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| TO: | CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 10, 2020 |
| FROM: | KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER |
| SUBJECT: | CONTRACT AWARD: TENDER NO. 20-15 WENIGE EXPRESSWAY BRIDGE REHABILITATION |

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| RECOMMENDATION |
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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 the Wenige Expressway Bridge Rehabilitation:

- (a) McLean Taylor Construction Limited, **BE APPOINTED** the Contractor to complete the project, in the amount of \$8,846,864.57 (excluding HST) in accordance with Section 13.2 (a) of the Procurement of Goods and Services Policy; it being noted that the bid submitted by Mclean Taylor Construction Limited was the lowest of seven (7) bids received and meets the City's specifications and requirements in all areas;
- (b) Parsons Inc. (Parsons) **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 \$781,660 (excluding HST), in accordance with Section 15.2 (g) of the City of London's 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 20-15); 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 |
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- Civic Works Committee – October 30, 2018 - Appointment of Consulting Engineer – Rehabilitation of Wenige Expressway Bridge and Highbury Avenue South Preliminary, Detailed Design and Tendering
- Civic Works Committee – August 29, 2017 – Wenige Expressway Bridge Drainage, Highbury Avenue South Over Thames River South Branch
- Board of Control – June 23, 2010 – Contract Award: Tender No. 10-93 Highbury

Avenue South Concrete Pavement Rehabilitation

- Board of Control – November 26, 2008 – Highbury Avenue Rehabilitation
- Environment and Transportation Committee – April 21, 2008 – Highbury Avenue Rehabilitation
- Environment and Transportation Committee – August 7, 2007 – Appointment of Consulting Engineer, Highbury Avenue Rehabilitation

2019-2023 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of Building a Sustainable City by addressing and managing the infrastructure gap, and improving safety for all modes of transportation by improving and upgrading the bridge barricades, roadway lighting, and overall drainage in the area which will improve user safety within this corridor.

The City of London is responsible for a transportation system that promotes the movement of goods and services and strengthens economic growth. The road network provides mobility choices for residents and improves quality of life. Good roads promote business, create employment, provide social opportunities, improve emergency response and create markets.

DISCUSSION

Purpose

This report recommends the award of a tender related to the construction contract for the rehabilitation of the Wenige Expressway Bridge and nearby works. The limits are from Hamilton Road to approximately 250m south of the Bridge as illustrated in Appendix B. The report also recommends the existing contract with Parsons for engineering consulting services be extended to include contract administration and supervision.

Background

Wenige Expressway Bridge is located on Highbury Avenue, approximately 550 m south of Hamilton Road and spans the South Branch of the Thames River. The bridge was constructed in 1965, and it has had one major rehabilitation completed in about 1989. The structure is a continuous two-span reinforced concrete deck supported on six tapered welded steel plate girders which are supported on concrete abutments and a centre pier. The structure has a total span length of 76.2 m and an overall width of 18.39 m. The bridge accommodates four lanes of traffic on Highbury Avenue South over the South Branch of the Thames River (two northbound and two southbound) and is oriented on an approximate 20 degree skew to the river. Temporary concrete barriers were installed adjacent to the existing metal railings on the east side in 2009 and west side in 2011, after the metal railings were damaged by vehicle strikes. Recent temporary maintenance works have been done to maintain the expansion joints. At roughly 55 years of age, with heavy traffic loading, this bridge is due for a major rehabilitation.

The existing concrete roadway south of the Wenige Expressway Bridge to Hwy 401 was also built in the mid 1960's, and it has been subject to the same heavy traffic loading as the current average annual daily traffic count is 48,000 vehicles. The concrete roadway was improved in 2008 & 2010 with repairs to joints & texture enhancements. It is also in poor condition and needs attention in the coming years.

