



REPORT

REPORT TO: Mayor Bonnette and Members of Council

REPORT FROM: Teri Hoey, Supervisor of Construction

DATE: May 29, 2021

REPORT NO.: TPW-2021-0013

RE: Award of Tender T-010-21, 22 Side Road Reconstruction, Phase 2

RECOMMENDATION:

THAT Report No. TPW-2021-0013, dated May 29, 2021, regarding Award of Tender T-010-21, 22 Side Road Reconstruction, Phase 2, be received;

AND FURTHER THAT Pacific Paving Limited, 5845 Luke Road, Suite 201, Mississauga, Ontario, L4W 2K5 be awarded Tender T-010-21, 22 Side Road Reconstruction, Phase 2, at a total amount of \$2,088,249.00 (plus applicable taxes);

AND FURTHER THAT Council authorizes the Mayor and Clerk to execute the necessary documents for this project.

BACKGROUND:

In 2018, the Town completed the first phase of 22 Side Road Limehouse Reconstruction. The original limits for this project were Fifth Line to Highway 7; through consultation with Council, multiple design alternatives including differing active transportation options were reviewed and then project limits were adjusted. In 2018, Fifth Line to 50m east of Elizabeth Street (Urban Section) was reconstructed and in 2020 staff budgeted to complete the remainder (Rural Section) of the reconstruction to Highway 7. This approach allowed for active transportation components to be included. Hydro, Bell and Rogers utility relocations were required to facilitate the final design.

Due to Covid-19 related issues, the project was deferred to 2021. This year's 22 Side Road Reconstruction; 50m east of Elizabeth Street to Highway 7, is comprised of asphalt removal and replacement, pulverization of existing asphalt with the potential to reuse this material in the reconstruction, new curb (limited sections), storm sewers (limited areas), culverts, paved shoulders, retaining wall or bank installation (at Sixth Line intersection), guide rail and associated restoration. The option to pulverize and re-

use the existing asphalt is the preferred alternative as it will align with the Town's Climate Change initiatives through reduced carbon emissions associated with the manufacture and transportation of virgin granular material. Discussions with the Contractor will take place to determine the ultimate direction on the re-use of the pulverized asphalt material.

The Town Halton Hills will also reconfigure the intersection of Sixth Line at 22 Side Road for improved safety. The intersection was reviewed in detail during the design process and a number of measures will be implemented as part of the reconstruction to improve the overall safety. The Town recognized that the northwest approach of Sixth Line to 22 Side Road is very steep and presents a number of safety concerns. Unfortunately, the existing grade of the approach cannot be significantly changed. As a minimum, any change would require the elimination of the southernmost entrance to the Church and a driveway entrance to 12421 Sixth Line.

A number of other measures will be implemented in an effort to improve safety in the project area including the following: pavement markings, lane widths on Sixth Line will be marked at 3.3m and the lane widths on 22 Side Road will be marked at 3.5m, both are narrower than current lanes. This will help by making the lane widths appear narrower than they are and slow motorists. SLOW pavement markings symbols will be applied in advance of the intersection in each approach both on 22 Side Road and on Sixth Line.

Two sets of rumble strips will be installed perpendicular to the road on Sixth Line's north approach of 22 Side Road to warn motorists of the steep grade to the stop sign. The Town has also installed solar flashing beacons in this approach. The location of the intersection street light will be moved to the southwest corner of the intersection, and on the northwest side an existing hydro pole will be utilized to provide additional lighting.

Following the 22 Side Road project, the Town will install a Vehicle Activated Traffic Calming on 22 Side Road, west of 50 km/h Begins sign facing the westbound traffic. The intersection was evaluated and several measures were taken to improve the grades and safety associated with the intersection. On 22 Side Road, grading adjustments will be applied in the approaches to Sixth Line in both directions to contour with the existing topography. A "tabletop" will be applied on each side of 22 Side Road on Sixth Line. This will provide a flatter spot for vehicles to wait, gain proper sightlines and traction when leaving the intersection.

