Meadowlily Bridge Evaluation and Blackfriar's Bridge Risk Assessment
- March 5, 2012 – Civic Works Committee, Item 9 – Meadowlily Bridge Restoration and Cultural Heritage Evaluation Study Report.

BACKGROUND

Purpose:

This report recommends approval for consultants to be appointed for two (2) projects:

- i) The Meadowlily Bridge (4-FB-02) Rehabilitation, including a Schedule 'B' Environmental Assessment, Detailed Design, and preparation of a tendering package for construction in 2013; and
- ii) The Gore Road Bridge (4-BR-15) Replacement, including the completion of a Schedule 'B' Class Environmental Assessment including Preliminary Design for the replacement of this structure.

Context:

Meadowlily Bridge (4-FB-02) was erected in 1910 by Isaac Crouse and the Hamilton Bridge Company. The multi-span steel structure consists of three spans over the south branch of the Thames River. Originally a vehicle traffic bridge, it has been reduced to pedestrian only traffic confined to the centre of the bridge by fencing. Regular bridge inspections have reported the superstructure is in fair to poor condition with large sectional corrosion loss on many truss components. In its recent history, it has undergone emergency measures to support two of its pony trusses (2007). Municipal Council has given notice of its intention to designate Meadowlily Bridge to be of cultural heritage value.

The Meadowlily Bridge Restoration and Cultural Heritage Evaluation Study Report (CWC report, March 5, 2012) identified a number of previous directions from the Municipal Council on the Meadowlily Bridge, and laid out a plan for rehabilitation so it can continue to serve as a community asset. The recommended approach is to strengthen and repair the bridge in a heritage sympathetic fashion, thereby bringing it up to present Bridge Code requirements while maintaining its visual character.

The Gore Road Bridge (4-BR-15) was originally constructed in 1940, and it is a simple span T-Girder concrete structure, which carries two lanes of traffic. In addition, the bridge has a pedestrian sidewalk cantilevered off the north face of the structure. Structural inspections over the past several years have identified this structure for replacement in the five (5) to ten (10) year timeline, as it has deteriorated beyond economical repair. Completing an Environmental Assessment (EA) is the provincially mandated first step for a project of this nature, to determine the best long term solution for this structure's replacement.

Discussion:

Meadowlily Bridge (4-FB-02) Rehabilitation

The March 5, 2012 Civic Works Committee report identified the next steps for the rehabilitation of the Meadowlily Bridge as follows:

- Setting a scope for adjacent drainage, erosion and access work;
- Engaging an engineering consultant to complete the detailed design;
- Tender a rehabilitation contract (in 2013).

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Discussions have been held with the Parks Planning Division to identify the scope of adjacent drainage, erosion and access work to be addressed.

Recent changes to the Municipal Class Environmental Assessment process (approved in 2011 by the MEA) state that:

“Reconstruction or alteration of a structure or the grading adjacent to it requires that a Class EA process be followed when the structure is over 40 years old, and is found to have cultural heritage value.”

Upon review of the Municipal Environmental Assessment (MEA) Act, a Schedule ‘B’ Class EA is required. The Meadowlily Bridge Restoration and Cultural Heritage Evaluation Study Report addresses most of the technical MEA requirements, however notification and public meetings are still required. These can be held on a time-line that will still allow for tendering of the rehabilitation contract in 2013.

Funding for this project is included in the 2012 budget under TS1213.

Gore Road Bridge (4-BR-15) Replacement

Gore Road Bridge is a 73 year old structure, which is nearing the end of its useful/safe life. The 2011 Structural Inspection identified that there are severely disintegrated east and west abutments under the primary longitudinal girders. All four wingwalls are in poor condition with severe disintegration, and the slope protection at all four corners is undermined. In addition, the deck structure is in poor condition with numerous cracks and efflorescence staining with reinforcing steel close to the underside of the slab, numerous locations of rusting rebars and light to medium spalling and delaminations. Repair records show escalating costs over the last ten (10) years.

