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TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON APRIL 8, 2013
FROM:	JOHN BRAAM, P. ENG. MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER
SUBJECT:	CONTRACT AWARD: TENDER NO. 13-16 MEADOWLILY FOOTBRIDGE REHABILITATION

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental & Engineering Services & City Engineer, the following actions **BE TAKEN** with respect to the award of a contract for the Meadowlily Footbridge Rehabilitation Project (TS1213):

- (a) the bid submitted by McLean Taylor Construction Limited, 25 Water Street, St. Marys, ON N4X 1B1, at its submitted tendered price of \$1,919,939.80 (excluding H.S.T.), for the Meadowlily Footbridge Rehabilitation Project **BE ACCEPTED**; it being noted that the bid submitted by McLean Taylor Construction Limited was the lowest of five (5) bids received and meets the City's specifications and requirements in all areas;
- (b) AECOM Canada Ltd, 250 York Street, Suite 410, London, Ontario, N6A 6K2 **BE AUTHORIZED** to carry out the resident inspection and contract administration of the said project in the amount of \$149,490.00 (excluding H.S.T.), in accordance with Section 15.2(g) of the Procurement of Goods and Services Policy;
- (c) the consulting fee for the project identified in (b), above, which is in accordance with the estimate on file, and which is based upon the Fee Guideline for Professional Engineering Services recommended by the Ontario Society of Professional Engineers **BE APPROVED**;
- (d) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached hereto as Appendix 'A';
- (e) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- (f) 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 13-16); and,
- (g) 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
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- 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 - CWC, Item 9 - Meadowlily Bridge Restoration and Cultural Heritage Evaluation Study Report;
- July 17, 2012 - CWC, Item 4 - Meadowlily Bridge (4-RB-02) Rehabilitation Schedule 'B' Environmental Assessment & Detailed Design and Gore Road Bridge (4-BR-15) Replacement Schedule 'B' Environmental Assessment; and
- December 3, 2012 - CWC, Item 12 - Meadowlily Footbridge Rehabilitation, Municipal Class Environmental Assessment.

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BACKGROUND

Purpose:

This report provides an evaluation of tender bids received and provides recommendations for the award of a construction contract and continuation of engineering consulting services for the Meadowlily Footbridge Rehabilitation Project.

DISCUSSION

The Meadowlily Footbridge is a multi-span steel structure which spans the South Branch of the Thames River, connecting the north and south legs of Meadowlily Road. This connection provides an important pedestrian linkage between Hamilton Road and Commissioners Road East which Highbury Avenue does not provide to the community. The bridge was originally constructed in 1910 by the Hamilton Bridge Company, with the substructure constructed by Isaac Crouse, to provide access for the farmers south of the Thames River to the Meadowlily Mill on the north side of the river. The bridge was closed to vehicular traffic in 1965. Since that time, the bridge has had various repairs completed, with the most recent being completed in 1992.

Municipal Council designated the Meadowlily Footbridge as a Heritage Structure under Part IV of the Ontario Heritage Act by passage of a Council By-Law on October 9, 2012. The City's designation of the bridge was acknowledged at the meeting of the Joint Awards Committee of the Architectural Conservancy of Ontario, London Region Branch and the Heritage London Foundation on February 21, 2013. The Mayor and Council's role in designating the bridge under the Ontario Heritage Act was noted and acknowledged by George Goodlet, Chair of the London Advisory Committee on Heritage (LACH) at the meeting of Municipal Council on March 25, 2013.

The bridge is currently in poor condition. Access to the bridge deck is currently channelled, with access to the outside edges being restricted by two 2.5 m tall chain link fences. This fencing leaves a narrow corridor for pedestrians to use in order to traverse the bridge. The bridge was inspected in 2007, 2009 and 2011 as part of the Bridge Inspection Program, and it was highlighted in 2007 as a structure with immediate needs.

The recommended work program includes:

- Removal of existing concrete and timber deck;
- Repairs and modifications of concrete abutments and piers;
- Repairs and modifications of structural steel trusses;
- Bearing replacement;
- Coating of structural steel;
- Construction of timber deck and decorative steel railing system;
- Approach works;
- Electrical work for lighting on bridge; and,
- Construction of parking beyond both ends.

