

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

**To:** Mayor and Members of Council

**From:** Mark Ceppi  
Engineering Technologist I

**Date:** December 18, 2020

**Subject:** Tender Award – T20-366 Downtown Pedestrian Crossing Improvements – Chatham-Kent

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**Recommendations**

It is recommended that:

1. Contract T20-366 (Downtown Pedestrian Crossing Improvements – Chatham-Kent) be awarded to DiCocco Contractors 2015 Inc. of Sarnia, Ontario at a total value of \$180,797.54 (Including HST).
2. The total cost \$180,797.54 (including HST) will be funded from the 2021 Capital and 2021 Lifecycle (Roads) budgets.
3. Chatham-Kent Traffic and Parking By-law #245-2004 be amended, as outlined in Appendix A of this report, to add the new pedestrian crossovers to be constructed under contract T20-366.

**Background**

Engineering and Transportation Division (Engineering) frequently receives requests to install crosswalks in the downtown areas of various Chatham-Kent Urban Communities. The requests are often to re-establish crosswalk pavement markings that were removed in the early 2000's due to the liability concerns associated with uncontrolled crossings.

In 2016 the Ministry of Transportation Ontario introduced regulations in the *Highway Traffic Act*, R.S.O. 1990, (HTA), and design guidelines in Ontario Traffic Manual, for three new Pedestrian Crossover (PXO) design types. The PXO historically installed on Ontario roadways, with the continuously illuminated orange overhead sign, remains as the Level 1 Type A with the new ones labelled as Level 2 Type B, C, and D. The Type D PXO is the most basic of the new Level 2 crossings with a design that consists of only signs and pavement markings and no electrical devices or flashing beacons.

The HTA provides regulations for PXOs that apply to both motorists and pedestrians. Motorists have a duty to stop when a pedestrian is crossing the roadway at a PXO. This duty applies whether the PXO's flashing beacons are on or off, and at a Type D PXO, which does not have flashing beacons. In addition, no motorist is permitted to pass another vehicle within 30 m of the PXO crosswalk. Pedestrians have a duty to wait for a safe gap in traffic before starting to cross the road so that a motorist has a reasonable amount of time and distance to stop the vehicle before the crosswalk.

The Engineering Division initiated a pro-active pilot project to review Chatham-Kent downtown locations where a PXO Type D crossing could be installed to improve pedestrian safety, including the locations being requested. The following downtown locations were selected:

- Blenheim: Talbot Street West, west of Catherine Street
- Chatham:
  - King Street West, west of Fourth Street
  - King Street West, east of Sixth Street
- Dresden: St. George Street South, south of Lindsley Street
- Ridgetown: Main Street East, east of Albert Avenue
- Thamesville: London Road mid-way between Lemul Street and Ann Street
- Tilbury: Queen Street North, south of Prospect Street
- Wallaceburg: James Street, east of William Street

Preliminary design drawings were sent to the respective Business Improvement Areas (BIA) for consultation. The feedback received was positive for each of the locations. The exception is in Thamesville, which does not have a BIA. Notification of the planned Pedestrian Crossover will be sent to the area property owners and businesses before construction.

### **Comments**

The Type D PXO is suitable for roadways in downtown areas, which tend to have lower vehicle operating speeds. Contract T20-366 (Downtown Pedestrian Crossing Improvements – Chatham-Kent) was issued in order to construct 8 new Type D PXOs.

### **Construction Details**

The typical signs and pavement markings will be installed for each new PXO location per HTA regulations and Ontario Traffic Manual guidelines. Ground level "PXO Crossing" signs will be installed on each side of the crosswalk facing both directions of traffic. Additional "No Passing" signs and "PXO Ahead" warning signs will be installed in advance of the crossing in both directions. Pavement markings consisting of "shark tooth" yield lines and ladder style crosswalk will be installed on the roadway.

As noted above, the Type D PXO is not installed with rapid flashing rectangular beacons, electrical controllers, and pedestrian pushbutton actuation system. Illumination for the crosswalk will be provided by existing streetlights at each location.

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Curb extensions will be constructed at the PXOs, as required. Curb extensions are built out into the roadway from the existing curb line to reduce the crossing distance. The curb extensions also increase sightlines for pedestrians and motorists while minimizing the removal of on-street parking through the installation of No Stopping signs.

Each new PXO location will be constructed to meet provincial accessibility regulations and standards. Curb drops and sidewalk ramps with tactile plates will be installed at each PXO crosswalk.

Additional “NEW” warning signs will be installed above the “PXO Ahead” warning signs upon the completion of the new PXO. The “NEW” sign will be removed after 60 days per the Ontario Traffic Manual.

Work is expected to start in April 2020 and the specified completion date of the contract work is May 28, 2021.

### Tender Bid Results

In accordance with the Purchasing By-law #3-2016 the purchasing tender was advertised on the Municipal Website on December 3, 2020 and closed on December 17, 2020. A total of 16 potential bidding contractors obtained a copy of the contract document from the Purchasing Officer and 8 tender bids were submitted. The bid results and ranking are outlined in Table 1.

