

Municipality of Chatham-Kent
Infrastructure and Engineering Services
Engineering and Transportation Division

To: Mayor and Members of Council

From: Brendan Falkner, P.Eng.
Manager, Engineering (Roads & Bridges)

Date: April 12, 2021

Subject: Single Source Tender Award, Contract # T21-102, Surface Treatment

Recommendations

It is recommended that:

1. The 2021 Surface Treatment Maintenance Program be approved.
2. The tender in the amount of \$655,876.86 including HST for the Surface Treatment contract be awarded to Shepley Road Maintenance Ltd.
3. The Mayor and Clerk be authorized to sign the necessary agreement.

Background

The Municipality of Chatham-Kent has approximately 215 km of surface treated roads. Commonly referred to as “tar and chip”, surface treatment is used in rural and semi-urban areas with low to medium volumes of traffic as a more cost effective option to asphalt paving.

The application of surface treatment involves evenly applying hot emulsified asphalt (tar) onto a roadway, followed by an even layer of angular aggregate stones (chip) that are rolled into place. Typically a single application is placed over a corrective asphalt padding base course, while a double application is applied onto compacted granular material after a road is pulverized and re-shaped.

Once application of surface treatment is complete, the stones are further compacted and pressed into the asphalt tar by traffic. As a result, for a period of weeks or months following the application, there is some loose crushed stone on top of the road surface. Depending on outside temperature and traffic, the road will eventually resemble the hard pavement of asphalt roads in higher traffic areas.

The Engineering and Transportation staff narrowed down a list of road sections based on Pavement Condition Index (PCI) collected by StreetScan in 2020 and through consultation with the Public Works Division. These road sections were reviewed and narrowed down according to the amount of rehabilitation required.

Comments

The 2021 Surface Treatment Contract consists of single and double applications for approximately 4.2 km. See table (Appendix A) and location maps (Appendix B) outlining the road sections to be completed.

Areas for improvement were identified, reviewed and prioritized by the Engineering and Transportation Division and through consultation with the Public Works Division. Road segment selections are based on rehabilitation type and condition ratings.

Any known conflicts with future bridge, water main, storm sewer or other utility work were identified in the draft stages of the 2021 surface treatment program and the list was adjusted accordingly.

The engineering, contract administration and inspection on this project are being carried out by the Engineering and Transportation Division.

Tenders were called and received by the Purchasing Officer on Thursday, March 11, 2021.

One (1) contractor submitted a tender for the project and bidding was an open competitive process.

The results are as follows:

Bidder	Location	Bid Amount (including HST)
Shepley Road Maintenance Ltd.	Essex, ON.	\$ 655,876.86

The Engineering and Transportation Division has reviewed the tender and found it to be complete in all respects.

It is the recommendation herein that the contract be awarded to the lowest tender bid.

Areas of Strategic Focus and Critical Success Factors

The recommendations in this report support the following areas of strategic focus:

- ☐ Economic Prosperity:
Chatham-Kent is an innovative and thriving community with a diversified economy

- ☐ A Healthy and Safe Community: Chatham-Kent is a healthy and safe community with sustainable population growth
- ☐ People and Culture:
Chatham-Kent is recognized as a culturally vibrant, dynamic, and creative community
- ☐ Environmental Sustainability:
Chatham-Kent is a community that is environmentally sustainable and promotes stewardship of our natural resources

The recommendations in this report support the following critical success factors:

- ☐ Financial Sustainability:
The Corporation of the Municipality of Chatham-Kent is financially sustainable
- ☐ Open, Transparent and Effective Governance:
The Corporation of the Municipality of Chatham-Kent is open, transparent and effectively governed with efficient and bold, visionary leadership
- ☐ Has the potential to support all areas of strategic focus & critical success factors
- ☒ Neutral issues (does not support negatively or positively)

Consultation

The Tenders were opened by the Purchasing Officer and reviewed by the Engineering and Transportation Division.

Financial Implications

This project is being funded through the 2021 Lifecycle Roads Budget.

Description	Total
A) Project Costs	
Recommended Tender (Including HST)	\$ 655,876.86
Less HST Rebate (11.24%)	- \$ 65,239.43
Total Project Cost	\$ 590,637.43
B) Project Funding	
Lifecycle Roads Reserve	\$ 590,637.43
Total Project Funding	\$ 590,637.43

The lowest tender bid submitted by Shepley Road Maintenance Ltd. was within the budget estimate.