In 2018, a preliminary structural design report was completed for the Wenige Expressway Bridge (4-BR-14) which summarized the scope of work required to repair this structure to current standards. As a result, on October 30, 2018, Parsons was assigned the detailed design and tendering phase of the project to incorporate the recommendations noted in the above bridge assessment, and to design the replacement for the concrete roadway southerly from the Thames River to Highway 401. The larger project is being broken into three construction phases. This contract is Phase 1, and it includes the rehabilitation of the Wenige Expressway Bridge along with the reconstruction of the roadway, lighting improvements and median barrier from south of Hamilton Road to just south of the South Branch of the Thames River. Phases 2 and 3 will be separate tenders, planned for subsequent years, and they will address the removal and replacement of the concrete roadway southerly to Highway 401.

Project Description

The Wenige Expressway Bridge will be rehabilitated over two construction seasons, beginning in April of 2020 and ending in October of 2021. Rehabilitation of the bridge will involve:

- re-coating of the structural steel components,
- constructing a new wider concrete bridge deck
- removal and construction of new median and side barrier systems
- elimination of deck joints by converting to semi-integral abutments
- removal and reconstruction of the ballast walls
- bridge bearing replacement
- localized concrete repairs on the abutments,
- waterproofing and a new asphalt road surface
- Other minor works involved with this project will be removing the existing deck drains and directing all drainage to nearby ditches and swales that will not only help with extending the life of the bridge, but allows runoff to be filtered prior to entering the South Branch of the Thames River
- Street lights and concrete medians will also be removed and replaced from 50 metres south of Hamilton Road to approximately 250 metres south of the bridge.

Concurrent with the bridge rehabilitation, EESD in partnership with Parks & Recreation, will be coordinating the construction of a pedestrian pathway connection below the south abutment of the bridge. This underpass connection consists of approximately 70 meters of 3.0 meter wide asphalt pathway complete with retaining walls and railings. The underpass will support the City's recreational trail system and provide a safe pedestrian crossing under Highbury Avenue with future links to managed trails along the Thames River east and west of Highbury Avenue.

Year 1 (2020)

The work area will be designated as an official construction zone and the speed limit on Highbury Avenue will be reduced to 60km/h approaching in both directions for the duration of the project.

In order to provide a safe work area, Highbury Avenue will be reduced from four lanes of traffic to two lanes of traffic. Traffic will be diverted to the northbound lanes via temporary crossovers (with one travel lane in each direction) while the work is completed on the southbound lanes. Removals of the concrete, asphalt and any existing utilities embedded in the bridge deck will then take place on the two (2) southbound lanes of the bridge while two-way north-south traffic operates on the remaining lanes. The rehabilitation of the southbound lanes is anticipated to be completed by the end of the 2020 construction season. Completion of the rehabilitation of the southbound lanes will include making the

bridge safe and operable for 4 lanes of traffic over the winter months while the contractor is not on site.

Year 2 (2021)

Construction in 2021 will be a mirror image of the activities that take place in 2020. Traffic will operate on the newly rehabilitated southbound lanes, in both directions, while removals and rehabilitations take place on the northbound lanes. Construction of the Thames Valley Parkway link, the street light and concrete median improvements will also take place in 2021. Construction is anticipated to be completed in October of 2021.

Traffic Management

For the duration of this project, with the exception of the winter shutdown, Highbury Avenue vehicular traffic will be reduced to one lane of traffic in each direction while traversing the construction zone. Median cross-overs will be constructed north and south of the bridge to facilitate the movement of vehicles. Speed reductions approaching and within the construction zone will be established for the duration of the project.

For safety and constructability reasons, access to Highbury Avenue North from Power Street will be closed for the duration of construction.

There will be periods of time where it will be necessary to close a section of the Thames Valley Parkway located under the north abutment of the Wenige Expressway Bridge. Detour signage will be in place for pedestrians and cyclists. City staff will work with the contractor to limit the duration of the closures to the Thames Valley Parkway.

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. The impact of this work is being mitigated through coordination and communication.

The specific communication strategies include:

- Construction Notice letter sent to residents and hand delivered to businesses in November of 2019;
- Public Information Centre materials posted on project website: www.london.ca/highburyandwenige
- 2020 construction program media release;
- Social media (Facebook and Twitter); and
- Renew London Website (project updates, daily email to media and emergency services).

