

Municipality Of Chatham-Kent
Infrastructure and Engineering Services
Parks and Open Spaces

To: Mayor and Members of Council
From: Jeff Bray
Manager, Parks and Open Spaces
Date: April 11, 2018
Subject: Tender Award - Contact No. T18-182
Round the River Recreational Trail - Phase One

Recommendation

It is recommended that:

1. The Tender in the amount of \$819,391.89 (Including H.S.T) for T18-182 Round the River Recreational Trail - Phase One construction be awarded to DiCocco Contractors 2015 Inc.
2. The Mayor and Clerk be authorized to sign the necessary agreement.

Background

The Chatham-Kent Trails Master Plan, (TMP), which provides conceptual plans for trail development throughout Chatham-Kent was approved by Council on October 16, 2009.

The TMP identifies the 21.50 kilometre "Round the River Route" (the Route) recreational trail, which traverses west along Riverview Line, crosses the Prairie Siding Bridge and heads east back to Chatham on the Grande River Line. (Attachments A and B). The proposed "Round the River Route" is currently identified via Strava, a premier mobile app used to track athletic activity via GPS, as the 'trail' with the highest activity within the Municipality.

On July 11, 2011, Council approved \$432,720 in Trails Lifecycle Reserve funds for Phase One of the Round the River Route trail. This funding was for a proposed 1.80 kilometre section that began at Keil Drive, and extended west along Riverview Drive. At that time, it was anticipated that there would be 50/50 cost sharing opportunities available from Trans Canada Trail. As this funding source never materialized, the project did not move forward.

In 2014, Infrastructure and Engineering Services assembled a committee of community stakeholders who have expressed interest in providing both monetary and in-kind

services towards the route construction. Pending Council approval of construction of subsequent phases, GreenField Specialty Alcohols has pledged \$250,000 toward future trail construction.

In March 2016, the Municipality was successful in securing \$325,000 in grant funding from the Province's Ontario Municipal Cycling Infrastructure Program (OMCIP). Extending west on the north side of Grande River Line from Keil Drive, the 2.85 kilometres OMCIP trail section now represents Phase One of the "Round the River Route". The OMCIP grant allocated \$100,000 for the design of this project phase.

Through the 2016 Capital budget, \$523,000 was approved for the completion of complete design drawings and specifications for the entire Route.

On March 6, 2017, Council approved the Request for Proposal (RFP) R16-324 for the Design and Specifications for the Round the River Recreational Trail, where Dillion Consulting was successful in obtaining the contract. The design services rendered from this contract have been completed and have been received by the Municipality. The design package was divided into two segments, i.e., Phase One and Future Phases. Phase One was released for tender on February 15, 2018.

Within the RFP's scope of services, Dillion Consulting and municipal staff completed three Public Information Centres (PIC) with the general public.

To ensure adequate notification of each PIC, residents along the route had hand delivered notices placed in their mailboxes notifying them of each meeting in advance, a Media Release occurred, a splash page was featured on the municipal website, and the event was posted on social media.

Following is a synopsis of each Public Information Centre.

Public Information Centre #1: - April 25, 2017: 6:00pm-8:00pm

- Venue: Civic Centre Atrium
- Purpose: To introduce the overarching project to the public and to clear up any misconceptions that may have been circulating. Panels presented the intended route and professionals were positioned throughout the room to address questions or concerns.
- Attendance: Although 75 signatures were received, the attendance was upwards of 200 individuals. Of the received comments, 74% were in support of the project. 55 people/households left comments for review:
 - 41 positive
 - 5 neutral
 - 9 negative

Public Information Centre #2: - July 11, 2017: 6:30pm-8:30pm

- Venue: Lower Level Reception Hall of the Capitol Theatre
- Purpose: To present the design development of Phase 1 and the shift from a multi-use pathway along the entire route to paved shoulders constructed within the road right of way. The design panels were placed in an open house style with professionals positioned throughout the room for individuals to approach. Additionally, draft design packages were printed and placed on tables for those individuals that wished to sit down and review the design in depth.
- Attendance: Although 86 signatures were received, upwards of 172 individuals attended PIC #2. Due to the change in location, most if not all people attending were tallied. Of the received comments, 75% were in support of the project at this time. 48 people/households left comments for review:
 - 36 positive
 - 4 neutral
 - 8 negative

Public Information Centre #3: - September 21, 2017: 6:30pm-8:30pm

- Venue: Lower Level Reception Hall of the Capitol Theatre
- Purpose: The final PIC had the same format as PIC #2 and presented the design development of the future project phases.
- Attendance: Attendance at this event captured 29 signatures. Of the received comments, 93% were in support of the project at this time. 15 people/households left comments for review:
 - 14 positive
 - 0 neutral
 - 1 negative

At each PIC, comment sheets were available that could be filled out on site or delivered to the Municipality later. Individuals were also encouraged to phone the Coordinator, Active Transportation and Special Event to provide verbal comments. 'Negative' reflects comments that did not support the project, 'neutral' addresses individuals that had general questions or concerns but did not indicate a specific preference. 'Positive' comments specifically supported the project.

