

## **Cherry Street Lift Bridge over the Keating Channel Structural Rehabilitation**

<b>Date:</b>	May 15, 2007
<b>To:</b>	Public Works and Infrastructure Committee
<b>From:</b>	Executive Director, Technical Services Director, Purchasing and Materials Management Division
<b>Wards:</b>	Wards 28 and 30
<b>Reference Number:</b>	P:\2007\Internal Services\pmmd\pw07023pmmd (AFS #4769)

### **SUMMARY**

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The purpose of this report is to advise on the emergency procurement services performed and the status of the rehabilitation work on the Cherry Street Lift Bridge over the Keating Channel.

### **FINANCIAL IMPACT**

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Costs associated with this emergency rehabilitation work area are as follows:

- rehabilitation construction costs by Bob Hendricksen Construction Ltd.: \$2,277,691.04 net of GST
- investigative/loading study and inspection, detailed design and contract administration by Morrison Hershfield Limited: \$183,707.06 net of GST

Accordingly, the total cost of this work is \$2,461,398.10 net of GST. Funding is available from the approved 2006 Transportation Division Capital Account CTP506-01.

A Sole Source Purchase Order, with a value of \$2,414,352.50, inclusive of GST, was originally issued to Bob Hendricksen Construction Ltd on April 19, 2007. Two (2) Sole Source Purchase Orders, with a total value of \$194,729.48, inclusive of GST for an investigative/loading study (\$17,596.15) plus design and contract administration (\$177,133.33) were originally issued to Morrison Hershfield Limited on February 23, 2007 and October 17, 2006 respectively.

## **ISSUE BACKGROUND**

During the City's normal two (2) year visual inspection for this bridge and a further inspection by Toronto Port Authority staff during a lifting operation of the bridge, it was noticed that there appeared to be significant corrosion on some of the structural members. Due to the extensive corrosion and the build up of roadway material, i.e. sand, salt and debris, on the structural members, a more thorough investigation was carried out immediately.

## **COMMENTS**

Morrison Hershfield Limited (MH) was sole-sourced by Technical Services in accordance with the Toronto Municipal Code, Purchasing, Section 195-10, for a detailed investigative/loading study as it was the consultant of record for the previous rehabilitation of this bridge. With the assistance of the Toronto Port Authority providing power washing equipment to clean off the structural members, the structural components of the bridge were thoroughly cleaned of all build up salt and debris. MH's investigation revealed severe deterioration of some of the structural members; such that, MH recommended closing the bridge to vehicular traffic or reducing the load carrying capacity to 8 tonnes. In addition to vehicular and pedestrian traffic, disruption of marine navigational traffic utilizing the Keating Channel had to be considered for both the investigative work as well as the bridge rehabilitation work.

As a result, the bridge was closed in September, 2006 and vehicular traffic was detoured around the bridge using Lakeshore Boulevard, Don Roadway, and Commissioner Street. MH was requested to provide design and develop contractual tender documents for emergency pricing and provide site supervision and contract administration services for the rehabilitation of the Cherry Street Bridge.

Once the scope of the rehabilitation work was determined, consultation took place between the City and the Toronto Port Authority related to a time frame for the work to be performed. The Port Authority provided a time span between December 16, 2006 and April 2, 2007. This was the time span that marine navigational traffic could be closed and the rehabilitation work could be carried out. The rehabilitation work could start in late November or early December, 2006 as the road and bridge were closed to vehicular traffic and pedestrian usage. This would provide the selected contractor time to perform the preparatory bridge work and any at-grade roadway work. Accordingly, it was determined that processing the tender through City Purchasing and a regular tender call was not practical due to the timelines provided to complete the work. It was decided by Technical Services that they would issue the scope of work in accordance with the Toronto Municipal Code, Purchasing, Section 195-10F, to four (4) bridge contractors that regularly perform bridge rehabilitation work for the City; request them to submit bids with a short turn around time and award the contract based on their submission and our confirmation of their pricing submission.

Upon receipt and review of the submitted responses, Bob Hendricksen Construction Ltd. was the lowest confirmed bidder. Accordingly, a Purchase Order, with a value of \$2,277,691.04 Net of GST, was issued to Bob Hendricksen Construction Ltd.

Construction was completed on April 27, 2007 with confirmation from the Toronto Port Authority. The Cherry Street Bridge was reopened to both marine navigational and vehicular traffic as of April 30, 2007.

Immediate action was taken by the City to identify and rehabilitate severely deteriorated structural components of the Cherry Street Lift Bridge while at the same time minimizing impacts on marine navigational, vehicular and pedestrian traffic, and to ensure the safety of the public; all within a 5-month time frame. Emergency funding in the final amount of \$2,609,081.98 including GST was committed for the rehabilitation of the Cherry Street Lift Bridge over the Keating Channel.

## **CONTACT**

John Bryson, P. Eng.  
Manager, Structures and Expressways  
Works Facilities & Structures  
Technical Services  
Tel. No. (416) 392-9183  
Fax No. (416) 392-5418

Victor Tryl, P. Eng.  
Manager, Professional Services  
Purchasing Services  
Purchasing and Materials Management  
Tel. No. (416) 397-4801  
Fax No. (416) 397-7779

## **SIGNATURE**

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William G. Crowther, P. Eng.  
Executive Director  
Technical Services  
Tel. No. (416) 392-8256

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L. Pagano, P. Eng.  
Director  
Purchasing and Materials  
Management Division  
Tel. No. (416) 392-7312