The Town is in the process of obtaining a Niagara Escarpment Commission (NEC) permit for work east of Sixth Line and will phase the start location to west of Sixth Line first.

We will be taking a phased approach in the construction of 22 Side Road, requesting the completion of each phase to base asphalt prior to commencing the next phase. This will minimize the impact to the community and the traveling public. Staff will

provide Council an update on the timing of the project through the 2021 Capital Update in the fall.

COMMENTS:

Staff issued Tender T-010-21, 22 Side Road Reconstruction Phase 2, Limehouse on April 28, 2021. Bids were posted on the Town’s website and advertised on the bids and tenders website. A total of thirty-one (31) firms downloaded the bid documents and eleven (11) bids were received. The tenders closed on May 20, 2021. Bids were received as follows:

Contractor	Subtotal	HST	Total
Pacific Paving Limited	\$2,088,249.00	\$ 271,472.37	\$2,359,721.37
Graham Bros. Construction Limited	\$2,486,930.26	\$ 323,300.93	\$2,810,231.19
IPAC Paving Limited	\$2,493,961.63	\$ 324,215.01	\$2,818,176.64
J. Hoover Ltd	\$2,609,942.68	\$ 339,292.55	\$2,949,235.23
Gazzola Paving Limited	\$2,654,802.10	\$ 345,124.27	\$2,999,926.37
Cox Construction Limited	\$2,904,954.84	\$ 377,644.13	\$3,282,598.97
FERMAR Paving Limited	\$2,949,946.13	\$ 383,480.00	\$3,333,326.13
Blackstone Paving & Construction Limited	\$2,952,210.00	\$ 383,787.30	\$3,335,997.30
Harvie Construction Inc.	\$3,073,402.36	\$ 399,542.31	\$3,472,944.67
King Paving & Construction Ltd.	\$3,176,053.00	\$ 412,886.89	\$3,588,939.89
Pave-AL Limited	\$3,276,819.00	\$ 425,986.47	\$3,702,805.47

RELATIONSHIP TO STRATEGIC PLAN:

The recommendations of this Report support the Strategic Plan priority areas of Transportation, Climate Change and Environment, Fiscal and Corporate Management and the focus areas of Traffic Safety, Resilient Infrastructure and Capital Assets and Liabilities Management.

FINANCIAL IMPACT:

The approved 22 Side Road Construction budget as adjusted by CORPSERV-2020-0031 is \$2,513,648.22, funded through Ontario Municipal Commuter Cycling (OMCC) funding (\$242,660.22 including interest as of Dec 31, 2020), Debentures (\$1,900,000.00), and the New Capital Reserve (\$370,988.00). The OMCC funds dedicated to the paved shoulder of 22 Side Road for cycling purposes will accumulate interest until applied to the project and must be spent by the funding deadline of December 31, 2021. The total bid amount is \$2,125,002.18 (including non-refundable HST); therefore, is under budget.

The total bid amount includes the higher cost alternative of constructing a retaining wall versus a bank (earth slope) at the southeast corner of 22 Side Road and Sixth Line. Both options were included in the overall bid as the NEC permit is outstanding.

The following summarizes the estimated financial impact for 22 Side Road Reconstruction, including non-refundable HST:

Capital Budget (6200-16-1701)	\$2,270,988.00
OMCC Funding	\$242,660.22
Subtotal	\$2,513,648.22
Less:	
Tendered Amount	(\$2,125,002.18)
Engineering	(\$10,170.00)
CVC and NEC Permits	(\$1,350.00)
Hydro Utility Relocations	(\$89,052.65)
Bell Utility Relocations	(\$45,000.00)
Rogers Utility Relocations	(\$8,000.00)
OT, Material Testing	(\$60,000.00)
Contingency	(\$175,073.39)
Anticipated Surplus	\$0

Any unused portion of the Town budget for this project will be returned to the New Capital Reserve Account upon project completion.

