



TOWNSHIP OF GEORGIAN BLUFFS

Date: November 9, 2015
Report To: Transportation Committee
From: Rick Winters, Director of Operations
Subject: Inglis Falls Road Reconstruction RFP
Report: OP.15.120

Strategic Plan:

3.5 Roads, Bridges and Culverts

Maintain roads, bridges and culverts at a high standard to protect the public's safety and property, and to carefully evaluate the need for new road, bridge and culvert infrastructure to protect the long term interests of the Township.

Actions

- d) Identify and implement means by which public safety is increased on municipal roads through improved maintenance, capital projects, technological improvements, etc.

Summary:

RFP 2015-12 closed on November 6, 2015. There were four proposals received for the preliminary engineering study to outline background information, coordinate a geotechnical investigation, list possible engineering solutions and preliminary cost estimates, and liaison with agencies to determine approval requirements. The bid prices were from \$15,003.00 to \$37,485.00.

Background:

A portion of Inglis Falls Road is in need of reconstruction due to settlement of the eastern shoulder. Over the years the eastern slope appears to have settled due to slope instability and ground water infiltration. As the portion of road is in a sensitive area bordering the Sydenham River and within the Niagara Escarpment Plan area, the design and reconstruction must reflect the environmental sensitivities. It is the intent of the Township to complete the design of the reconstruction and to secure future funding opportunities for the project.

Comments:

The RFP was originally issued to include a full design, tender preparation and construction supervision. During the RFP process, concerns were brought up regarding the possibility of an Environmental Assessment (EA) being required. As typically road reconstruction is exempt from the EA process, the concern was that during the circulation of the Niagara Escarpment Commission application to affected agencies that the MOECC would require an EA be completed as was the case in the early 1990's. As an EA process can affect the overall scope and cost of the project, the RFP was amended through an addendum, having the successful proponent concentrate on a topographic survey, legal survey, background information, consultation with local agencies, and the developing of terms of reference for a

geotechnical investigation. Proposed design and costing options would be presented to Council at this stage before moving forward with the final design.

Of the four proposals submitted, two submitted proposals based on the addendum while the other two proposals were based on the preparation of a preferred solution complete with the hosting of a public information centre to review the preliminary design.

The value of the proposals is as follows:

Engineering Firm	Cost
GSS Engineering	\$15,003.00
WSP	\$15,470.00
GM Blue Plan	\$29,957.50
C.C. Tatham & Associates	\$37,485.00

Summary of Proposal (Included in above cost)

TASK	GSS Engineering	WSP	GM Blue Plan	C.C. Tatham & Associates
Startup meeting	X	X	X	X
Liasion w/agencies	X	X	X	X
Pre-Eng Topo Survey	X	X	X	X
Video Recording	X		X	X
Legal Survey	X	X	X	X
Geotechnical Investigation			X	
Prepare Base Drawings		X	X	X
Prepare Concept Drawings	X	X	X	X
Prepare Cost Estimates	X	X	X	X
Meet w/staff & Agencies	X	X	X	X
Prepare Preliminary Design		X	X	X
Prepare Preliminary Cost Estimates		X	X	X
Conduct PIC			X	X

The proposals from GSS and WSP followed the format based on the addendum—these bids included the collection of background information, topographic survey, legal survey, consultation with affected agencies and the development of terms of reference for the geotechnical review.

The proposals from C.C. Tatham and GM Blue Plan were more comprehensive with GM Blue Plan proposing to complete a geotechnical investigation in conjunction with the information the company (formerly Gamsby & Mannerow) compiled during the previous reconstruction of the roadway in the 1990's. The proposal from GM Blue Plan included all costs to the presentation of the preferred solution. The C.C. Tatham proposal similar to the GM Blue Plan proposal; however, it does not contain any provisions for a detailed geotechnical investigation, as it was not part of the scope of work in accordance with addendum # 1.

GM Blue Plan has submitted a proposal that would see the preliminary design of the preferred solution by January 15, 2016 and a Public Information Center to review the preliminary design by January 22, 2016. WSP has indicated a completion date of Feb 11, 2016, with GSS and C.C. Tatham indicating completion dates of March 1, 2016 and May 30, 2016 respectively.

Financial Implications:

In 2015, the Township approved \$25,000.00 for the design and engineering of the reconstruction of a portion of Inglis Falls Road to be funded from reserves.

Recommendation:

Be it resolved the Transportation Committee accepts this; and

Further that, the Transportation Committee provides direction with regards to the award of the RFP for the engineering and design of the reconstruction of Inglis Falls Road.

Respectfully submitted,

Rick Winters, C.E.T.
Director of Operations

Reviewed by: _____ Supported by: _____
Holly Morrison, CAO/Clerk