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TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON APRIL 22, 2013
FROM:	JOHN BRAAM, P. ENG. MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	CONTRACT AWARD: TENDER NO. 13-17 WEST BROUGH'S BRIDGE REHABILITATION

RECOMMENDATION

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 a contract for the West Brough's Bridge Rehabilitation Project (TS1763 - 13):

- (a) the bid submitted by McLean Taylor Construction Limited, 25 Water Street, St. Marys, ON N4X 1B1, at its submitted tendered price of \$2,285,243.63 (excluding H.S.T.), for the West Brough's Bridge Rehabilitation project **BE ACCEPTED**; it being noted that the bid submitted by McLean Taylor Construction Limited was the lowest of six (6) 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 \$167,442.00 (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 13-17); 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

- July 17, 2012 – CWC, Appointment Of Consulting Engineer West Brough's Bridge (2-BR-02) Rehabilitation, Detailed Design & Tendering

BACKGROUND

Purpose:

This report provides an evaluation of tender bids received and recommends the award of a construction contract and continuation of engineering consulting services for the West Brough's Bridge Rehabilitation Project.

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DISCUSSION

The West Brough's Bridge (2-BR-02) provides an important corridor linkage in north London by carrying approximately 15,000 vehicles per day (½ of the Richmond Street volume) of southbound traffic over the North Branch of the Thames River. The bridge was originally constructed in 1963, and the structure consists of a single span steel through truss with an overall length of 60.96 m and a deck width of 11.28 m.

The structure has shown progressive deterioration over the years. In 1996, Dillon Consulting completed a Detailed Inspection Report for the West Brough's Bridge which identified the concrete deck was in poor condition with active corrosion of the reinforcing steel over the majority of the deck area. A concrete deck replacement was recommended at the time, but not completed.

In 2008, a bridge deck waterproofing and repaving operation was scheduled, but the work plan was expanded to include repairing approximately 30% of the deck surface that had severe delamination and the installation of a 70 mm concrete overlay to reinforce the deck and slow the deterioration. At that time, it was recommended a full deck replacement would be required within five (5) years. In addition, the north expansion joint is in poor condition with severe delamination, spalling, and sections of the steel finger joint supported by shoring posts. The seal is missing from the south expansion joint. Overall, the coating on the structural steel above the deck is in poor condition. Light to medium corrosion with flaking steel/paint was noted on the floor beams, stringers, bottom chord members and at connections. The bearing plates are in "fair" to "poor" condition with severe corrosion and section loss. The abutment walls and wingwalls are in "fair" condition with localized medium delamination, light spalling and corrosion staining. The 2009 and 2011 Structure Inventory Inspections identified this structure as requiring major repairs to the bridge deck, deck joints, bearings, sidewalk and structural steel coating.

The recommended work program includes:

- Removal of existing concrete deck and asphalt approaches
- Modification of concrete abutments to semi-integral abutments
- Structural steel repairs
- Bearing replacement
- Bell Canada sidewalk duct work
- Coating of structural steel
- Construction of new concrete deck, sidewalk and railing system
- Approach works
- Electrical work for lighting on bridge

Completion of this work program is expected to be completed in the fall, and it will extend the life of this structure for another 40-50 years.

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 planned, repair work on the north and south abutments will require access along the edge of the Thames River. The requirements for the environmental protective measures have been included in the Contract Documents, and Upper Thames River Conservation Authority (UTRCA) has reviewed the plans, and issued their permit for the works.

The underside of the bridge is conducive to the building of bird nests. To allow for the full construction season, anti-bird netting was installed in early March 2013 to the underside of the structure preventing the building of birds nests this season. This netting will be removed during the rehabilitation work, and birds will be able to nest there in subsequent years.

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Bell Canada

There is existing Bell Canada cabling embedded in the sidewalk of the West Brough's Bridge. The City and Bell Canada have worked collaboratively throughout the design process to maintain and protect Bell Canada's infrastructure while the bridge rehabilitation work is underway. This collaborative effort will continue throughout the construction phase. The Bell Canada work will be cost shared between Bell Canada and the City.