CONSULTATION:

22 Side Road was identified through the Active Transportation Master Plan for a proposed paved shoulder. Through consultation with Council, paved shoulders were determined to be the preferred alternative. Within the village of Limehouse, a multi-use path was constructed on the north side from Fifth Line to Wolseley Street. This will allow for connectivity to the paved shoulder, which will run from Wolseley Street to Highway 7 upon completion in 2022.

Through Report No. TPW-2017-0001, staff applied for the Ontario Municipal Commuter Cycling (OMCC) program funding based on projects with the Town's Cycling Master Plan. The purpose of the funding is to reduce emissions from Transportation through encouraging a shift in modes from cars to cycling. Staff has allocated the funding to the 22 Side Road Reconstruction project as contribution towards the paved shoulders, which will encourage safe movement of cycling on the roadway.

The Senior Manager of Purchasing and Risk Management is in agreement with this recommendation.

The Town Treasurer and Director of Finance is in agreement with this recommendation.

The Director of Transportation is aware of the project.

PUBLIC ENGAGEMENT:

Staff held a Public Information Centre (PIC) on February 27, 2020. The PIC was well-attended with sixteen (16) people. The general consensus from the PIC was extremely positive, with the plans as presented.

Due to Covid-19 cost restrictions in 2020, the project was deferred to commence in 2021. Letters to the residents were provided in April 2020 to advise of the delay in construction and further communication was provided in a letter in March 2021, regarding the plan to proceed with construction commencing in spring 2021 following council approval.

Through comment forms and at the PIC, follow up with Town staff and Council, traffic concerns were brought forward. The background of this report addresses a number of design options and alternatives that will be taken to improve safety.

Following the completion of the 22 Side Road project, Transportation staff will undertake a review of operating speeds in the transition zone between rural and urban areas on 22 Side Road. Based on the results of operating speed review, additional traffic calming devices may be considered.

SUSTAINABILITY IMPLICATIONS:

The Town is committed to implementing our Community Sustainability Strategy, Imagine Halton Hills. Doing so will lead to a higher quality of life. The relationship between this report and the Strategy is summarized below:

The recommendation outlined in this Report advances the Strategy's implementation.

The 22 Side Road Reconstruction, Phase 2 support two pillars of sustainability by providing economic prosperity through infrastructure renewal and provides social well-being by providing reliable transportation. The alignment of this Report with the Community Sustainability Strategy is good.

COMMUNICATIONS:

Staff discussions with Pacific Paving Limited will occur as to the scheduling and the Town's expectations toward customer service. Town staff will work closely with Pacific Paving Limited to ensure the work is carried out in accordance with the contract document and with as little disruption to the local community and public traffic, as possible.

The Roads 2021 Information Package was provided to the Mayor and Members of Council by email on March 22, 2021. This package illustrates the 2021 works and includes the specific areas slated for road renewal, plans for notifying residents of the scheduled works, and customer service protocol. Notice of Construction letters will be mailed or hand-delivered to affected residents. Additional notices will be sent to residents informing of any delays in work. Door knockers will be provided on site regarding access restrictions and specific construction activities.

22 Side Road will be open to one lane of traffic at all times during construction. All emergency services will be notified of any road closures.

CONCLUSION:

The bid document submitted by Pacific Paving Limited meets or exceeds our specifications in all regards. Staff recommends Council Award Tender T-010-21, to Pacific Paving Limited for the 22 Side Road Reconstruction Phase 2.

Reviewed and Approved by,

A handwritten signature in cursive script that reads "Simone Gourlay".

Simone Gourlay, Senior Manager of Purchasing and Risk Management

A handwritten signature in cursive script that reads "M. J. Leighton".

Moya Jane Leighton, Director of Finance & Town Treasurer

A handwritten signature in cursive script that reads "W. Andrews".

Bill Andrews, Commissioner of Transportation and Public Works

A handwritten signature in cursive script that reads "C. Mills".

Chris Mills, Acting Chief Administrative Officer