Residents are encouraged to adapt to construction projects across the city by:

- Planning commutes and using alternative routes;
- Utilizing transit (www.ltconline.ca), carpooling (www.londoncarpools.ca), riding bikes or walking; and
- Adjusting travel times to avoid peak travel times.

Tender Summary

Tenders for RFT 20-15 Rehabilitation of Wenige Expressway Bridge were posted on December 23, 2019 and closed on January 30, 2020. Seven (7) contractors submitted

tender prices as listed below, excluding HST.

| CONTRACTOR | | TENDER PRICE SUBMITTED |
|-------------------|--------------------------------------------------------------------|-------------------------------|
| 1. | McLean Taylor Construction Limited | \$8,846,864.57 |
| 2. | Clearwater Structures Inc. | \$9,585,566.20 |
| 3. | Eiffage Innovative Canada Inc. | \$9,944,368.00 |
| 4. | 2274084 ONTARIO LTD o/a GMP CONTRACTING | \$10,710,517.83 |
| 5. | Dufferin Construction Company, A division of CRH Canada Group Inc. | \$10,784,422.40 |
| 6. | Toronto Zenith Contracting Limited | \$12,436,774.00 |
| 7. | Facca Inc | \$13,763,340.00 |

All tenders have been checked by the Environmental and Engineering Services Department and Parsons. No mathematical errors were found. The results of the tendering process indicate a competitive process. The tender estimate prior to tender opening was \$8,683,650, excluding HST. All tenders include a contingency allowance of \$800,000. Funds for this contract are available in the 2019 and recommended 2020 Capital Budget as noted in Appendix A.

Consulting Services

Parsons was awarded the detailed design of the Wenige Expressway Bridge Rehabilitations in October of 2018 after a two stage competitive process in accordance with Section 15.2 (e) of the Procurement of Goods and Services Policy in which the assignment was publicly advertised and firms were subsequently invited to submit detailed proposals.

With Parson's knowledge and positive performance on the detailed design, the consultant was invited to submit a proposal to carry out the contract administration & resident supervision for this project. Staff have reviewed the fee submission, including the time allocated to each project task, along with hourly rates provided by each of the consultant's staff members. That review of assigned personnel, time per project task, and hourly rates was consistent with other assignments of similar scope. The continued use of Parsons on this project for construction administration is of financial advantage to the City because 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 construction administration requirement for the creation of record drawings following construction requires the reviewing professional engineer to seal the drawings based on field verification and ongoing involvement. This requirement promotes consultant accountability for the design. Consequently, the continued use of the consultant who created and sealed the design drawings is required in order maintain this accountability process and to manage risk.

In accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy, Civic Administration is recommending that Parsons be authorized to carry out the remainder of engineering services, as construction administrators, and complete this project for a fee estimate of \$781,660 (excluding HST). These fees are associated with the construction contract administration and on-site supervision services to ensure that the City receives the product specified and associated value.

The continued use of Parsons on this project for these additional services 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 approval of this work will bring the value of the overall consulting assignment to \$1,318,689. Funds for this assignment are available in the 2019 & 2020 Capital Budget. Subject to successful completion of this phase of construction, Parsons may be considered for the construction administration stages for Phases 2 and 3 which will address the replacement of the concrete roadway southerly to Highway 401.

Operating Budget Impacts

Additional operating costs attributed to new infrastructure installation are summarized in the following table.

| DIVISION | RATIONALE | ANNUAL OPERATIONAL COST INCREASE |
|-----------------|--------------------------|----------------------------------|
| Park Operations | New pedestrian underpass | \$8,000 |
| Total | | \$8,000 |

CONCLUSION

The Wenige Expressway Bridge Rehabilitation is an important project to manage the transportation infrastructure gap and to maintain this important transportation link at an appropriate level of service and safety. Civic Administration reviewed the tender bids and recommends McLean Taylor Construction Limited be awarded the Rehabilitation of Wenige Expressway Bridge Contract in the amount of \$8,846,864.57 (excluding HST).