Prepared by:

Reviewed by:

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Engineering Technologist I,
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Thomas Kelly, P.Eng., MBA
General Manager
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Consulted and confirmed the content of the consultation section of the report by:

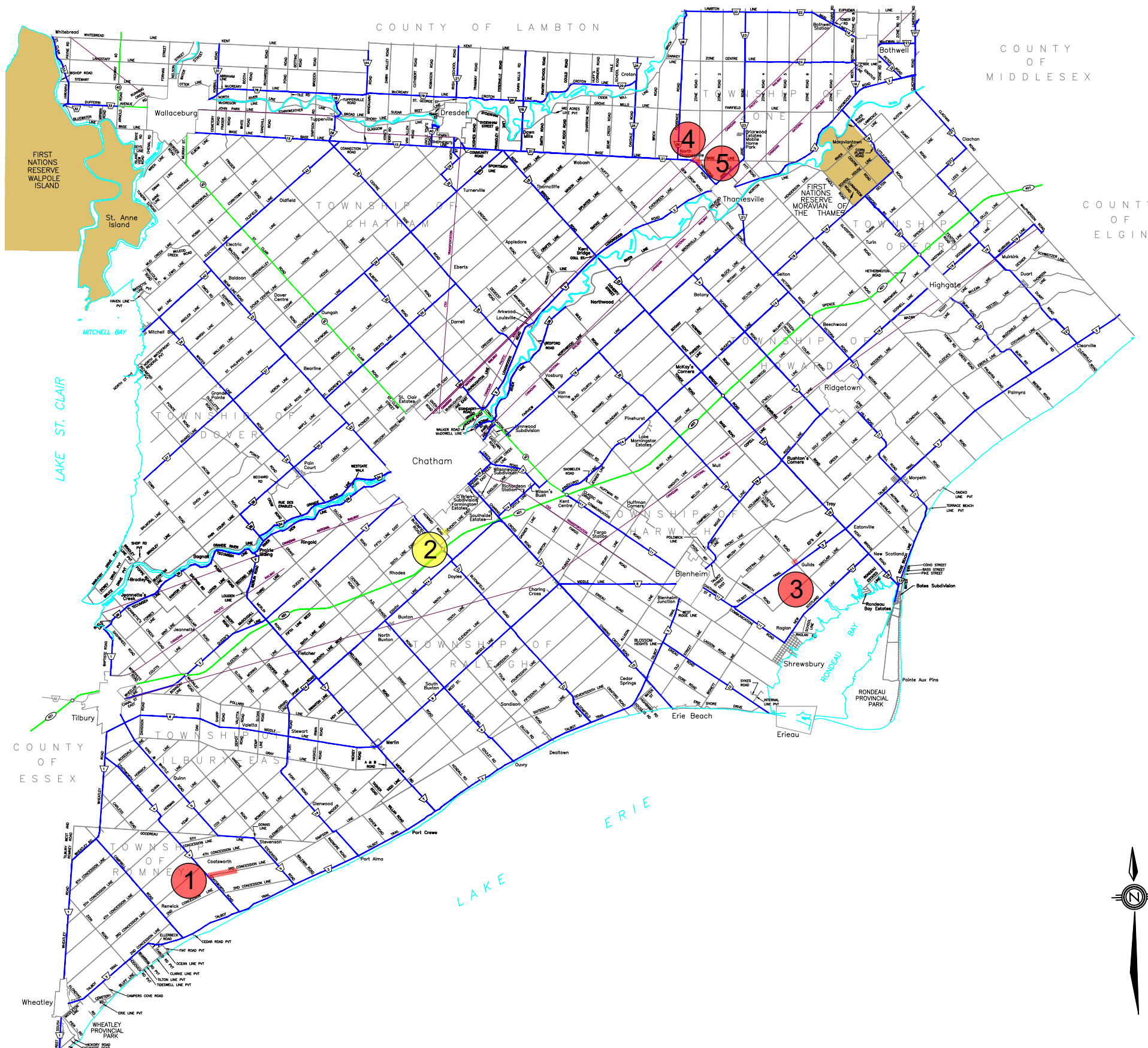
Jennifer Scherle
Purchasing Officer
Financial Services

Attachments: Appendix A: T21-102 Surface Treatment – List
 Appendix B: T21-102 Surface Treatment – Locations

(RTC:\Infrastructure & Engineering\I&ES\2021\4366 – Tender Award Contract T21-102
(Surface Treatment))