**Table 1: Bid Results for T20-366 (Downtown Pedestrian Crossing Improvements – Chatham-Kent)**

<b>Rank</b>	<b>Company Name</b>	<b>Amount (including HST)</b>
1.	DiCocco Contractors 2015 Inc. - Sarnia, Ontario	\$180,797.54
2.	Chad Hartman Construction - St. Pauls, Ontario	\$183,040.73
3.	Armstrong Paving and Materials Group Ltd. - St. Marys, Ontario	\$194,141.64
4.	Autoform Contracting London Limited - London, Ontario	\$236,862.69
5.	Delway Contractors Ltd. - Chatham, Ontario	\$262,725.00
6.	Clarke Construction Inc. - Blenheim, Ontario	\$264,420.00
7.	CSL Group Ltd. - Ancaster, Ontario	\$378,408.75
8.	Signature Contractors Windsor Inc. - Oldcastle, Ontario	\$517,912.90

Engineering reviewed each of the tender bids submitted. Minor calculation errors were found in the bids submitted by Chad Hartman Construction and Armstrong Paving and Materials Group Ltd. but these did not affect the outcome of the tender award. Other than the noted calculation errors, the tender bids were found to be complete in all respects. Therefore, the Engineering Division recommends awarding the contract to DiCocco Contractors 2015 Inc. of Sarnia, Ontario.

#### By-Law Amendment

Pedestrian Crossovers installed in the Municipality of Chatham-Kent are regulated under Traffic and Parking By-law #245-2004 and its corresponding schedules. A by-law amendment (Appendix A) is included in the Council package for reading and approval.

The pedestrian crossovers to be constructed through Contract T20-366 will become official devices upon installation of the official signs.

#### **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 Engineering and Transportation Division staff.

The BIA for the Communities of Blenheim, Chatham, Dresden, Ridgetown, Tilbury, and Wallaceburg. With the lack of a BIA in Thamesville, notices indicating the construction of the new Pedestrian Crossover on London Road will be sent to the property owners and business operators located adjacent to the crossing location. The notices will be sent out in January 2020 to allow for feedback prior to construction.

### **Financial Implications**

The project cost and funding sources for Contract T20-366 (Downtown Pedestrian Crossing Improvements – Chatham-Kent) is outlined in Table 2.

**Table 2: Project Cost and Funding Summary**

<b>Description</b>	<b>Total</b>
<b>A) Project Costs</b>	
Low Tender Bid	\$159,997.82
Plus HST 13%	\$20,799.72
Less HST Rebate (11.24%)	-\$17,983.75
<b>Total Project Cost</b>	<b>\$162,813.79</b>
<b>B) Project Funding</b>	
2021 Capital Budget	\$150,000.00
2021 Lifecycle (Roads) Budget	\$12,813.79
<b>Total Project Funding</b>	<b>\$162,813.79</b>

The low tender bid submitted by DiCocco Contractors 2015 Inc. was within Engineering's estimated project cost.

Prepared by:

Reviewed by:

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

\_\_\_\_\_  
 Jennifer Scherle  
 Purchasing Officer

c FS Financial Analyst 1 (via email group)

Attachments: Appendix A: By-law Amendment

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 Downtown Pedestrian Crossing Improvements – Chatham-Kent.docx

**Appendix A**

By-law Number \_\_\_\_\_

Of The Corporation  
of the Municipality of Chatham-Kent

A By-law to amend By-law Number 245-2004 of the Municipality of Chatham-Kent.

(New Pedestrian Crossovers in the Communities of Blenheim, Chatham, Dresden, Ridgetown, Tilbury, and Wallaceburg)

Finally Passed the \_\_\_\_ day of \_\_\_\_\_, 2021.

Whereas the Corporation of the Municipality of Chatham-Kent did enact By-Law 245-2004 for the purpose of regulating traffic on highways in the Municipality of Chatham-Kent.

And Whereas the Corporation of The Municipality of Chatham-Kent now deems it expedient to amend certain provisions of said By-law 245-2004.

Be it Therefore Enacted by the Municipal Council of the Municipality of Chatham-Kent as follows:

1. Schedule "U" (Pedestrian Crossovers) of By-law 245-2004 be and the same is hereby amended by adding thereto and inserting therein;

COLUMN 1

COLUMN 2

HIGHWAY

LOCATION

**COMMUNITY OF BLENHEIM**

- |    |                    |                                      |
|----|--------------------|--------------------------------------|
| a) | Talbot Street West | Immediately west of Catherine Street |
|----|--------------------|--------------------------------------|

**COMMUNITY OF CHATHAM**

- |    |                  |                                   |
|----|------------------|-----------------------------------|
| b) | King Street West | Immediately west of Fourth Street |
| c) | King Street West | Immediately east of Sixth Street  |

**COMMUNITY OF DRESDEN**

- |    |                         |                                      |
|----|-------------------------|--------------------------------------|
| d) | St. George Street South | Immediately south of Lindsley Street |
|----|-------------------------|--------------------------------------|