The information from each PIC was used to improve the overall design and address the issues. As noted above, public support increased from 74% to 93% through this process.

Benefit of Paved Shoulders

Although it seems counter-intuitive given the initial costs, the inclusion of paved shoulders in road upgrades saves taxpayers money. Many North American jurisdictions have paved shoulders policies. Their experience is that reduced operational costs pay back the increased capital costs over an 8 – 10 year period. Operational savings are

realized through the reduced need to annually regrade and rebuild gravel shoulders. The lifespan of the asphalt road edges are also increased through the elimination of vehicle run-off.

Savings are also increased when it is considered that the capital costs of road works are typically shared with the provincial or federal governments. This can reduce the local taxpayers' direct burden to 50% in many cases. Additionally, all the indicated annual savings are operational, which are currently 100% covered by municipal taxpayers.

Statistics from jurisdictions with paved shoulders show that single vehicle "off the edge" crashes are reduced anywhere from 9% to 40%. Paved shoulders provide more recovery room, thus improving safety, reducing accidents and saving lives.

Comments

This project is for the Round the River Recreational Trail-Phase One (Attachment C). In accordance with the Purchasing By-law the project was advertised on the Municipal Website on February 15, 2018 and closed on March 8, 2018.

The results are as follows:

Round the River Recreational Trail – Phase One T18-182

Rank	Company Name	Amount (including H.S.T.)
1.	DiCocco Contractors 2015 Inc. *	\$819,391.89
2.	Henry Heyink Construction Ltd.	\$829,922.06
3.	SLR Contracting Group Inc.	\$853,597.48
4.	Pieranscenzi Construction Limited*	\$889,682.90
5.	Clarke Construction Inc.	\$889,875.00
6.	Southshore Contracting Inc.	\$932,182.20
7.	Delway Contractors Ltd.	\$972,591.00

* Amounts revised due to mathematical errors. The corrections did not change the rank of the bids.

It is therefore recommended that the Tender T18-182 Round the River Recreational Trail - Phase One for construction be awarded to DiCocco Contractors 2015 Inc. in the amount of \$776,318.14 (819,391.89 - HST Rebate).

Areas of Strategic Focus and Critical Success Factors

The recommendation in this report supports 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 recommendation 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

Dillion Consulting created the tender documents and drawings.

Prior to the tender process, Infrastructure and Engineering Services, was consulted for their review and comment on the tender documents and drawings.

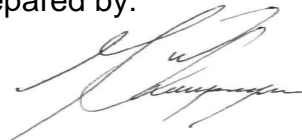
The Tenders were opened by the Purchasing Officer and reviewed by the Coordinator, Active Transportation and Special Events.

Financial Implications

Round the River Recreational Trail – Phase One: T18-182

Total Funding Available:	
Trails Lifecycle Reserve	\$432,720
2016 Capital Budget Allocation	\$523,000
OMCIP Allocated Funds	\$325,000
Total	\$1,280,720
Previous Project Expenses:	
Dillion Consulting Design Services	(\$146,580)
Phase One - Trail Construction Expenses:	
Project Cost (\$819,391.89 - HST rebate)	(\$737,887)
Future Phases: Construction - Remaining Available Funding	\$396,253

Prepared by:



Genevieve Champagne, Coordinator
Active Transportation & Special Events

Reviewed by:



Jeff Bray
Manager, Parks and Open Spaces

Reviewed by:

Thomas Kelly, P.Eng.
General Manager, Infrastructure and Engineering Services

Consulted and confirmed the content of the consultation section of the report by:

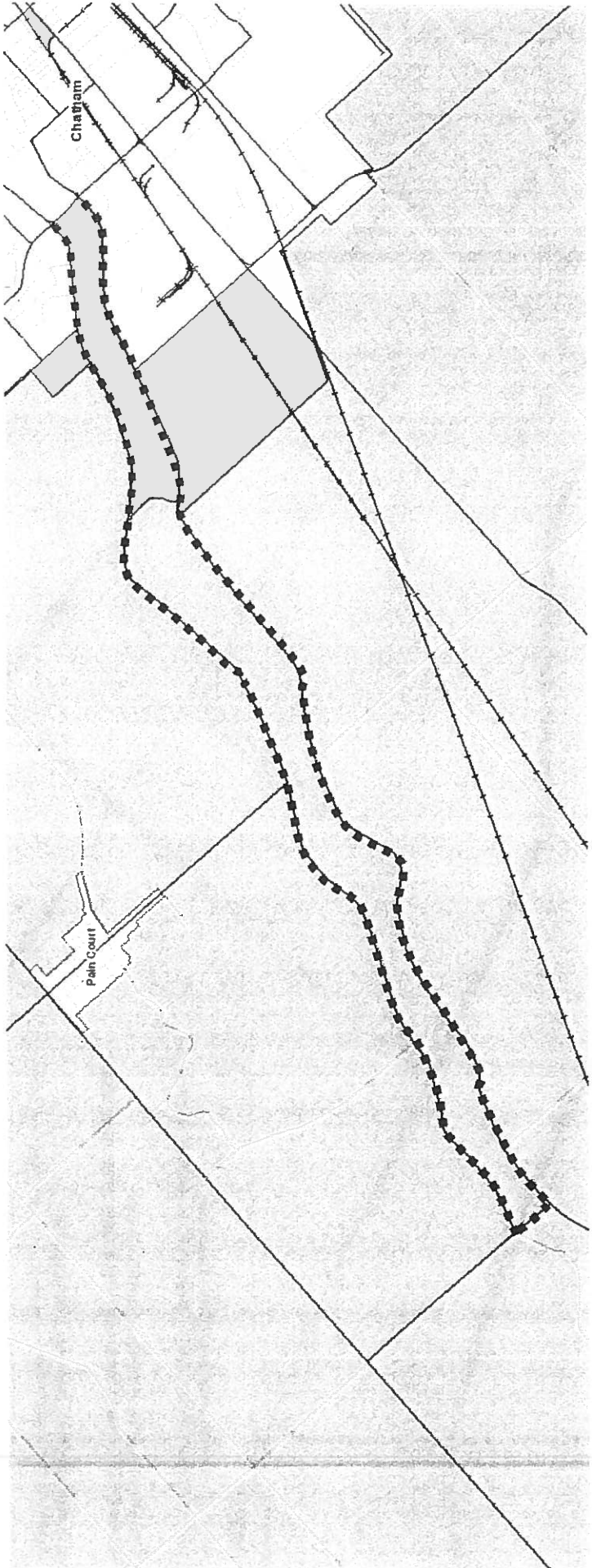
Jennifer Scherle
Purchasing Officer
Financial Services

Attachments: Attachment A – Round the River Route: Scope of Entire Project
Attachment B – Round the River Route: Proposed Phase Sequence
Attachment C – Round the River Recreational Route – Phase One

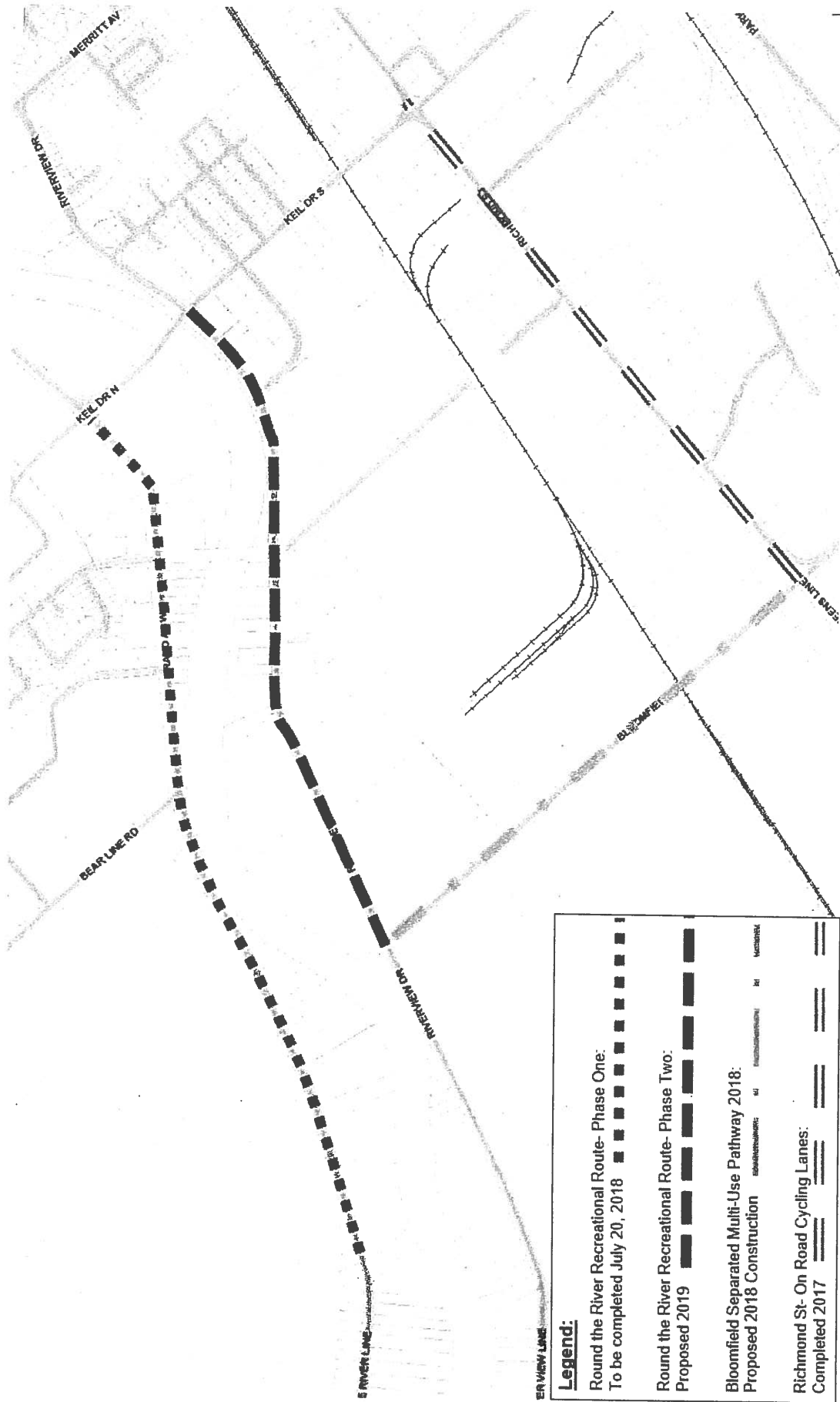
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Round the River Phase One.docx