Location Schedule – Approximate Distances and Widths

Municipal Area	Street/Road	Location Description	Length (m)	Width (m)	Treatment Area (m2)	Lifts (ea)	Shoulder Width (m)
RURAL ROADS							
Township of Romney	Concession Line 3	Coatsworth Road to 700m East of Coatsworth Road	700	6.5	4550	2	0.5
Township of Raleigh	Howard Road	Seventh Line East to 335m North of Seventh Line East	335	6.9	2312	1	0.8
Township of Harwich	Mull Road	Talbot Trail to North Limits	400	5.3	2120	2	0.7
Township of Camden	Base Line	Zone Road 1 to Industrial Road	455	6	2730	2	0
Township of Camden	Zone Road 1	Base Line to Industrial Road	384	6.5	2496	2	0
URBAN ROADS							
Dresden	Brown Street	West Street to Strathglass Street	100	5.4	540	1	0.3
Morpeth	Durham Street	Sydenham Street to Hill Road	156	5.1	796	2	0.0
Wallaceburg	Elizabeth Street	Forhan Street to Lisgar Street	619	6.6	4085	2	0.5
	Warwick Dr	Elm Dr South to Phair Avenue	274	6.9	1891	2	0.3
	Taylor Crescent	Warwick Dr to End	40	5.7	228	2	0
	Wall Street	Duncan Street to East End	272	6	1632	1	0.3
	Albert Street	Wallace Street to Bruce Street	64	6.7	429	2	0.3
	Duke Street	Minnie Street to Murray Street	416	5.8	2413	2	0.3



2021 Surface Treatment

RURAL

1. Concession Line 3 - Coatsworth Road to 700m East of Coatsworth Road
2. Howard Road - Seventh Line East to 335m North of Seventh Line East
3. Mull Road - Talbot Trail to North Limits
4. Base Line - Zone Road 1 to Industrial Road
5. Zone Road 1 - Base Line to Industrial Road

LEGEND

- 1 Lift
- 2 Lifts

PLEASE NOTE:

ROADS ARE PRIORITIZED AS WORK PROCEEDS AND MAY BE SUBJECT TO CHANGE DUE TO UNFORESEEN TECHNICAL CIRCUMSTANCES.



MUNICIPALITY OF CHATHAM-KENT
Infrastructure & Engineering Services
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APPENDIX B: T21-102 SURFACE TREATMENT LOCATIONS

SHEET NO.
1 OF 3

2021 Surface Treatment

MORPETH

- 1. Durham Street - Sydenham Street to Hill Road

DRESDEN

- 1. Brown Street - West Street to Strathglass Street

LEGEND

- 1 Lift
- 2 Lifts

PLEASE NOTE:

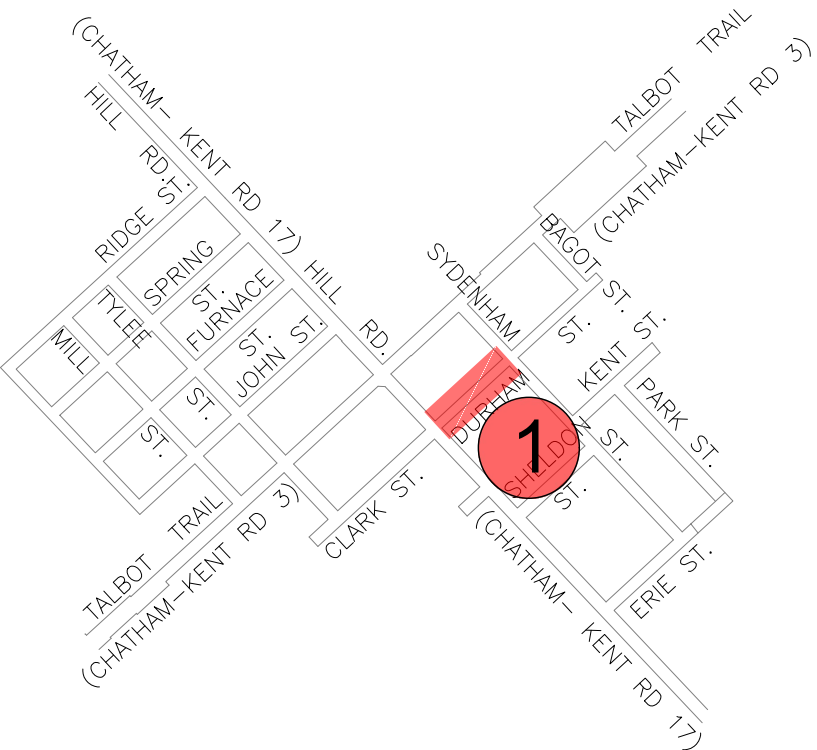
ROADS ARE PRIORITIZED AS WORK PROCEEDS AND MAY BE SUBJECT TO CHANGE DUE TO UNFORESEEN TECHNICAL CIRCUMSTANCES.



