

REGION OF OTTAWA-CARLETON  
RÉGION D'OTTAWA-CARLETON

REPORT  
RAPPORT

Our File/N/Réf.                    **50 RS 216-29**  
Your File/V/Réf.

DATE                                    25 October 1999

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

FROM/EXP.                         Acting Deputy Commissioner  
    Environment and Transportation Department

SUBJECT/OBJET                    **LAURIER BRIDGE RECONSTRUCTION**  
    **LAURIER AVENUE - ELGIN STREET TO NICHOLAS STREET**  
    **CONSULTANT APPOINTMENT**

---

**DEPARTMENTAL RECOMMENDATION**

**That the Corporate Services and Economic Development Committee approve the appointment of McCormick Rankin Corporation, Ottawa to provide Professional Engineering Services to carry out an environmental study, detailed design and preparation of contract documents for the reconstruction of Laurier Bridge, including Laurier Avenue from Elgin Street to Nicholas Street, for a total contract provision of \$923,222.**

**BACKGROUND**

The Laurier Bridge crossing was transferred to the Region from the National Capital Commission and Public Works and Government Services Canada in 1996 as part of the Bridge Transfer Agreement. Under the terms of this Agreement, the Region assumed the obligation to replace the Laurier Bridge to current design standards and received full financial consideration specifically identified for the cost of such replacement.

This bridge is the most southerly of the three crossings over the Rideau Canal in downtown Ottawa. The bridge is comprised of two main structures. The west structure includes the prominent steel arch bridge built circa 1900 and the spans over Queen Elizabeth Drive built during 1927. The east structure is of concrete construction, built circa 1943.

The concrete structure was found to be extensively deteriorated during investigations in 1990 and the NCC retained a consultant to develop rehabilitation alternatives. The consultant reported in 1991 that

the integrity of the structure was in doubt and repairs would be required within one year in order to keep the structure operational without significant risk. The consultant proposed a range of alternatives from which it was decided to proceed with an interim repair alternative that would extend the life for a period of at least three years. These interim repairs were carried out in 1992 by the Region acting as agents to the NCC. The intention was to use that three year period between 1992 and 1995 to determine the user requirements and other characteristics of the replacement structure and approaches such that reconstruction could proceed in 1995.

The proposed reconstruction was later deferred beyond 1995, however, due to the anticipated impact of significant development proposals in the immediate vicinity of the crossing (Conference Centre) and higher priorities relating to the Mackenzie King Bridge and Plaza Bridge, which were also transferred to the Region.

It is apparent that the intended life of the interim repairs has been exhausted. The concrete structure has now reached the end of its serviceable life and requires replacement in the very near future in order to ensure safety at this important crossing.

On 11 August 1993, Regional Council approved the terms of reference and other recommendations for a Transportation Operational Study to assess user requirements at the Laurier Bridge in advance of reconstruction. The approved terms of reference and recommendations for the study are included in Annexes A and A1 to this report. The study was carried out by UMA Engineering Ltd. (Maxgroup Ltd.) and included extensive consultation with a Technical Advisory Committee, Public Advisory Committee, focus groups and the public. The study examined a number of alternatives to address the requirements of all users of this crossing and to improve existing operational deficiencies. A draft report of the study was completed in 1995. The report was left in draft form when construction was deferred but will form an important basis for the proposed assignment.

## DESCRIPTION OF ASSIGNMENT

The limits of the proposed assignment include Laurier Avenue from Elgin Street to Nicholas Street, including the intersection at Nicholas Street but excluding the intersection at Elgin Street.

The first phase of the assignment will be an Environmental Study required in accordance with Provincial and Federal legislation for major reconstruction projects such as this. The study will be carried out in accordance with the Class Environmental Assessment for Municipal Road Projects document prepared by the Municipal Engineers Association of Ontario and approved by the Ministry of the Environment.

A significant component of the Environmental Study will be updating and finalization of the previously noted Transportation Operational Study. The updated transportation study will be undertaken in accordance with the terms of reference and directions provided by Regional Council for the original study and included in Annexes A and A1.

Optimization of traffic management during the construction operations to minimize impact on users, while maintaining access to abutting properties and developments, is also to be considered during the first phase of the assignment. Upon completion of the first phase of the project, a report will be brought forward to Transportation Committee and Council.

The second phase of the assignment includes the detailed design and contract document preparation for the proposed structure, the approach roadway on the west side, the Nicholas Street intersection on the east side and associated works.

The project has been structured such that construction operations could begin in early August 2001, immediately following completion of the Francophone games. This construction start is co-ordinated with Phase 2 of Regional Project No. 900058 (912-30718) Laurier Avenue (Nicholas Street to Charlotte Street).

### CONSULTANT SELECTION PROCESS

The consultant selection process was carried out in accordance with the procurement cycle model developed as part of the Financial Systems Renewal (Genesis) project.