Attachment 'A'

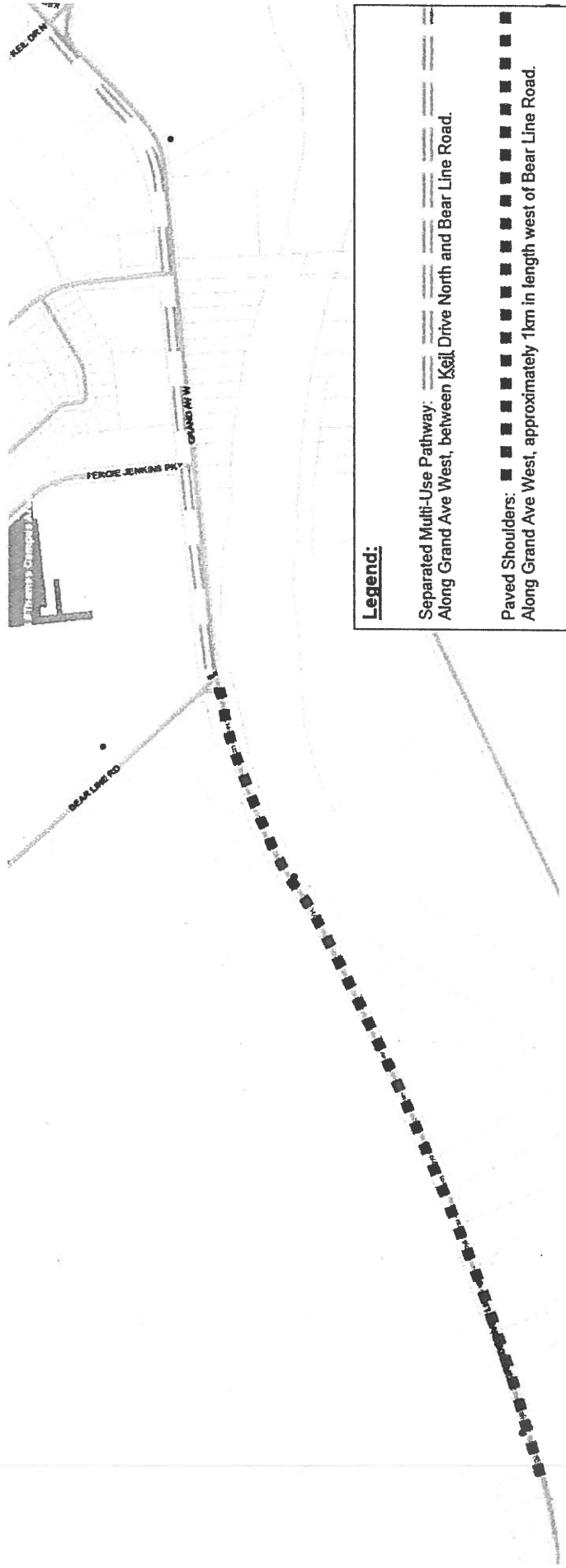
Round the River Recreational Route: Scope of entire project



Round the River Recreational Route: Proposed Phase Sequence



Round the River Recreational Route- Phase One: Scope of Work



Legend:

Separated Multi-Use Pathway:
Along Grand Ave West, between Keil Drive North and Bear Line Road.

Paved Shoulders:
Along Grand Ave West, approximately 1km in length west of Bear Line Road.