



**Date:** Wednesday, October 2, 2024

**From:** Kevin Verkindt, Manager of Engineering and Infrastructure

**Subject:** RFP 2024-08 Award of Contract for MCEA Sideroad 3 - Structure D-007

**Report** DEV2024-056

This document and its attachments are public and available in an accessible format upon request.

## **Recommendation**

THAT Staff Report DEV2024-056, Award of Contract for 2024-08, Municipal Class Environmental Assessment (MCEA) Sideroad 3 – Structure D-007

AND THAT a contract with the firm of Pearson Engineering Limited for RFP 2024-08 in the amount of \$148,140 (excluding HST) be awarded.

AND THAT staff be directed to utilize the Working Capital Reserve to support the contract as needed.

AND THAT the Mayor and Clerk be authorized to execute a contract for services.

## **Background**

Sideroad 3 - Structure D-0007 (Sideroad 3 Bridge) is a single span rigid frame structure with an estimated span of 3.6m and a roadway width of 5.5m. The structure consists of a cast-in-place deck top with steel beam guiderail barriers supporting a granular roadway surface over the Keady Creek in the former Township of Derby (see Attachment 1). The superstructure is supported by cast-in-place abutment and wingwall structures. Due to the poor condition of the bridge, the structure was closed in 2019 based on recommendations provided in historical OSIM reports. The concrete structure is exhibiting signs of significant deterioration, especially below the deck top surface. The concrete substructures are in extremely poor condition due to heavy deterioration, section loss and wide cracking. Vertical cracks have been noted at wingwall-to-abutment connections which are exhibiting signs of lateral rotation. Wide horizontal cracking was noted between the abutment wall to footing connection, and the footings are exhibiting significant undermining issues.



As the bridge has been closed for a number of years and the roadway is only accessed by adjacent property owners, the roadway structure immediately adjacent to the bridge has not been maintained to typical municipal roadway conditions. Vegetation has been permitted to grow along the centerline and shoulders of the roadway. The roadway narrows significantly at the bridge requiring one-way traffic conditions.

During the Special Council meeting on December 4, 2023, Council members highlighted the importance of the Sideroad 3 Bridge. It was noted that this infrastructure project had not been identified as a budget priority during the recent strategic planning session, which raised concerns among Council members about the bridge's maintenance and safety.

Recognizing the bridge's significance for local transportation and community connectivity, Council took proactive steps to ensure it receives the necessary funding and attention. They directed staff to include the Sideroad 3 Bridge in the 2024 Draft Budget Request for further consideration.

The inclusion of the bridge in the 2024 budget allowed staff to proceed with a Request for Proposal (RFP) for a thorough assessment of background studies and potential future alternative options of the bridge. By formally recognizing the bridge as a budget priority, Council aims to enhance the overall planning process and ensure that vital infrastructure is not overlooked in future budgeting discussions.

## **Analysis**

The primary objective for the Township in issuing the RFP was to retain a qualified consulting firm to provide engineering services as they relate to the completion of a Municipal Class Environmental Assessment (MCEA) on Sideroad 3 Bridge. The scope of work in the RFP requires the Consultant to review and recommend a preferred solution for Sideroad 3 Bridge. Sideroad 3 Bridge has exceeded its life cycle and has been closed since 2019.

The MCEA will include evaluating alternative solutions, preparing a concept design and cost estimates for the recommended solution.

The assessment will follow the MCEA process, as outline in the Municipal Engineers Association's Municipal Class Environmental Assessment document (as amended), with the expectation of identifying and recommending a preferred alternative to address the Problem / Opportunity Statement. The anticipated alternatives for Sideroad 3 Bridge defined in the assessment are expected to include, but are not limited to the following:

- Status Quo, do nothing;
- Rehabilitate the existing structure;
- Replacement of the existing structure;



- Remove structure and create formal turn around areas;
- Other alternatives as may be identified during this process.

The bidding opportunity was issued on July 5, 2024, with a closing date of August 14, 2024. All proposals, including a technical proposal submission were opened at the Township of Georgian Bluffs Administration Building.

Eleven (11) companies obtained bid packages and five (5) bids were received at the time of the proposal closing. The technical proposal submission was further evaluated by an evaluation team consisting of Township staff on August 28, 2024. The technical submission was to receive a score of 70% or greater for Township staff to evaluate the Proposal Price. One (1) proponent did not meet the minimum score; therefore, the Proposal Price was not evaluated further.

Staff are recommending that a contract be executed with the top-ranked proponent, Pearson Engineering Limited.

Table 1 – Summary of Tender Submissions

Bidder Name	Proposal Price \$ (Excluding Contingency+Taxes)	Technical Proposal Score %
Pearson Engineering Limited	133,140.00	80.00

The following bidders also submitted proposals:

- CBCL Limited
- LEA Consultants Limited
- GEI Consultants
- Planmac Consultants

Technical scores varied between 68% and 79.2% and pricing varied between \$111,300 and \$150,815.

Pearson Engineering Limited was not the low bidder; pricing is only one of the factors considered in determining the most suitable proponent. The price was factored in addition to the technical score. As a result, the highest technical score and proposal amount in the amount of \$133,140.00 (excluding Contingency and HST) and 80.00% was submitted by Pearson Engineering Limited.



Table 2 - Breakdown of the Project Costs:

Item	MCEA Sideroad Bridge 3 – D-007 (\$)
Tender including Contingency	148,140.00
Non-Refundable Portion of HST (Tender Value)	2,562.82
Total Project Cost	150,702.82

The breakdown for the project is as follows (excluding HST):

Contingency (if required and will only be commenced upon the discretion of the Township) - \$15,000.00

Key Background Studies and Engineering (fees that are necessary to identify the alternative solutions and evaluate the solutions) - \$84,840.00

Provisional Studies (If required and will only be commenced upon the discretion of the Township once a preferred alternative is identified) - \$48,300.00.

## Financial Impact

The 2024 budget included \$50,000 for the completion of Key Background work to support the replacement of the Sideroad 3 bridge.

The submitted price of \$133,140 (excluding HST and contingency) is over this budget. Staff are seeking direction and support to use the Working Capital Reserve to offset the total project cost and budget short fall of \$83,140.00 (excluding HST and contingency). The Provisional Studies will only be engaged as and if needed.

## Strategic Priorities

Demonstrate and Enhance Environmental Stewardship

Improve Communication, Collaboration and Transparency

Deliver Effective and Cost-Efficient Services

## Conclusion

Staff recommends that Pearson Engineering Limited be awarded Proposal No. 2024-08 Municipal Class Environmental Assessment (MCEA) Sideroad 3 – Structure D-007, in the amount of \$148,140.00 (excluding HST).



Respectfully Submitted:

Kevin Verkindt, Manager of Engineering and Infrastructure



## Report Approval Details

Document Title:	Award of Contract for Engineering Services for MCEA Sideroad 3 Bridge D-007.docx
Attachments:	- Attachment 1 - Sideroad 3 - Structure D-007 Site Map.pdf
Final Approval Date:	Sep 24, 2024

This report and all of its attachments were approved and signed as outlined below:

Michael Benner, Director of Development and Infrastructure

Niall Loble, Chief Administrative Officer