In the first step, a Request for Qualifications (RFQ) was issued on the open Internet-based MERX bid distribution system by Supply Management Division of the Finance Department in conjunction with staff of the Environment and Transportation Department. A total of eight consultants submitted Statements of Qualifications in response to the RFQ. These submissions were evaluated by a panel comprised of staff from the Environment and Transportation Department facilitated by a Purchasing Officer from the Supply Management Division. The three consulting firms of Delcan Corporation, McCormick Rankin Corporation, and Stantec Consulting Limited were selected for a detailed Request for Proposals (RFP).

In the second step, a Request for Proposal (RFP) was issued to each of the three short-listed consultants. Proposals submitted were then evaluated in a similar manner to that for the RFQ, by a panel using the following evaluation criteria:

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

The evaluation concluded that the proposal submitted by McCormick Rankin Corporation represented the best overall value to the Region.

## PUBLIC CONSULTATION PROCESS

No public consultation is required for consultant appointments.

Public and stakeholder input will be obtained through Technical Advisory Committee (TAC), Public Advisory Committee (PAC) and Public Information Sessions throughout the project.

## EXPENDITURE JUSTIFICATION

The Laurier Bridge is a key link in the Regional Transportation network and also carries significant pedestrian and cyclist traffic. The reconstruction of the bridge is required due to the limited remaining service life of the existing concrete structure and to mitigate various structural and operational deficiencies. Improvements to the approach roadway and the Nicholas Street intersection are also required to enhance user safety and to meet operational needs.

As part of the Federal Bridges Transfer Agreement, a consideration was provided to the Region for the replacement of the Laurier Bridge to current design standards.

## FINANCIAL STATEMENT

	\$
Approved Budget to Date	11,272,677
Total Paid and Committed	<u>(812,763)</u>
Balance Available	10,459,914
THIS REQUEST	<u>(923,222)</u>
Balance Remaining	<u>9,536,692</u>

Funds have been provided in the 1999 Capital Budget, Account No. 912-31032, (Order No. 900086), Laurier Bridge, (Reference page no. 471, Works in Progress, Capital Projects not Requiring Additional Authority). Purchase Requisition No. 10026889.

Funding has already been provided by Public Works and Government Services Canada and the National Capital Commission as part of the Bridge Transfer Agreement of 1996 specifically identified for the replacement of the Laurier Bridge to current design standards.

*Approved by*  
*Doug Brousseau*  
SUPPLY MANAGEMENT DIVISION

I concur,

*G. Ford on behalf of*  
*the Finance Commissioner*

FINANCE DEPARTMENT COMMENT

Funds are available as indicated.

*Approved by T. Fedec*  
*on behalf of the Finance Commissioner*

LAURIER BRIDGE CROSSING OVER RIDEAU CANAL  
TRANSPORTATION STUDY

DRAFT STUDY TERMS OF REFERENCE

The Laurier Bridge Crossing over the Rideau Canal, Queen Elizabeth Driveway and Colonel By Drive is currently under federal ownership. The west structure, with its prominent steel arch over the Canal is owned by the Department of Public Works and is listed as a Heritage structure. The east (concrete) structure is under the jurisdiction of the National Capital Commission.

Transfer of the Laurier Bridge crossing to RMOC is currently under consideration.

There are concerns relating to the limited service life of the east (concrete) structure. The RMOC is acting as agent to the National Capital Commission, for activities associated with replacement of the concrete structure.

A Transportation Study to assess operational deficiencies and user needs at this crossing is proposed prior to carrying out the design of the replacement structure.

The focus of this study will be to consider operational improvements for all users of the Laurier Bridge Crossing and in the immediate vicinity. Reduction in the number of traffic lanes at the crossing or provision of additional through lanes on Laurier Avenue are not to be considered for this study.

This study is to be carried out in accordance with the guidelines for the Federal Environment Assessment Review Process (EARP).

Study Objectives

The principal study objectives are:

a. To assess Transportation Operational requirements at this crossing:

- for Pedestrians, Bicyclists, Transit and Other Vehicles;
- for movement of goods and services;

and pedestrian and bicyclist needs across Laurier Avenue (north - south direction);

taking into consideration recently approved modifications at Rideau Street and at Mackenzie King Bridge Complex and in

co-ordination with other recently completed studies and those currently in progress.

- b. To develop recommendations for required infrastructure and Transportation Operational improvements that should be implemented in conjunction with the replacement of the east (concrete) structure and relating to:
- (1) Laurier Bridge Crossing and approaches.
  - (2) Laurier Avenue Corridor from Elgin Street to Transitway, including all intersections. ✓
  - (3) Across Laurier Avenue Corridor in north-south direction.

