

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. **50 RS 302-29**
Your File/V/Réf.

DATE 15 March 2000

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

FROM/EXP. Environment and Transportation Commissioner

SUBJECT/OBJET **BILLINGS BRIDGE, BANK STREET OVER RIDEAU RIVER
CONSULTANT APPOINTMENT (ETL00-7011)**

DEPARTMENTAL RECOMMENDATIONS

That the Corporate Services and Economic Development Committee and Council approve:

- 1. The appointment of Delcan Corporation, Ottawa, to provide Professional Engineering Services for Billings Bridge, for a total contract provision of \$110,000;**
- 2. The transfer of funds in the amount of \$25,000 from the Structure Rehabilitation/Replacement Program (Order No. 900089) to Billings Bridge Rehabilitation (Order No. 900404).**

BACKGROUND

The Billings Bridge carries Bank Street over the Rideau River. The bridge is a key link in the Regional Transportation Network and carries significant pedestrian, bicycle, bus and vehicular traffic.

The bridge is a five span steel girder bridge which was built in 1915 and is listed as a heritage structure. The bridge is supported on only two lines of girders, parts of which protrude above the travelled deck surface.

The bridge was last rehabilitated in 1986. Since that time the bridge has been regularly inspected as part of the Bridge Management Activities.

Recent inspection reports have indicated numerous structural and operational deficiencies. Out of these, the areas of immediate concern are the vertical deflection (sag) noted in all girders and deterioration of

the concrete sidewalk on both sides. There are questions with respect to the load carrying capacity of the structure, which should be confirmed through the detailed condition inspection and structural analysis.

DESCRIPTION OF ASSIGNMENT

The proposed assignment is intended to undertake engineering activities to address the above concerns and to consider alternatives with respect to the future course and timing of action needed to assure continued serviceability of this key link in the community. The assignment is proposed to be undertaken in three phases, as follows:

Phase 1

To carry out a detailed condition survey and structural evaluation of the existing bridge. This is intended to determine if the loads on the bridge should be restricted and to document the nature and extent of other deficiencies.

Phase 2

To develop and to recommend a strategy for the long term management of the bridge. This includes the development of practical rehabilitation and reconstruction scenarios, within the constraints of the existing site, and with minimal impact on the users, properties and businesses on both sides of the bridge. Each alternative is to be assessed on a life cycle cost basis with documentation of benefits as well as negatives of each alternative.

The fact that the bridge is supported on only two lines of girders poses a special challenge with respect to maintenance of traffic on the structure during major rehabilitation or reconstruction activities. On-site or off-site detours and management of traffic in the area must also be considered as part of the rehabilitation/reconstruction strategy.

Phase 3

This includes the detailed design of the rehabilitative measures required to reinstate the deteriorated concrete sidewalks on the bridge and preparation of the contract documents. It is intended that these repairs be undertaken during the year 2000 construction season.

CONSULTANT SELECTION PROCESS

The consultant selection process was carried out in accordance with the Guidelines for Procurement of Consulting Engineering Services.

A Request for Proposal (RFP) was issued to the following three consulting firms who have all demonstrated past capabilities for this type of assignment:

- Delcan Corporation
- Morrison Hershfield Limited
- Stantec Consulting Limited

The proposals submitted were then evaluated by a three member panel, composed of staff from the Environment and Transportation Department, 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

The proposed completion date for the assignment is 1 August 2000.

The Department recommends the award of Contract ETL00-7011 to Delcan Corporation with a contract provision of \$93,440, plus a \$9,364 contingency and GST of \$7,196, for a total contract provision of \$110,000.00

CONSULTATION PROCESS

No public consultation is required for Consultant appointments.

Prior to undertaking the sidewalk repairs (Phase 3) plans will be circulated to all stakeholders, utilities, and community and user groups to obtain their input and comments.

EXPENDITURE JUSTIFICATION

The Billings Bridge is a key link in the Regional Transportation Network and carries significant pedestrian, bicyclist, bus and vehicular traffic. The proposed engineering activities are essential to develop a long term management strategy for benefit of all of the users and to address the current deficiencies in the sidewalks.

FINANCIAL STATEMENT

	900404	900089
	\$	\$
Approved Budget to Date	100,000	7,194,940
Total Paid and Committed	<u>0</u>	<u>(4,632,109)</u>
Balance Available	100,000	2,562,831
THIS REQUEST	(110,000)	0

ADDITIONAL FUNDING REQUIRED	<u>25,000</u>	<u>(25,000)</u>
Balance Remaining	<u>15,000</u>	<u>2,537,831</u>

Funds are requested for transfer from the Structure Rehabilitation/Replacement Program, Order No. 900089, (Reference page 147 - 2000 Capital Budget) in the amount of \$25,000, bringing the revised total budget to \$7,169,940 to the Billings Bridge Rehabilitation, Order No. 900404, (Reference page No. 157 - 2000 Capital Budget) bringing the revised total budget to \$125,000.
Purchase Requisition No. 10049432.

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

JBE/esp

FINANCE DEPARTMENT COMMENT

Funds are available as indicated.

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