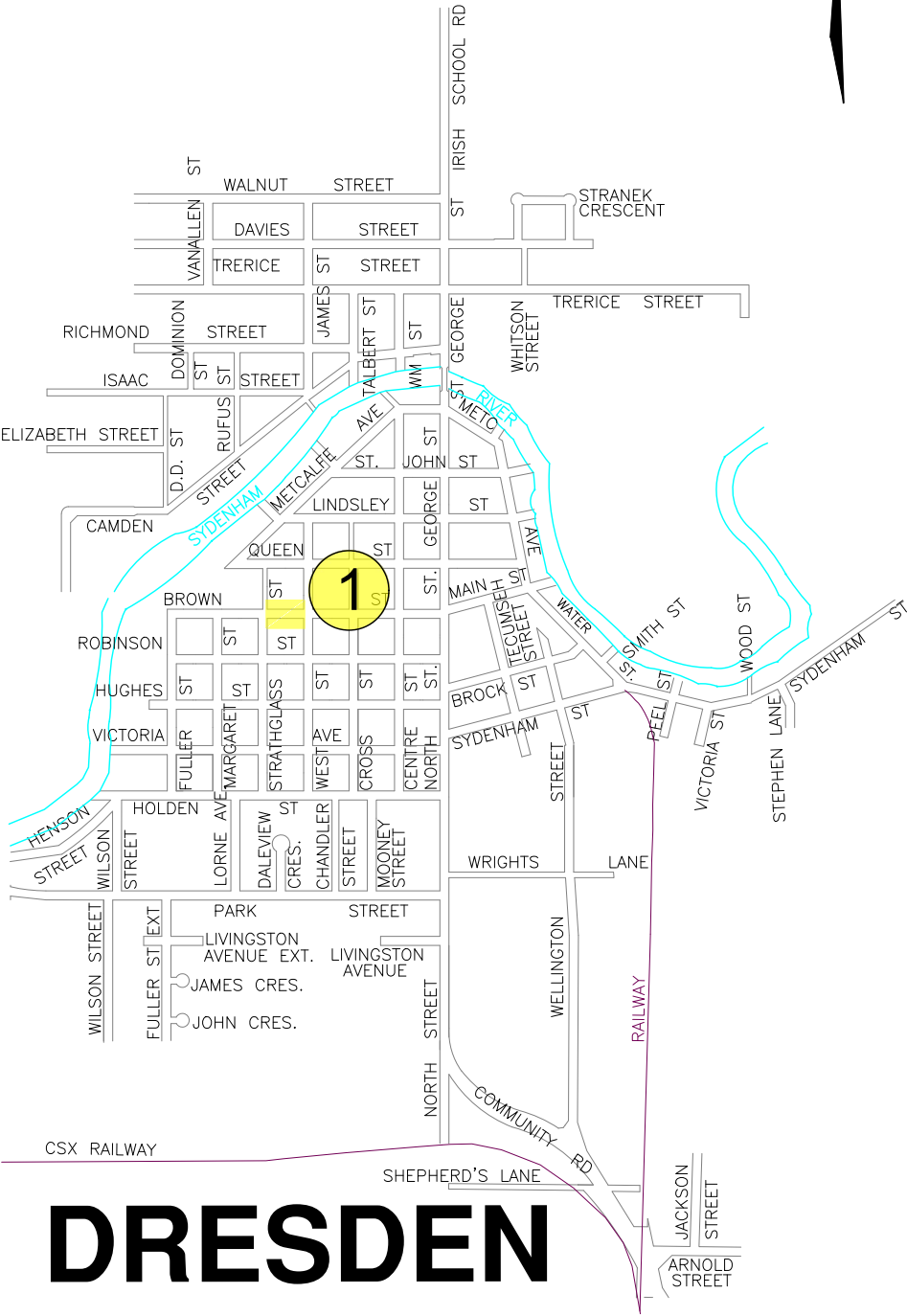
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APPENDIX B: T21-102
SURFACE TREATMENT
LOCATIONS