This structure serves as a connecting pedestrian and vehicle linkage over the Pottersburg Creek. Permanent removal of this structure would leave communities on the east side of the Pottersburg Creek with the need to re-route north to Trafalgar Street or south to Hamilton Road (via Clarke Road) respectively, in order to access Highbury Avenue.

When implementing a project of this magnitude, an EA is required in order to communicate, assess and address the needs of all the stakeholders impacted by the removal/replacement of this structure. The RFP issued for this work identified the need for a Schedule ‘B’ Municipal Class EA, and preliminary design for the replacement of the structure.

Funding for this project is included in the 2012 budget under TS1214.

Consultant Selection

Meadowlily Bridge (4-FB-02) Rehabilitation:

An RFP for the project was requested from three (3) consulting engineering firms. The proposals were evaluated and AECOM Canada Ltd. has been recommended to proceed with the EA and Detailed Design.

AECOM Canada Ltd. has completed the Meadowlily Bridge Restoration and Cultural Heritage Evaluation Study Report, and they are the most familiar with the intricacies of the project. Additionally, AECOM Canada Ltd. was the consultant who completed the design and construction administration for the King Street Footbridge Rehabilitation in 2010. The King Street Footbridge is a similar project to the Meadowlily Rehabilitation that demonstrated AECOM’s sensitivity to the historical/heritage features of a vintage structure while addressing the current bridge code requirements. With an aggressive schedule for tendering and construction in the 2013 season, AECOM’s knowledge of the Meadowlily project/area and their demonstrated performance of work on a similar project, they represent the best engineering choice to complete this project within the identified timeline. City staff recommends that AECOM Canada Ltd. be engaged to complete this assignment. Future approval to proceed with the construction administration phase of the project will be subject to satisfying all financial, reporting and other conditions contained within the Purchasing Policy.

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Gore Road Bridge (4-BR-15) Replacement:

An RFP for the project was requested from three (3) consulting engineering firms. The proposals were evaluated and Dillon Consulting Inc. has been recommended to proceed with the Schedule 'B' EA including preliminary design by April, 2013. When complete, detailed design and tendering are expected to follow in 2013, with construction slated for 2014. Future approval to proceed with subsequent phases of engineering (detailed design and construction supervision) will be subject to satisfying all financial, reporting and other conditions contained within the Purchasing Policy.

Dillon Consulting Inc. has a long history of structural projects with the City of London, and are fully capable of completing this assignment. City staff recommends that Dillon Consulting Inc. be engaged to complete this assignment.

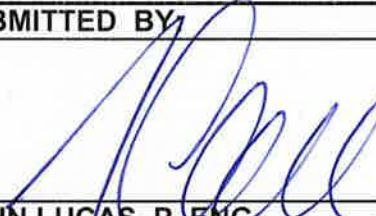
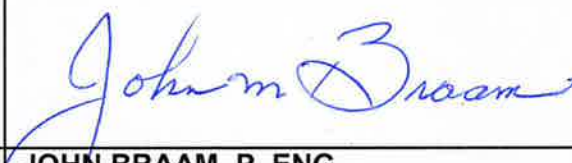
Conclusions

The recommendation of this report is to appoint the two consulting firms to undertake the Environmental Assessments, preliminary design, detailed design and tendering (as required) for the two structural projects, it being noted that approval to proceed with subsequent phases of engineering for the projects will be subject to satisfying all financial, reporting and other conditions contained within the Purchasing Policy.

The Civic Administration does not anticipate any additional annual operating costs to the Planning, Environmental and Engineering Services Department budget in 2013 and subsequent years associated with these assignments.

Acknowledgements:

This report was prepared with the assistance of Jane Fullick, Technologist II, Aaron Rozentals, and Karl Grabowski, Transportation Design Engineers of the Transportation Planning and Design Division.