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

Correspondence was sent to the Broughdale Community Association in November 2012 advising them of the upcoming project, the scope of works, and anticipated duration of the construction project. This correspondence also offered the community association the opportunity to meet with City staff and the Consultant to address any suggestions and/or concerns that they might have with respect to the overall design of the project. No feedback from the Association was received.

A pre-tender Public Information Centre held on February 21st, 2013 in the North Meeting Room of Windermere Manor. No one attended.

Bridge Closure

The nature of the repair works and the required recoating of the structural steel will require the bridge be closed to all (pedestrian and vehicle) traffic for the duration of the project. The project is anticipated to take approximately five (5) months (May to October). The north and south bound lanes of traffic will be reduced to one lane in each direction and will be routed over the East Brough's Bridge (existing northbound lanes) for the duration of the project.

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.

Public Access to Adjacent Lands

Access to the ongoing site projects on the north and south side of the bridge, along with access to the apartment buildings located just south of the bridge will be maintained throughout construction.

It will be necessary to close the sidewalk on the bridge. Advance sidewalk closed signs will be positioned at Windermere Drive and the Intersection Pedestrian Signal (IPS) located at Bernard Ave, to provide safe locations for pedestrians to cross to the east sidewalk.

Parks Pathway System

There is parks pathway system that runs along the south side of Thames River under the West Brough's Bridge. The Contractor will be required to keep this pathway system open and protected for public use throughout the duration of the construction.

Contractor's Laydown Area

With Richmond Street southbound lanes closed at the bridge, and traffic routed over the East Brough's Bridge, the Contractor's lay down area will be on the ROW and approaches to the existing structure. Any areas disturbed by the need to access locations to complete the work will be restored.

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Tender Summary:

Tenders for the West Brough's Bridge Rehabilitation Project were opened on Tuesday, March 19, 2013. Six (6) contractors submitted tenders prices as listed below (excluding H.S.T.).

CONTRACTOR		TENDER PRICE SUBMITTED (\$)	CORRECTED TENDER PRICE (\$)
1.	McLean Taylor Construction Limited	2,285,243.93	--
2.	Clearwater Structures Inc.	2,617,980.00	--
3.	Carlington Construction Inc.	2,766,612.00	--
4.	Facca Incorporated	2,974,370.00	--
5.	Elmara Construction Co. Limited	3,049,858.00	3,446,105.35
6.	Weathertech Restoration Services	3,268,842.28	3,693,798.62

All tenders have been checked by the Environmental and Engineering Services Department and AECOM Canada Ltd. The review confirmed that the tenders submitted by Elmara Construction Co. Limited and Weathertech Restoration Services contained calculation errors resulting in a revised Total Contract Price as noted above. All other tenders submitted were free from errors.

The tender estimate prior to tender opening was \$2,640,000.00 (excluding H.S.T.). All tenders include a contingency allowance of \$240,000.00 (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 \$167,442.00 (excluding H.S.T.). The continued use of AECOM on this project is of financial advantage to the City due to the fact that they have specific knowledge of the project and have undertaken work for which duplication would be required if another firm were to be selected.

CONCLUSION

Civic Administration has reviewed the tender bids and recommends McLean Taylor Construction Limited be awarded the contract for the West Brough's Bridge 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 comes from the Bridge Major Upgrades accounts (TS1763-13).

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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.

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

KPG/jef

Attach: Appendix "A" – Sources of Financing

- cc. I. Blevins, AECOM
- C. Gill, Bell Canada, 20 Hunter St West, F16, Hamilton, ON, L8N 3H2
- McLean Taylor Construction Limited, 25 Water Street, St. Marys, ON, N4X 1B1
- Carlinton Construction Inc., 429 Dewitt Road, Unit 3, Stoney Creek, ON, L8E 4C3
- Clearwater Structures Inc., 397 Frankcom Street, Ajax, ON L1S 1R4
- Elmara Construction Co. Limited, PO Box 42, 5365 Walker Road, Oldcastle, ON, N0R 1L0
- Facca Incorporated, 2097 County Road 31, R.R. 1, Ruscom ON N0R 1R0
- Weathertech Restoration Services, 1054 Shaw Road, Dorchester, ON, N0L 1G4