Parsons 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 and inspection services for an upset fee estimate of \$781,660, (excluding HST), as it is in the best financial and technical interests of the City.

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| PREPARED BY: GARFIELD DALES, P. ENG. DIVISION MANAGER, TRANSPORTATION PLANNING & DESIGN DIVISION | REVIEWED AND CONCURRED BY: DOUG MACRAE, P. ENG., MPA DIRECTOR, ROADS AND TRANSPORTATION |
| RECOMMENDED BY: KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER | |

Attach: Appendix A – Source of Financing
Appendix B – Location Map

cc: John Freeman, Manager, Purchasing and Supply
John Stevely, Procurement Officer, Purchasing and Supply
Gary McDonald, TCA
Trevor Hitchon, Technologist II
Jane Fullick, Senior Technologist
Karl Grabowski, Transportation Design Engineer
Jeff Bruin, Parks Planning
Jessica Morris, Sewer Engineering Division
Shane Maguire, Roadway Lighting & Traffic Control Division
John Riggs/Sonia Ahluwalia, Parsons Inc. 1069 Wellington Road South, Suite 214
London, Ontario N6E 2H6
Mclean Taylor Construction Limited, 25 Water Street N. P.O. Box 190
St Marys, Ontario N4X 1B1

APPENDIX 'A'

Chair and Members
Civic Works Committee

#20029
March 10, 2020
(Award Contract)

RE: Contract Award: Tender No. 20-15
Wenige Expressway Bridge Rehabilitation
(Subledger BR170002)
Capital Project TS176319 - Bridges Major Upgrades
Capital Project TS176320 - Bridges Major Upgrades
Capital Project TS144619 - Road Networks Improvements (Main)
Capital Project TS144620 - Road Networks Improvements (Main)
Capital Project ES269319 - Specialized Sewer Repairs
Capital Project PK212419 - New Thames Valley Parkway
Capital Project TS512318 - Street Light Maintenance
Capital Project TS512319 - Street Light Maintenance
McLean Taylor Construction Limited - \$8,846,864.57 (excluding H.S.T.)
Parsons Inc. - \$781,660.00 (excluding H.S.T.)

FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES 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>SUMMARY OF ESTIMATED EXPENDITURES</u> | <u>Approved Budget</u> | <u>Revised Budget</u> | <u>Committed to Date</u> | <u>This Submission</u> | <u>Balance for Future Work</u> |
|------------------------------------------------------------|-------------------------------|------------------------------|---------------------------------|-------------------------------|---------------------------------------|
| <u>TS176319 - Bridges Major Upgrades</u> | | | | | |
| Engineering | \$1,104,506 | \$1,104,506 | \$1,104,506 | | \$0 |
| Construction | 6,893,858 | 6,893,858 | 1,746,181 | 5,147,677 | 0 |
| City Related | 2,836 | 2,836 | 2,836 | | 0 |
| | <u>8,001,200</u> | <u>8,001,200</u> | <u>2,853,523</u> | <u>5,147,677</u> | <u>0</u> |
| <u>TS176320 - Bridges Major Upgrades</u> | | | | | |
| Engineering | 732,732 | 732,732 | | 491,605 | 241,127 |
| Construction | 4,454,979 | 4,454,979 | | 416,350 | 4,038,629 |
| City Related | 20,000 | 20,000 | | | 20,000 |
| | <u>5,207,711</u> | <u>5,207,711</u> | <u>0</u> | <u>907,955</u> | <u>4,299,756</u> |
| <u>TS144619 - Road Networks Improvements</u> | | | | | |
| Engineering | 655,310 | 655,310 | 655,310 | | 0 |
| Construction | 13,263,586 | 13,263,586 | 11,760,172 | 1,503,414 | 0 |
| City Related | 404 | 404 | 404 | | 0 |
| | <u>13,919,300</u> | <u>13,919,300</u> | <u>12,415,886</u> | <u>1,503,414</u> | <u>0</u> |
| <u>TS144620 - Road Networks Improvements (Main)</u> | | | | | |
| Engineering | 1,000,000 | 1,000,000 | 136,845 | 231,909 | 631,246 |
| Engineering (Bell Canada) 3) | | 3,555 | | 3,555 | 0 |
| Construction | 11,196,200 | 11,196,200 | 1,373,152 | 1,121,340 | 8,701,708 |
| Construction (Bell Canada) 3) | | 40,232 | | 40,232 | 0 |
| | <u>12,196,200</u> | <u>12,239,987</u> | <u>1,509,997</u> | <u>1,397,036</u> | <u>9,332,954</u> |
| <u>ES269319 - Specialized Sewer Repairs</u> | | | | | |
| Engineering | 24,390 | 24,390 | | 24,390 | 0 |
| Construction | 3,876,610 | 3,876,610 | 3,325,347 | 276,039 | 275,224 |
| | <u>3,901,000</u> | <u>3,901,000</u> | <u>3,325,347</u> | <u>300,429</u> | <u>275,224</u> |
| <u>PK212419 - New Thames Valley Parkway</u> | | | | | |
| Engineering | 650,000 | 650,000 | 10,583 | 16,084 | 623,333 |
| Construction | 2,849,100 | 2,849,100 | 16,781 | 182,031 | 2,650,288 |
| | <u>3,499,100</u> | <u>3,499,100</u> | <u>27,364</u> | <u>198,115</u> | <u>3,273,621</u> |
| <u>TS512318 - Street Light Maintenance</u> | | | | | |
| Engineering | 335,528 | 335,528 | 307,716 | 27,812 | 0 |
| Construction | 2,042,646 | 2,042,646 | 1,743,254 | 299,392 | 0 |
| Traffic Lights | 1,222,268 | 1,222,268 | 1,222,268 | | 0 |
| | <u>3,600,442</u> | <u>3,600,442</u> | <u>3,273,238</u> | <u>327,204</u> | <u>0</u> |
| <u>TS512319 - Street Light Maintenance</u> | | | | | |
| Engineering | 300,000 | 300,000 | 8,504 | | 291,496 |
| Construction | 2,385,907 | 2,385,907 | 201,312 | 15,387 | 2,169,208 |
| | <u>2,685,907</u> | <u>2,685,907</u> | <u>209,816</u> | <u>15,387</u> | <u>2,460,704</u> |
| NET ESTIMATED EXPENDITURES | <u>\$53,010,860</u> | <u>\$53,054,647</u> | <u>\$23,615,171</u> | <u>\$9,797,217</u> 1) | <u>\$19,642,259</u> |
| <u>SUMMARY OF FINANCING:</u> | | | | | |
| <u>TS176319 - Bridges Major Upgrades</u> | | | | | |
| Capital Levy | \$2,800,310 | \$2,800,310 | \$2,800,310 | | \$0 |
| Drawdown from Capital Infrastructure Gap R.F. | 1,200,890 | 1,200,890 | | 1,200,890 | 0 |
| Federal Gas Tax | 4,000,000 | 4,000,000 | 53,213 | 3,946,787 | 0 |
| | <u>8,001,200</u> | <u>8,001,200</u> | <u>2,853,523</u> | <u>5,147,677</u> | <u>0</u> |

APPENDIX 'A'

Chair and Members
Civic Works Committee

#20029
March 10, 2020
(Award Contract)

RE: Contract Award: Tender No. 20-15
Wenige Expressway Bridge Rehabilitation
(Subledger BR170002)
Capital Project TS176319 - Bridges Major Upgrades
Capital Project TS176320 - Bridges Major Upgrades
Capital Project TS144619 - Road Networks Improvements (Main)
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Capital Project TS512319 - Street Light Maintenance
McLean Taylor Construction Limited - \$8,846,864.57 (excluding H.S.T.)
Parsons Inc. - \$781,660.00 (excluding H.S.T.)

