

**2. WELLINGTON STREET CPR OVERPASS REHABILITATION
CONSULTANT APPOINTMENT (ETL00-7046)**

COMMITTEE RECOMMENDATIONS AS AMENDED

That Council approve the appointment of Morrison Hershfield, Ottawa, to provide professional engineering services for the Wellington Street CPR Overpass rehabilitation, for a total contract provision of \$97,885.74, as amended by the following:

- 1. That the bridge rehabilitation be managed so as to minimize any impact on passengers during the Light Rail Pilot Project, and**
- 2. That the east abutment repair include provision of a pedestrian pathway under the bridge, to link the Bayview Light Rail and Bus Transitway station to the south sidewalk by steps and a path.**

DOCUMENTATION

1. Environment and Transportation Deputy Commissioner's report dated 21 Sep 00 is immediately attached.
2. E-mail correspondence dated 03 October 2000 from Mr. David Jeanes and Mr. David Gladstone immediately follows the above noted report.
3. Extract of Draft Corporate Services and Economic Development Committee Minute, 03 Oct 00, immediately follows the correspondence and includes a record of all votes.

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. **50 RS 538-29**
Your File/V/Réf.

DATE 21 September 2000

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

FROM/EXP. Deputy Commissioner
Environment and Transportation Department

SUBJECT/OBJET **WELLINGTON STREET CPR OVERPASS REHABILITATION,
CONSULTANT APPOINTMENT (ETL00-7046)**

DEPARTMENTAL RECOMMENDATION

That the Corporate Services and Economic Development Committee and Council approve the appointment of Morrison Hershfield, Ottawa, to provide Professional Engineering Services for the Wellington Street CPR Overpass rehabilitation, for a total contract provision of \$97,885.74.

BACKGROUND

The Wellington Street CPR Overpass is a railway overpass located on Wellington Street (Regional Road 40), 0.50 km west of Preston Street in the city of Ottawa. The bridge is a three span continuous pre-stressed concrete slab with total length of 77 metres and was constructed in 1969. The existing deck carries four lanes of traffic with a sidewalk on the south side and a wide curb on the north side.

Recent routine inspections undertaken as part of the Structures Management Activities have indicated various deficiencies including extensive spalling and deterioration of concrete elements, deterioration of the asphalt wearing surface and problems with some bearings. These deficiencies must be addressed on a timely basis to assure continued serviceability and to extend the service life of this structure.

DESCRIPTION OF ASSIGNMENT

The proposed engineering assignment is to be undertaken in two phases as follows.

The first phase includes a detailed condition inspection of the structure to document the nature and extent of the structural and operational deficiencies. This information will be used to define the scope of the required repairs and to assess the alternatives for rehabilitation of various components.

The second phase covers the detailed design of the structural repairs, preparation of the contract documents and tender estimates.

It is intended that these repairs be undertaken during the year 2001 construction season.

The engineering and construction activities are to be co-ordinated with the proposed works relating to the construction of the station and platform at this location as part of the Light Rail Demonstration Project.

CONSULTANT SELECTION PROCESS

The Consultant Selection was undertaken in accordance with the Guidelines for Procurement of Consulting Engineering Services.

A Request for Proposal (RFP) was issued to the following three consulting firms:

- Earth Tech Canada Inc., Nepean
- Morrison Hershfield, Ottawa
- Tottem Sims Hubicki Associates, Kanata

The proposals submitted were then evaluated by a three member panel, composed of staff from the Engineering Division, using the following criteria:

- Resources and Experience of Firm
- Experience, Qualifications and Availability of Team Members
- Understanding of Objectives
- Quality of Approach and Methodology
- Proposed Work Plan, Schedule and Level of Effort
- Financial Proposal

The evaluation concluded that the proposal submitted by Morrison Hershfield, Ottawa, represented the best overall value to the Region.

The Department recommends the award of Contract ETL00-7046 to Morrison Hershfield, Ottawa, with a contract provision of \$84,482.00, plus \$7,000.00 contingency and GST of \$6,403.74, for a total contract provision of \$97,885.74.

CONSULTATION

No public consultation is required for Consultant appointments.

During the second phase (Design) proposed plans will be circulated to affected stakeholders, utilities, and community and user groups to obtain their input and comments.

EXPENDITURE JUSTIFICATION

The proposed engineering activities are essential to assure continued safety and serviceability of the structure and to extend its service life.

FINANCIAL STATEMENT AND APPROVAL

	<u>900089</u>
	\$
Approved Budget to Date	7,169,940
Total Paid and Committed	<u>(6,109,541)</u>
Balance Available	1,060,399
THIS REQUEST	<u>(97,886)</u>
Balance Remaining	<u><u>962,513</u></u>

Funds are available in the 2000 Capital Budget, Order No. 900089, Structure Rehabilitation/Replacement Program, (Reference page 149), Purchase Requisition No. 10076070.

Approved by
N.B. Schepers, P.Eng.