In the design phase, consideration was given to respecting the heritage aspect of this structure, and incorporating those aspects that would bring this structure back to its historic appearance, while meeting the structural design requirements of the current day. As part of the planned works, the entire width of the bridge deck will be restored and reopened to pedestrian and cyclist use. Entrance treatments will restrict wider vehicles from accessing the bridge.

Environmental Protection

It will be necessary to ensure no debris enters the waterway below as a result of the works being done on the structure. As well, a fully enclosed negative air pressure system will be required to complete the re-coating of the structural steel. Though no 'in-water works' are

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planned, repair work on the north and south piers and abutments will require access along the edge of the Thames River, and access into the flood plain. The requirements for the environmental protective measures and works within the flood plain have been included in the contract documents, and the Upper Thames River Conservation Authority (UTRCA) has issued their permit for the works.

Navigable Waters

The Thames River is a navigable waterway under the jurisdiction of Transport Canada. Approval from Transport Canada under the Navigable Waters Protection Act (NWPA) has been obtained.

Consultative Processes

The public, First Nations and agencies were consulted throughout the Environmental Assessment (EA) process in 2012. The community and the Friends of Meadowlily Woods Community Association supported the project. The design process has further progressed the EA public consultation with a pre-tender Public Information Centre held on February 6, 2013 at the Summerside Community Church.

Through the course of the detailed design, consultation with Parks Planning has also been undertaken on the overall aesthetic improvements, the return to the more vintage appearance, approach treatments and detour routes for the pedestrians and cyclists.

A Crime Prevention Through Environmental Design (CPTED) consultation with the London Police Force was also undertaken to recommend some aspects to improve public safety.

A Heritage Alteration Permit application for the proposed works was reviewed by the LACH on November 14, 2012. A LACH recommendation supporting this Alteration Permit was submitted to Municipal Council and approved at the December 11, 2012 Council meeting.

At the March 26th, 2013 Council meeting, the City received the Heritage Designation Recognition under Section 29 of the Ontario Heritage Act.

Bridge Closure

The nature of the repair works, the required recoating of the structural steel and negative air pressure system will require the bridge be closed to all pedestrian and cyclist traffic for the duration of the project. The project is anticipated to take approximately five (5) months (May to October). The environmental assessment considered methods to maintain a temporary crossing but did not recommend a crossing due to excessive costs and environmental impacts.

“Bridge Closed” signs will be posted at the entrance points of Meadowlily Road from Hamilton Road and Commissioners Road to advise approaching users that the bridge is closed. “You are here” signs for the Thames Valley Park Pathway system will also be posted, and will identify the next nearest pedestrian crossing.

There is no reasonable detour available for pedestrians/cyclists during the closure. The use of Highbury Avenue to access the Commissioners Road shopping area by pedestrians and/or cyclists is not recommended due to the lack of pedestrian/cycling facilities on the freeway. A pedestrian detour further west to Egerton Street/Pond Mills Road or easterly to Hamilton/Commissioners Road are the only viable pedestrian routes to cross the Thames River, resulting in approximately a 6.0 km or 9.0 km detour, respectively.

Public Access to Adjacent Lands

On the north side of the river, access along the Thames Valley Parkway system will be maintained for the various users at all times. Access to the property at 1 Meadowlily Road North will also be maintained for the resident. On the south side, access to the Thames Talbot Land Trust lands, City of London ESA lands and private residences will be maintained at all times.

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Tender Summary:

Tenders for the Meadowlily Footbridge Rehabilitation Project were opened on March 5, 2013. Five (5) contractors submitted tenders with prices as listed below (excluding H.S.T.).

CONTRACTOR		TENDER PRICE SUBMITTED (\$)	CORRECTED TENDER PRICE (\$)
1.	McLean Taylor Construction Limited	1,919,939.80	--
2.	Robuck Contracting Limited	1,967,000.00	--
3.	Frank Van Bussel and Sons Limited	2,038,023.17	--
4.	Clearwater Structures Inc.	2,298,946.00	--
5.	Facca Incorporated	2,610,000.00	--

All tenders have been checked by the Environmental and Engineering Services Department and AECOM Canada Ltd. None of the tender bids contained mathematical errors.