With the following assumptions and controlling factors:

- (i) No change in available vehicular capacity at Nicholas Street Corridor.
- (ii) Heritage listing of the Laurier Bridge Crossing (Steel Structure).
- (iii) No new crossings over the Rideau Canal to be considered within the study area.

#### Study Area

The study area shall generally be bounded by McLaren Street on the south side, Bank street on the west side, Rideau/Wellington Street on the north side and King Edward Avenue on the east side.

#### Major Tasks

- a. Development of detailed study design and Public Communication Plan.
- b. Collection and Assessment of relevant background information and data relating to:
  - (1) Pedestrian and Bicyclist movements across Rideau Canal and across Laurier Avenue.
  - (2) Transit Operations, Other Vehicles and for movement of goods and services within the study area.

- c. Identify Stakeholder and User needs through:
- (1) Consultation with formalized Technical Advisory Committee and Public Advisory Committee.
  - (2) Meetings with local Community and other interest groups.
  - (3) Public Information Sessions.
  - (4) Obtaining user input through information dissemination, the media or other means.
- d. Co-ordination with other Studies/Work Groups such as:
- Rideau Street Redevelopment
  - Mackenzie King Bridge - Transportation Study
  - Confederation Park / Confederation Blvd Studies (NCC)
  - Confederation Park - Cartier Square (RMO Headquarters) Festival Plaza Proposals
  - Joint City of Ottawa/RMO Sandy Hill Transportation Assessment and Traffic Calming Plan
  - Regional Cycling Transportation Network Study
- and other studies currently in progress that may impact on this study.
- e. Review level of service for all modes of transportation for at least four cross-sections at Laurier Avenue as follows:
- (1) West of Elgin Street
  - (2) Between Elgin Street and the bridge
  - (3) On the bridge crossing
  - (4) East of Nicholas Street
- f. Development and assessment of alternatives including co-ordination of stakeholder and user input on the proposed alternatives through Public Information sessions.
- g. Selection and Refinement of the Preferred Alternative; Development of Recommendations including Preliminary Cost estimates.
- h. Documentation and Report.

1. That Health Department staff contact the manufacturer immediately to request that RMOC needles have an identifying mark placed on them.
2. That the municipalities of Nepean, Gloucester and Vanier also develop procedures of the pick-up of needles in public areas and that the results of this be reported back to the December 1993 Health Committee meeting.
3. That a report come to the Health Committee in the fall providing a detailed update on the Needle Exchange Program including: methods of increasing HIV testing; methods of increasing access; and the inappropriateness of continuing with the numbers of needles given out.

"CARRIED"

TRANSPORTATION COMMITTEE REPORT NO. 40

1. Laurier Bridge Crossing over the Rideau Canal  
- Transportation Operational Study

COMMITTEE RECOMMENDATIONS AS AMENDED

That Council:

- a. Authorize a Transportation Study to assess user requirements at Laurier Bridge Crossing over the Rideau Canal, Colonel By Drive and Queen Elizabeth Driveway and approve the proposed terms of reference for the subject study as outlined at Annex 'A'.
- b. Approve the formation of a Technical Advisory Committee and Public Advisory Committee as listed at Annex 'B' and Annex 'C' to provide stakeholder and user input during the proposed study.
- c. Amend the Terms of Reference to add to (a) of the Study Objectives: improve pedestrian and bicycle safety at the intersection at both ends of the Laurier Avenue Bridge.
- d. That the assessment of user needs of the Laurier Avenue Bridge include the impact of never building a pedestrian/cycle bridge across the Rideau Canal at Somerset Street.
- e. At least one joint meeting be held between the Technical Advisory Committee and Public Advisory Committee (PAC) at a time convenient to the PAC.

- f. The pedestrian cut-off demonstration project at Nicholas/Laurier be included in the study.
- g. That specific technical experts in both cycling and pedestrian issues be included in the Technical Advisory Committee.
- h. That (b) (iii) of the Study Objectives of the Terms of Reference not preclude a new crossing for pedestrians and cyclists adjacent to Laurier Bridge.
- i. That the north-south pedestrians and cyclists needs be examined between Elgin to Nicholas.

"CARRIED"

2. Traffic Changes Implemented Under the  
Transportation Commissioner's Authority May 4 93 to Jun 29 93

COMMITTEE RECOMMENDATION

That Council approve the traffic and parking regulation changes set forth in this report.

"CARRIED"

3. Southeast Transitway - Riverside Hospital to Billings Bridge  
- CN/CP Rail - RMOC Agreement

COMMITTEE RECOMMENDATIONS

That Council approve:

- a. in principle the revised transitway/railway scheme.
- b. the agreement between CN and CP Rail and the R.M.O.C. so that the discussions with the railway companies can be finalized.

"CARRIED"

4. Pedestrian Movements at Right-Turn Cut-Off Ramps

COMMITTEE RECOMMENDATIONS AS AMENDED