

Our File/N/Réf.           **50 RS220-29**  
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DATE                       23 June 1998

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

FROM/EXP.               Environment and Transportation Commissioner

SUBJECT/OBJET         **WALLER STREET**  
**MACKENZIE KING BRIDGE TO DALY AVENUE**  
**(IN ACCORDANCE WITH *CORPORATE POLICY MANUAL***  
**SECTION 4.6.9) - CONTRACT NO. 98-707**

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## INTRODUCTION

Occasionally, the Department is faced with an urgent requirement and is unable to meet the standard tendering requirements of the Corporation. Section 4.6.9 of the Corporate Policy Manual addresses such situations. The Engineering Division recently followed this section of the Corporate Policy Manual.

## BACKGROUND

The work for southbound Waller Street between Daly Avenue and Stewart Street was deferred until after the completion of Contract 95-500, Mackenzie King Bridge Rehabilitation. This was necessary as the westbound lane on the Mackenzie King Bridge was closed during construction activities.

In December 1997, construction on Mackenzie King Bridge was substantially complete and westbound traffic was restored to the bridge. At that time, an interim widening of southbound Waller Street from 5.8 metres to 6.4 metres was carried out between Daly Avenue and Stewart Street to provide two 3.2 metre wide lanes south of Daly Avenue. The west sidewalk on Waller Street was temporarily reconstructed accordingly. These interim measures were carried out over the winter as a stop-gap measure to provide an alternate route during detouring related to Plaza Bridge construction. It is now appropriate to permanently reconstruct these southbound lanes and west sidewalk to the width required by current design standards.

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SERVICES AND ECONOMIC DEVELOPMENT  
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Also, the design of the bicycle connection from Stewart Street to the Mackenzie King Bridge has recently been finalized in consultation with the Regional Cycling Advisory Group and Ottawalk. This design provides for a break in the Waller Street median for cyclists only at Stewart Street and a dedicated southbound cycling lane on Waller Street between Stewart Street and the bridge.

The above design requires a widening of southbound Waller Street between Stewart Street and the Mackenzie King Bridge by about a metre and relocation of the sidewalk.

## DISCUSSION

The general contractor for Contract 95-500, Mackenzie King Bridge Rehabilitation, was requested to submit a quote for carrying out these Waller Street modifications as extra work to the contract. The quotation received from the general contractor of \$119,650 plus GST was, however, considered too high. As the Mackenzie King Bridge project is now completed, there is a need to provide for safe access to the bridge for cyclists, as quickly as possible. To save time, quotations were invited from three local contractors experienced in this type of work instead of going to public tender. Three quotations were received as follows (exclusive of GST):

Cancurb Construction Inc., Nepean	\$69,135.00
Robson Contractors Inc., Nepean	\$73,871.00
Dibblee Paving and Materials Limited, Ottawa	\$97,840.00

Based on the review of the quotations, the contract has been awarded to the low bidder, Cancurb Construction Inc. The contract award of \$69,135 plus GST of \$4,840 and a contingency allowance of \$10,000 brings the total contract provision to \$83,975.

Due to the nature of the work and limited time available, the contract has been awarded to the low bidder, Cancurb Construction Inc., and approved in accordance with the authority delegated to the Environment and Transportation Commissioner, per Clause 4.6.9, Special Circumstances, as outlined in the Corporate Policy Manual.

## CONSULTATION

Extensive public consultation was carried out regarding the subject section of Waller Street as part of the Rideau Area Network Modification project. In addition, consultations with representatives of pedestrian and cyclist groups (Ottawalk and the Regional Cycling Advisory Group) were carried out in May 1998 regarding the modifications to allow westbound cyclists to access the Mackenzie King Bridge through this area.

EXPENDITURE JUSTIFICATION

This expenditure is required to provide a safe connection for westbound cyclists from Stewart Street to Mackenzie King Bridge.

FINANCIAL STATEMENT

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Approved Budget to Date	26,095,000
Total paid and Committed	<u>(23,326,401)</u>
Balance Available	2,768,599
THIS REQUEST	<u>(84,000)</u>
Balance Remaining	<u>2,684,599</u>

Funds have been provided in the 1998 Capital Budget, Account 912-31031, Mackenzie King Bridge Rehabilitation, Encumbrance No. CT 8707.

*Approved by A. Proulx on behalf of  
M.J.E. Sheflin, P.Eng.*

BMM/VKS/gc

FINANCE DEPARTMENT COMMENT

Funds are available as indicated.

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