SHEET NO.
2 OF 3



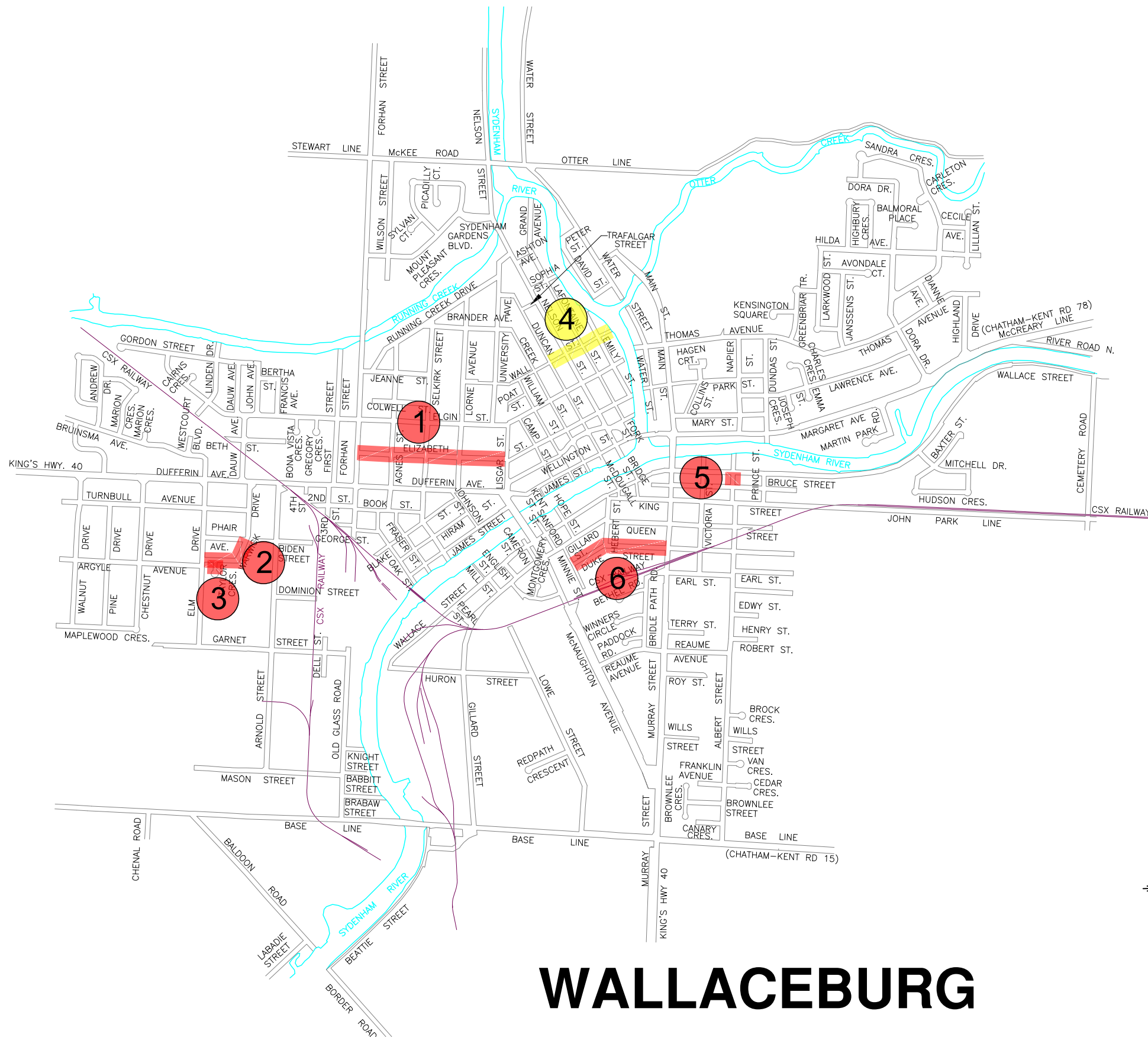
MORPETH



DRESDEN



WALLACEBURG



2021 Surface Treatment

WALLACEBURG

1. Elizabeth Street - Forhan Street to Lisgar Street
2. Warwick Drive - Elm Dr South to Phair Avenue
3. Taylor Crescent - Warwick Drive to The End
4. Wall Street - Duncan Street to East End
5. Albert Street - Wallace Street to Bruce Street
6. Duke Street - Minnie Street to Murray Street

LEGEND

- 1 Lift
- 2 Lifts

PLEASE NOTE:

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SURFACE TREATMENT
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SHEET NO.
3 OF 3