The tender estimate just prior to tender opening was \$2,120,000.00 (excluding H.S.T.). All tenders include a contingency allowance of \$190,000.00 (excluding H.S.T.).

There are no anticipated additional annual operating costs to the Environmental and Engineering Services associated with the approval of this tender.

Consulting Services:

AECOM has completed preliminary and detailed design for this rehabilitation project. Due to their knowledge and experience with this project, AECOM was requested to submit a proposal to carry out the contract administration and resident supervision for this project.

In accordance with Section 15.2(g) of the Procurement of Goods and Services Policy, Civic Administration is recommending AECOM be authorized to carry out the remainder of engineering services to complete this project for an upset fee estimate of \$149,490.00 (excluding H.S.T.). The continued use of AECOM on this project 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.

CONCLUSION



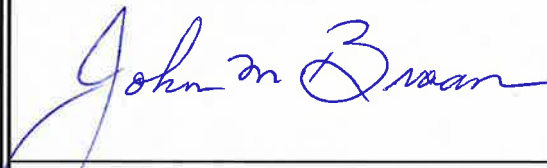
Civic Administration have reviewed the tender bids and recommend that McLean Taylor Construction Limited be awarded the contract for the Meadowlily Footbridge Rehabilitation Project

AECOM 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 as it is to the best financial and technical interests of the City. Funding for this project is included in the 2012 budget under TS1213.

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Acknowledgements:

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

<p>PREPARED BY:</p>  <p>DOUG MACRAE, P. ENG. DIVISION MANAGER, TRANSPORTATION PLANNING & DESIGN</p>	<p>REVIEWED BY:</p>  <p>EDWARD SOLDO, P. ENG. DIRECTOR, ROADS AND TRANSPORTATION</p>
<p>RECOMMENDED BY:</p>  <p>JOHN BRAAM, P. ENG. MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES & CITY ENGINEER</p>	

KPG/jef

Attach: Appendix 'A' – Sources of Financing

- c. - P. Shack
- M. Semeniuk
- I. Blevins, AECOM
- McLean Taylor Construction Limited, 25 Water Street, St. Marys, ON, N4X 1B1
- Robuck Contracting Limited, 2326 Fanshawe Park Road East, London, ON, N5X 4A2
- Frank Van Bussel & Sons Ltd, P.O. Box 340, 3 Ilderbrook Circle, Ilderton, ON, N0M 2A0
- Clearwater Structures Inc., 397 Frankcom Street, Ajax, ON, L1S 1R4
- Facca Incorporated, 2097 County Road 31, R.R. 1, Ruscom, ON, N0R 1R0

APPENDIX 'A'

#13026

Chair and Members
Civic Works Committee

March 22, 2013
(Award Contract)

RE: Meadowlily Footbridge Rehabilitation
Capital Project TS1213 - Meadowlily Footbridge
AECOM Canada Ltd. - \$149,490.00 (excluding H.S.T.)
McLean Taylor Construction Limited - \$1,919,939.80 (excluding H.S.T.)

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 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	\$400,000	\$164,663	\$152,121	\$83,216
Construction	2,900,000		1,953,731	946,269
City Related Expenses	50,000			50,000
NET ESTIMATED EXPENDITURES	\$3,350,000	\$164,663	\$2,105,852	\$1,079,485

SOURCE OF FINANCING:

Debenture By-Law No. W.-5325-258	\$2,103,300	\$103,384	\$1,322,161	\$677,755
Drawdown from City Services - Parks and Rec 2) R.F. (Development Charges)	1,246,700	61,279	783,691	401,730
TOTAL FINANCING	\$3,350,000	\$164,663	\$2,105,852	\$1,079,485

Financial Note:

	<u>Engineering</u>	<u>Construction</u>	<u>Total</u>
1) Contract Price	\$149,490	\$1,919,940	\$2,069,430
Add: HST @13%	19,434	249,592	269,026
Total Contract Price Including Taxes	168,924	2,169,532	2,338,456
Less: HST Rebate	16,803	215,801	232,604
Net Contract Price	\$152,121	\$1,953,731	\$2,105,852

2) Development charges have been utilized in accordance with the underlying legislation and the Development Charges Background Studies completed in 2009.

EH


Alan Dunbar

Manager of Financial Planning & Policy