SUBMITTED BY:	RECOMMENDED BY:
	
JOHN LUCAS, P. ENG. DIVISION MANAGER TRANSPORTATION PLANNING & DESIGN	JOHN BRAAM, P. ENG. ACTING EXECUTIVE DIRECTOR, PLANNING, ENVIRONMENTAL & ENGINEERING SERVICES DEPARTMENT & CITY ENGINEER

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Attachments: Appendix "A": Source of Financing

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|---|---|
| <p>c: J. Braam
 J. Lucas, Division Manager, TP&D
 I. Blevins, AECOM Canada</p> | <p>C. Haines, Dillon Consulting
I. Bartlett, Stantec Consulting</p> |
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Chair and Members
Civic Works Committee

July 6, 2012
(Appoint Consulting Engineers)

RE: Meadowlily Bridge Rehabilitation and Gore Road Bridge Replacement
Capital Project TS1213 - Meadowlily Footbridge
Capital Project TS1214 - Gore Road Bridge
AECOM Canada Ltd - \$159,555.00 (excluding H.S.T.) - Meadowlily Bridge
Dillon Consulting Inc. - \$104,043.50 (excluding H.S.T.) - Gore Road Bridge

FINANCE DEPARTMENT REPORT ON THE SOURCES OF FINANCING:

Finance Department 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 Acting Executive Director, Planning, Environmental & Engineering Services & City Engineer, the detailed source of financing for this project is:

	<u>Approved Budget</u>	<u>This Submission</u>	<u>Balance for Future Work</u>
<u>ESTIMATED EXPENDITURES</u>			
<u>TS1213-Meadowlily Footbridge</u>			
Engineering	\$400,000	\$162,363	\$237,637
Construction	2,900,000		2,900,000
City Related Expenses	50,000		50,000
	<u>3,350,000</u>	<u>162,363</u>	<u>3,187,637</u>
<u>TS1214-Gore Road Bridge</u>			
Engineering	150,000	105,876	44,125
	<u>\$3,500,000</u>	<u>\$268,239</u> 1)	<u>\$3,231,762</u>
<u>NET ESTIMATED EXPENDITURES</u>			
<u>SOURCE OF FINANCING:</u>			
<u>TS1213-Meadowlily Footbridge</u>			
Debenture Quota	2a) \$2,103,300	\$106,803	\$1,996,497
Drawdown from City Services-Parks & Rec R.F. (Development Charges)	3) 1,246,700	55,560	1,191,140
	<u>3,350,000</u>	<u>162,363</u>	<u>3,187,637</u>
<u>TS1214-Gore Road Bridge</u>			
Debenture Quota	2b) 150,000	105,876	44,125
TOTAL FINANCING	<u>\$3,500,000</u>	<u>\$268,239</u>	<u>\$3,231,762</u>
	<u>Meadowlily TS1213</u>	<u>Gore Road TS1214</u>	<u>TOTAL</u>
1) <u>Financial Note:</u>			
Contract Price	\$159,555	\$104,044	\$263,599
Add: HST @13%	20,742	13,526	34,268
Total Contract Price Including Taxes	180,297	117,570	297,867
Less: HST Rebate	17,934	11,694	29,628
Net Contract Price	<u>\$162,363</u>	<u>\$105,876</u>	<u>\$268,239</u>

2) **NOTE TO CITY CLERK:**

Administration hereby certifies that the estimated amounts payable in respect of this project does not exceed the annual financial debt and obligation limit for the Municipality of Municipal Affairs in accordance with the provisions of Ontario Regulation 403/02 made under the Municipal Act, and accordingly the City Clerk is hereby requested to prepare and introduce the necessary authorizing by-laws.

- a) An authorizing by-law should be drafted to secure debenture financing for Project TS1213 - Meadowlily Footbridge for the net amount to be debentured of \$2,103,300.
- b) An authorizing by-law should be drafted to secure debenture financing for Project TS1214 - Gore Road Bridge for the net amount to be debentured of \$150,000.
- 3) Development Charges have been utilized in accordance with the underlying legislation and the Development Charges Background Studies completed in 2009.



Alan Dunbar

Manager of Financial Planning & Policy