AN/esp

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WELLINGTON STREET CPR OVERPASS REHABILITATION
CONSULTANT APPOINTMENT (ETL00-7046)

- Environment and Transportation Deputy Commissioner's report dated 21 Sep 00

Mr. David Jeanes, Transport 2000, stated the Wellington Street CPR bridge was at the exact location of the proposed light rail transit station. He presented slide images of the bridge and its vicinity in connection with the light rail project. In reference to the Hintonburg community, Mr. Jeanes reviewed the paths used for access to the transitway or light rail stations.

With respect to the public consultation process, Mr. Jeanes stated it was then suggested to be advantageous to combine the necessary bridge rehabilitation with other improvements such as providing a better access from the sidewalk to the proposed light rail project. He explained that a short set of steps would provide a simple pathway and access that would be beneficial to the local community. The speaker emphasized this was an excellent opportunity in the planning of how to repair the damaged abutments. Mr. Jeanes reiterated the community need and benefit as outlined during the public consultation process.

In closing, Mr. Jeanes noted the proposed 2001 construction season and the chance of severe disruption during the initial months of the light rail service at the Bayview Station. He emphasized the need that the project timing be conducted in a way that there was no negative impact on the light rail project.

Councillor Meilleur moved two amendments to the report recommendation.

Councillor Cantin inquired on the timing and if the repairs could be completed prior to the opening of the light rail system. M. Sheflin, Environment and Transportation Commissioner, acknowledged it would be a fairly complicated project. However, he explained the project would be co-ordinated in order that it proceeds successfully. Mr. Sheflin noted the recommended consultant was also involved in the light rail project and therefore familiar with the issues. The Commissioner reviewed phase one, that being the detailed condition inspection that would outline the priorities. He stated the construction would commence following the completion of phase one.

Councillor Hunter referenced Councillor Meilleur's amendments. He stated they represented a change in scope of one project, was choosing one isolated part of the light rail project, and shifting the cost into another budget envelope. With respect to the costs for the light rail pilot project, Councillor Hunter expressed his concern with the lack of information available and wondered if they were within budget. He reviewed the costs of

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the two-year pilot project as follows: originating at \$10 million, increased to \$16 million and now approaching \$30 million when including operating expenses. Councillor Hunter did not support adding extras without knowing what the basics were costing.

With respect to the recommended consultant, Councillor Hunter expressed concern that they were chosen due to their involvement/familiarity with the light rail project. He noted the report did not reference this need under the criteria. Mr. Sheflin confirmed that was only one criteria and the consultant was required to show they were capable of completing the work and had experienced staff available.

With respect to Councillor Meilleur's amendment, Councillor Loney suggested replacing the word "avoid" with the word "minimize" as a precaution. Councillor Meilleur agreed to this friendly amendment.

Councillor Davis referenced the Meilleur amendment. Mr. Sheflin confirmed there would be additional costs as a result. He stated in the past Council had sought to improve pedestrian access on similar projects. Mr. Sheflin added staff would be reporting back on the required detailed design and costs associated. He did not believe at this time that it would be a major adjustment.

Speaking to the public delegation, Councillor Davis believed the proposed steps might be an impediment to some people. Mr. Jeanes referenced the Heron Station that consisted of steps and a pathway, therefore offering a choice. He stated the same design was proposed here.

Councillor Holmes commented that for different and usually valid reasons, there have been other missed opportunities with some transitway stations to connect to abutting residential areas. However, she believed this project represented an opportunity and urged Committee to support the Meilleur amendments. The Councillor reviewed the benefits to the community, such as ease of access and increased rider ship and pedestrian commuters.

Chair Chiarelli reported there were 29 kilometers of transitway. In speaking to the capital expenditures, he pointed out the costs of buses and other operating expenses were not added to the capital cost. With respect to the capital costs for the light rail project, in comparison to transitway project, he pointed out they should not include trains and other operating costs. He stated the \$10 million capital cost from the 1997 official plan was not over budget and did not include vehicles.

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In closing, Chair Chiarelli thanked the public delegation for their continued support and commitment. He stated their experience, involvement and partnership was valuable and essential to the success of the pilot project.

Councillor Davis reviewed other adjacent communities that would benefit from this improved access. The Councillor noted the continued support for light rail that has been expressed over the years from the Hintonburg and Laroche Park communities. She urged the Committee to support the Meilleur amendments. In closing, Councillor Davis reviewed the growing support in the community for light rail, the eventual development of LeBreton, and the need for appropriate planning.

Chair Chiarelli requested comment with respect to the financial implications of the amendments. The Environment and Transportation Commissioner explained following the detailed inspection, a project budget would be developed, at which time they would be in the position to comment on the overall costs.

Chair Chiarelli referenced the Cummings Bridge rehabilitation. He explained as a result of community involvement, steps were added to the west side embankment. Mr. Sheflin agreed this was a similar comparison and confirmed that additional cost had been accommodated from within the existing budget.

Moved by Councillor Meilleur

That the bridge rehabilitation be managed so as to minimize any impact on passengers during the Light Rail Pilot Project.

CARRIED

Moved by Councillor Meilleur

That the east abutment repair include provision of a pedestrian pathway under the bridge, to link the Bayview Light Rail and Bus Transitway station to the south sidewalk by steps and a path.

CARRIED

(G. Hunter dissented)

The Committee then considered the report recommendation as amended.

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CARRIED as amended
(G. Hunter dissented)