| | <u>Approved Budget</u> | <u>Revised Budget</u> | <u>Committed to Date</u> | <u>This Submission</u> | <u>Balance for Future Work</u> |
|---------------------------------------------------------------------------------|----------------------------|----------------------------|------------------------------|----------------------------|------------------------------------|
| <u>TS176320 - Bridges Major Upgrades</u> | | | | | |
| Capital Levy | 735,023 | 735,023 | | 735,023 | 0 |
| Drawdown from Capital Infrastructure Gap R.F. | 2,472,688 | 2,472,688 | | | 2,472,688 |
| Federal Gas Tax | 2,000,000 | 2,000,000 | | 172,932 | 1,827,068 |
| | <u>5,207,711</u> | <u>5,207,711</u> | 0 | <u>907,955</u> | <u>4,299,756</u> |
| <u>TS144619 - Road Networks Improvements</u> | | | | | |
| Capital Levy | 1,010,583 | 1,010,583 | 1,010,583 | | 0 |
| Drawdown from Capital Infrastructure Gap R.F. | 803,560 | 803,560 | | 803,560 | 0 |
| Federal Gas Tax | 12,105,157 | 12,105,157 | 11,405,303 | 699,854 | 0 |
| | <u>13,919,300</u> | <u>13,919,300</u> | <u>12,415,886</u> | <u>1,503,414</u> | <u>0</u> |
| <u>TS144620 - Road Networks Improvements</u> | | | | | |
| Capital Levy | 22,107 | 22,107 | 22,107 | | 0 |
| Debenture Quota | 1,582,505 | 1,582,505 | | | 1,582,505 |
| Drawdown from Capital Infrastructure Gap R.F. | 1,679,160 | 1,679,160 | | | 1,679,160 |
| Federal Gas Tax | 8,912,428 | 8,912,428 | 1,487,890 | 1,353,249 | 6,071,289 |
| Other Contributions (Bell Canada) 3) | | 43,787 | | 43,787 | 0 |
| | <u>12,196,200</u> | <u>12,239,987</u> | <u>1,509,997</u> | <u>1,397,036</u> | <u>9,332,954</u> |
| <u>ES269319 - Specialized Sewer Repairs</u> | | | | | |
| Capital Sewer Rates | 3,901,000 | 3,901,000 | 3,325,347 | 300,429 | 275,224 |
| <u>PK212419 - New Thames Valley Parkway</u> | | | | | |
| Capital Levy | 296,625 | 296,625 | 10,545 | 76,342 | 209,738 |
| Debenture Quota | 1,051,733 | 1,051,733 | | | 1,051,733 |
| Drawdown from City Services - Parks & Rec Reserve Fund (Development Charges) 2) | 2,150,742 | 2,150,742 | 16,819 | 121,773 | 2,012,150 |
| | <u>3,499,100</u> | <u>3,499,100</u> | <u>27,364</u> | <u>198,115</u> | <u>3,273,621</u> |
| <u>TS512318 - Street Light Maintenance</u> | | | | | |
| Capital Levy | 3,533,477 | 3,533,477 | 3,273,238 | 260,239 | 0 |
| Drawdown from Capital Infrastructure Gap R.F. | 66,965 | 66,965 | | 66,965 | 0 |
| | <u>3,600,442</u> | <u>3,600,442</u> | <u>3,273,238</u> | <u>327,204</u> | <u>0</u> |
| <u>TS512319 - Street Light Maintenance</u> | | | | | |
| Capital Levy | 2,585,462 | 2,585,462 | 209,816 | 15,387 | 2,360,259 |
| Drawdown from Capital Infrastructure Gap R.F. | 100,445 | 100,445 | | | 100,445 |
| | <u>2,685,907</u> | <u>2,685,907</u> | <u>209,816</u> | <u>15,387</u> | <u>2,460,704</u> |
| TOTAL FINANCING | <u>\$53,010,860</u> | <u>\$53,054,647</u> | <u>\$23,615,171</u> | <u>\$9,797,217</u> | <u>\$19,642,259</u> |

