

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON  
MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

REPORT  
RAPPORT

Our File/N/Réf.           **25 12-97-R034**

Your File/V/Réf.

DATE                        24 September 1997

TO/DEST.                 Co-ordinator  
Corporate Services and Economic Development Committee

FROM/EXP.                Environment and Transportation Commissioner

SUBJECT/OBJET           **WELLINGTON STREET REHABILITATION - PHASE II  
CONSULTANT APPOINTMENT EXTENSION**

### **DEPARTMENTAL RECOMMENDATION**

**That the Corporate Services and Economic Development Committee and Council approve an increase in the scope of work to McCormick Rankin & Associates Ltd., Ottawa, for additional design services and construction services for the Wellington Street Rehabilitation project Phase II, in the amount of \$230,000, bringing the revised total contract provision to \$2,425,000.**

### **RATIONALE**

On 26 April 1995, Regional Council approved the appointment of McCormick Rankin & Associates Ltd., Consulting Engineers, for the provision of preliminary design, detailed design and contract documents for Wellington Street, from Elgin Street to the NCC Parkway (Ottawa River Parkway).

The scope of the assignment to McCormick Rankin & Associates Ltd. is now being revised to include additional detailed design requirements and to provide specialist construction services during the construction of Phase II - west of Kent to O'Connor Street, of the Wellington Street project.

The rehabilitation of Wellington Street is a co-operative effort involving the Region, the National Capital Commission (NCC), the City of Ottawa, Public Works and Government Services Canada (PWGSC) and the Parliamentary Precinct Directorate (PPD) all of who have agreed to share the costs for their respective elements of the project.

The additional services are as follows:

- a. The initiation of the Plaza Bridge Project resulted in the need to modify construction staging drawings associated with the interface of the Wellington Street and Plaza Bridge projects.
- b. With the advent of the Plaza Bridge project a review of the traffic analysis used to establish alternate routes and construction detour lane arrangements for Wellington Street and the downtown core area was required. This included an extension of the detailed network evaluation eastward to Sussex Drive, and globally across the bridges spanning the Ottawa River.
- c. Underground utility service information was compiled eastward on Wellington/Rideau to Sussex for use in the design of services running along Wellington Street across Plaza Bridge.
- d. Recent developments with respect to the PPD's proposals for future security measures related to vehicular access to Parliament Hill required both co-ordination efforts and additions to the civil works design for Wellington Street.

Coincident with the PPD additions, NCC undertook to modify the treatment of the Esplanade as it crosses the entrances to Parliament Hill.

- e. PWGSC, PPD are taking advantage of the opportunity afforded by the reconstruction of Wellington Street to design upgraded service connections to many of the buildings in the blocks bounded by Wellington, Elgin, Sparks and Bay Streets. As well, new leads north from Wellington to service the buildings on Parliament Hill are being added.
- f. The NCC extended the scope of their interest in the Wellington Street project to include the preparation of plans for the modification of the Portage Bridge located at the western extremity of the Wellington Street project.
- g. The timely initiation of the Plaza Bridge project enables the movement of the electrical service source supply for Wellington Street Phase III out of the Langevin Building to a new electrical vault at the Plaza Bridge. This has been requested by PWGSC because of security requirements for the Prime Minister's office. This will facilitate future maintenance activities.
- h. The addition of the above noted works has generated a technically more complex undertaking in terms of the Region's interests in the Wellington Street project. This has resulted in more meetings, increased co-ordination requirements and revisions of existing designs.

Since McCormick Rankin & Associates Ltd. is the prime consultant to RMOC for this project, all of the design work is being carried out through the Region's Consultant Agreement. The various agency works are identified via surcharges to which each agency has committed to reimburse the Region.

The award of Contract 96-503 for the construction of Phase II, Wellington Street Rehabilitation, from the Ottawa River Parkway to 100 m east of Lyon Street, was approved by Council on 09 April 1997. There is a requirement for speciality engineering services during construction for such things as the review of electrical shop drawings, evaluation of mix designs, etc. It is recommended to extend the Agreement with McCormick Rankin & Associates Ltd.

### CONSULTATION

The project has gone through an extensive public consultation process culminating with the approval of the design by the Transportation Committee on 18 October 1995.

Public consultation of the scope changes for an increase in consultant fees is not applicable in this case.

### EXPENDITURE JUSTIFICATION

Wellington Street, between Elgin Street and the NCC Parkway, handles large volumes of traffic to and from the Portage Bridge and the Ottawa River Parkway, as well as cross-town traffic to and from Rideau Street and Sussex Drive. It also serves as a transit route for OC Transpo and the Société de Transport de l'Outaouais (STO). Wellington Street is one of the major pedestrian streets in the Capital, primarily because of its proximity to Parliament Hill, the Rideau Canal and downtown core area.

The rehabilitation of Wellington Street is an RMOC project and as such is funded by the Region. However, cost sharing agreements with the City of Ottawa, NCC, and PWGSC have been arranged to cover the specific needs of these agencies. The City of Ottawa contributes towards the cost of separating storm and sanitary sewers. The NCC contribute for the design and construction of Confederation Boulevard. The PWGSC contribute towards new sewer connections and the construction of other underground facilities.

The Region will be reimbursed for approximately 50% of the costs associated with this current increase in expenditure.

FINANCIAL STATEMENT

	\$
Approved Budget to Date	11,590,000
Total Paid and Committed	<u>(10,724,841)</u>
Balance Available	865,159
THIS REQUEST	(230,000)
Recoveries from Other Parties	<u>115,000</u>
Balance Remaining	<u>750,159</u>

Funds are available in the 1997 Capital Budget, Account No. 912-30722, Wellington Street (NCC Parkway to Elgin) (Reference page 81). Encumbrance No. CA 8942.

*Approved by  
M.J.E. Sheflin, P.Eng.*

JBT/gc

FINANCE DEPARTMENT COMMENT

Funds are available as indicated.

*Approved by C. Colaiacovo  
on behalf of the Finance Commissioner*