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CITY OF **VANCOUVER**

ADMINISTRATIVE REPORT

Report Date:	November 27, 2006
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Meeting Date:	December 12, 2006

TO: Vancouver City Council

FROM: General Manager of Engineering Services

SUBJECT: Award of Consulting Contract for RFP#PS06083 - Engineering Consulting Services for Sidewalk Widening and Lighting Upgrades for the Burrard Bridge

RECOMMENDATION

A. THAT Council approve the allocation of $1,160,000 from the existing Streets Basic Capital for Burrard Bridge Pedestrian and Cyclist Upgrades to fund activities in support of the engineering consulting services for sidewalk widening and lighting upgrades for the Burrard Bridge.

B. THAT, subject to the conditions set out in Recommendations C, D and E, the General Manager of Engineering Services be authorized to enter into a contract with the Delcan Corporation for engineering consulting services at an estimated total cost of $972,980 plus applicable taxes with the source of funding as indicated in Recommendation A above.

C. THAT the Director of Legal Services be authorized to execute and deliver on behalf of the City all legal documents required to implement Recommendation B.

D. THAT all such legal documents be on terms and conditions satisfactory to the General Manager of Engineering Services and the Director of Legal Services.

E. THAT no legal rights or obligations will be created or arise by Council's adoption of Recommendation B, C and D until such legal documents are executed and delivered by the Director of Legal Services.

F. THAT Council authorize the General Manager of Engineering Services to seek Senior Government funding for the Burrard Bridge Pedestrian Cyclist Upgrade Project including cost-sharing opportunities with other potential funding sources.

GENERAL MANAGER'S COMMENTS

The General Manager of Engineering Services recommends approval of Recommendations A through F.

COUNCIL POLICY

Consultant contracts over $30,000 are to be approved by Council.

In March 2002, Council received the "False Creek Pedestrian and Cycling Crossing Study", a study of 37 options to improve pedestrian and bicycle crossings in False Creek, and directed that improvements to Burrard Bridge be undertaken first.

In December 2005, Council passed a motion that the design of the sidewalk widening be advanced to the final design stage and that staff report back on a recommended consultant team for undertaking the final design of outward widening of the Burrard Bridge sidewalk with and without "pinch points". Appendix A summarizes the sidewalk widening design concept. This same material formed part of the Request for Proposals.

PURPOSE

The purpose of this report is to seek Council approval to award the contract for engineering consulting services for sidewalk widening and lighting upgrades for the Burrard Bridge to the Delcan Corporation and to allocate funding for the activities in support of the engineering consulting services.

DISCUSSION

Scope of Work

The scope of this consultancy includes: the conceptual design and analysis of 3 alternative structural/architectural concepts for the widening of the sidewalks on the Burrard Bridge each with and without pinch points, the detailed and final design of the selected concept, cost estimation for each concept at each phase of the design, and assistance during the construction tendering process (preparation of tender documents, specifications and bid evaluation) and related works for the Burrard Bridge Pedestrian Cyclist Upgrade Project.

Process

A Request for Proposals ("RFP") for engineering consultant services for sidewalk widening and lighting upgrades on the Burrard Bridge was prepared by Engineering Services in consultation with Purchasing and Legal Services. The RFP was issued on September 18th, 2006 and was advertised on the City's Purchasing website, the Vancouver Sun and on the BC Bid website.

The RFP closed on October 31st, 2006 and 4 proposals were received. The submissions were from the following teams (estimated fees including disbursements are also listed):

- Delcan Corporation in association with Commonwealth Historic Resource Management Limited, PBA Engineering Ltd., Handscomb Limited, dpl consulting and Gordon Ruffo - P. Eng. ($1,082,580.00).

- AMEC Americas Limited in association with Commonwealth Historic Resource Management Limited, DMD & Associates Ltd. and Urban Systems Ltd. ($1,677,218.00).

- Earth Tech (Canada Inc) in association with McGinn Engineering & Preservation/ Barry McGinn Architect Ltd., LCP Signal Management Inc., Urban Systems Ltd. and Lofgren Construction Services Ltd. ($1,635,915.00).

- Stantec Consulting Ltd. in association with Commonwealth Historic Resource Management Limited, Urban Systems Ltd. and Golder Associates Ltd. ($1,113,119.00).

Evaluation

An evaluation committee (the "Committee") was established to review the proposals and decide on a proponent to be recommended to the General Manager of Engineering Services. The Committee was made up of 4 staff representing Planning and Engineering. The evaluation process included reviewing the proposals, meeting to discuss the proposals, interviewing the lead consultant team and checking references.

Proposals were evaluated by the Committee using an evaluation matrix that measured qualifications and experience of the team including key team members, project appreciation, work plan, methodology, value added services and cost.

Based on the review of the proposals, interview and references, the team lead by the Delcan Corporation ("Delcan") emerged as the strongest proposal. Staff recommend that the Delcan team be awarded this consultancy for services up to and including construction tendering services at an estimated cost of $972,980 of the total $1,082,580 proposed fee. Staff will report back to Council to extend Delcan's contract to include services during construction at the time of the construction tender award.