APPENDIX 'A'

Chair and Members
Civic Works Committee

#20029
March 10, 2020
(Award Contract)

RE: Contract Award: Tender No. 20-15
Wenige Expressway Bridge Rehabilitation
(Subledger BR170002)
Capital Project TS176319 - Bridges Major Upgrades
Capital Project TS176320 - Bridges Major Upgrades
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Capital Project TS512319 - Street Light Maintenance
McLean Taylor Construction Limited - \$8,846,864.57 (excluding H.S.T.)
Parsons Inc. - \$781,660.00 (excluding H.S.T.)

ENGINEERING

1) **FINANCIAL NOTE:**

| | TS176320 | TS144620 | TS144620 (Bell Canada) | ES269319 |
|--------------------------------------|------------------|------------------|-----------------------------------|-----------------|
| Contract Price | \$483,103 | \$227,898 | \$3,555 | \$23,968 |
| Add: HST @13% | 62,803 | 29,627 | | 3,116 |
| Total Contract Price Including Taxes | 545,906 | 257,525 | 3,555 | 27,084 |
| Less: HST Rebate | 54,301 | 25,616 | | 2,694 |
| Net Contract Price | <u>\$491,605</u> | <u>\$231,909</u> | <u>\$3,555</u> | <u>\$24,390</u> |

| | PK241419B | TS512318 | Total |
|--------------------------------------|------------------|-----------------|------------------|
| Contract Price | \$15,805 | \$27,331 | \$781,660 |
| Add: HST @13% | 2,055 | 3,553 | 101,154 |
| Total Contract Price Including Taxes | 17,860 | 30,884 | 882,814 |
| Less: HST Rebate | 1,776 | 3,072 | 87,459 |
| Net Contract Price | <u>\$16,084</u> | <u>\$27,812</u> | <u>\$795,355</u> |

CONSTRUCTION

| | TS176319 | TS176320 | TS144619 | TS144620 | TS144620 (Bell Canada) |
|--------------------------------------|--------------------|------------------|--------------------|--------------------|-----------------------------------|
| Contract Price | \$5,058,645 | \$409,149 | \$1,477,412 | \$1,101,946 | \$40,232 |
| Add: HST @13% | 657,624 | 53,189 | 192,063 | 143,253 | |
| Total Contract Price Including Taxes | 5,716,269 | 462,338 | 1,669,475 | 1,245,199 | 40,232 |
| Less: HST Rebate | 568,592 | 45,988 | 166,061 | 123,859 | |
| Net Contract Price | <u>\$5,147,677</u> | <u>\$416,350</u> | <u>\$1,503,414</u> | <u>\$1,121,340</u> | <u>\$40,232</u> |

| | ES269319 | PK241419B | TS512318 | TS512319 | Total |
|--------------------------------------|------------------|------------------|------------------|-----------------|--------------------|
| Contract Price | \$271,265 | \$178,882 | \$294,214 | \$15,120 | \$8,846,865 |
| Add: HST @13% | 35,264 | 23,255 | 38,248 | 1,966 | 1,144,862 |
| Total Contract Price Including Taxes | 306,529 | 202,137 | 332,462 | 17,086 | 9,991,727 |
| Less: HST Rebate | 30,490 | 20,106 | 33,070 | 1,699 | 989,865 |
| Net Contract Price | <u>\$276,039</u> | <u>\$182,031</u> | <u>\$299,392</u> | <u>\$15,387</u> | <u>\$9,001,862</u> |

TOTAL ENGINEERING & CONSTRUCTION

\$9,797,217

- 2) Development Charges have been utilized in accordance with the underlying legislation and the Development Charges Background Studies completed in 2019.
- 3) Bell Canada has confirmed the approval of their contribution towards this project. The expenditures have increased to accommodate their contributions.
- 4) There is an additional annual operating cost of \$8,000 attributable to new infrastructure installation in Parks Operations.

APPENDIX B
LOCATION MAP
TENDER 20-15