Delcan has assembled a team of professionals with knowledge and experience in all areas required for this project. To supplement Delcan's experience in infrastructure design, they have added Commonwealth Historic Resource management Limited, PBA Engineering Ltd, Handscomb Limited, dpl consulting and Gordon Ruffo to provide expertise in the areas of heritage conservation, architectural and lighting design, cyclist requirements, cost estimating, and constructability.

FINANCIAL IMPLICATIONS

A total of $1,160,000 is required to fund the activities in support of the engineering consulting services for the sidewalk widening and lighting upgrades of Burrard Bridge, including the consultant contract (up to and including construction tendering services) of $972,980.00 plus applicable taxes, a provision of $80,000.00 for additional meetings with public advisory groups and material testing, and City overhead charges. Funding is to be provided from existing Streets Basic Capital for the Burrard Bridge Pedestrian Cyclist Upgrade Project.

CONCLUSION

Staff recommend that the contract for engineering consulting services for sidewalk widening and lighting upgrades for the Burrard Bridge be awarded to the Delcan Corporation, and that $1,160,000 be allocated to fund the activities in support of the engineering consulting services.

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Appendix A – Sidewalk Widening Design Concept

Sidewalk Widening Design Concept

The existing sidewalk structure on the Burrard Bridge is 3.0m (10 ft) wide, including the outside railings. The usable sidewalk width varies, but is generally 2.6m (see Figure at right).

The proposed widened sidewalks will provide a minimum 6.0m usable width. The figure below shows a 1.0m clear zone adjacent to the curb, a 2.5m bicycle path and a 2.5m pedestrian path. The new sidewalk structure must be designed to accommodate other configurations (e.g. a curb-side railing, a 2.5m bicycle path and a 2.8m pedestrian path).

The 6.0m wide sidewalk treatment will apply for most of the length of the bridge. However, in at least six locations on each side (at the brazier towers at the north and south abutments and at Piers 1, 3, 4 and 6), the sidewalk must accommodate the existing structure in a different way.

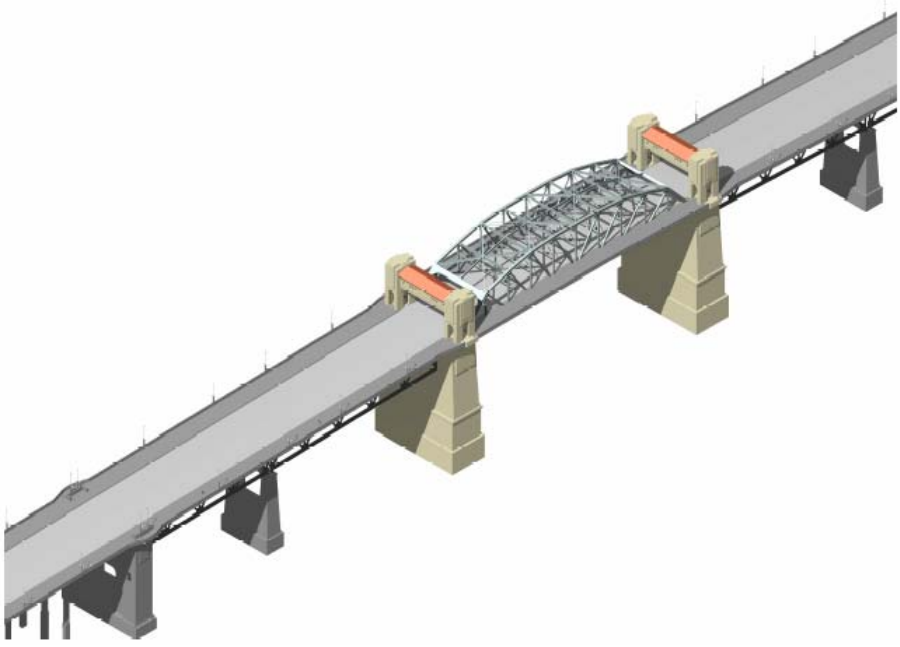
At the main towers (Piers 3 and 4), two different treatments must be designed. The first must maintain a minimum total sidewalk width of 6.0m and minimum pedestrian and cyclist path widths of 2.5m, and will include new structure outside the main towers (see figures right and below).

The second treatment must leave the main towers unchanged and will therefore require that the sidewalks narrow at these locations to create a "pinch point" (see right and below). This narrowing of the sidewalks must be designed to minimize conflict between sidewalk users.

At Piers 1 and 6, the façades extend above the sidewalk level and a wider sidewalk will therefore need to pass around this structure, similar to first treatment for the main towers (see figure below).

Pier 1 includes an abandoned stairwell which connects the west sidewalk with Vanier Park. Design of a new sidewalk must allow for connection to a refurbished stairwell as part of the sidewalk reconstruction or as part of a future project.

The figure below is an oblique view of the bridge, with a new sidewalk shown passing outside Piers 1, 3 and 4. Pier 6, which is not shown, will require a similar treatment.



At the north and south abutments, memorial brazier towers mark the entrances to the bridge. Here also, the widened sidewalks will need to pass around the towers. Consideration was given to modifying the towers to allow pedestrians to pass through them. Because of their heritage and memorial value, this option was rejected.

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