

**Municipality of Chatham-Kent**

**Engineering and Infrastructure Services**

**Engineering and Transportation Division**

**To:** Mayor and Members of Council

**From:** Mark Ceppi  
Engineering Technologist 1

**Date:** September 1, 2020

**Subject:** Single Source Tender Award – T20-300 (Pedestrian Signal and Crossover Installations – Blenheim, Chatham and Ridgetown)

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**Recommendations**

It is recommended that:

1. The tender in the amount of \$183,913.15 (including HST) for Contract T20-300 (Pedestrian Signal and Crossover Installations – Blenheim, Chatham and Ridgetown) be single source awarded to Ron Field & Son Electrical Limited of Chatham, Ontario.
2. The Mayor and Clerk be authorized to sign the necessary agreement.
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 signal and pedestrian crossovers to be constructed under contract T20-300.

**Background**

Earlier this year Chatham-Kent Council approved three Notice of Motions to install pedestrian crosswalks. At the January 13, 2020 meeting the following Notice of Motion was approved:

“Whereas Chatham-Kent takes the safety of school children seriously, and;

Whereas the Naahii Ridge School is located in a high traffic area with an arena and Tim Hortons across the road;

Be it resolved that administration move with the installation of a pedestrian activated cross walk in front of the school similar to the crosswalk in front of the Dresden school.”

The following amendment was added to the Motion and approved:

“That the motion be referred to the 2020 Budget Deliberations.”

The pedestrian crosswalk installation at the school in Ridgetown was included in the 2020 budget deliberations and on January 30, 2020 funding from Strategic Reserves was approved.

At the March 2, 2020 Council meeting the following Notice of Motion was approved:

“Whereas Grand Avenue West from Keil Drive to Bear Line experiences a significant amount of vehicular traffic as well as pedestrian traffic generated primarily by the adjacent school, businesses and residential dwellings, and;

Whereas the only controlled crossing for pedestrians wishing to cross Grand Avenue West is at the intersection of Keil Drive and Grand Avenue West and;

Whereas the Village on the Thames is located on the opposite side of Grande River Line to the current multi-use trail and CKTransit route;

Be it resolved that administration proceed with the installation of a pedestrian activated cross walk fronting the Village on the Thames property at an estimated cost of \$60,000 to be funded from strategic reserves.”

At the April 6, 2020 Council meeting the following Notice of Motion was approved:

“Whereas Chatham Street North in Blenheim experiences a significant amount of vehicular traffic as well as pedestrian traffic generated primarily by the adjacent grocery store, commercial businesses and residential dwellings, and;

Whereas the only controlled crossing for pedestrians wishing to cross Chatham Street North to access west side businesses from the west side is in the opposite direction at the intersection of Talbot Street and Chatham Street, and;

Whereas the eastern sidewalk terminates at the rail crossing.

Be it therefore resolved that administration proceed with the installation of a pedestrian activated cross walk between the intersection of Anger Street and Chatham Street and the end of the eastern sidewalk to be funded from strategic reserves.”

No traffic studies were conducted to determine if each pedestrian crosswalk meets Ontario Traffic Manual warrants for installation.

## **Comments**

Contract T20-300 (Pedestrian Signal and Crossover Installations – Blenheim, Chatham and Ridgetown) was issued for the construction of the following:

- Chatham Street North at Anger Street, Blenheim – Pedestrian Signal.
- Grand Avenue West at address #850 (Village on the Thames), Chatham – PXO Type B.
- Victoria Road at address #20473 (Naahii Ridge Elementary School), Ridgetown – PXO Type B (Note: This crossing will be constructed just east of the official limit of Main Street East and so it is technically on Victoria Road)

## **Construction Details**

A pedestrian signal was chosen for the Chatham Street North location due to the width of the roadway and the traffic volume. This signal device will have typical traffic heads (with red, yellow, and green indications) for stopping vehicle traffic on Chatham Street North and pedestrian heads for controlling pedestrian crossing movements. The signal will be activated by pedestrian pushbuttons for crossing Chatham Street North. Vehicle traffic on Anger Street will continue to be controlled by a stop sign. Pavement markings consisting of stop bars and a ladder style crosswalk will also be installed and a street light will be installed to improve nighttime visibility.

The new PXO Type B in Chatham will be installed between the easterly driveway at the Village on the Thames on the south side and the westerly driveway at 857 Grand Avenue West (medical building) on the north side. This location was selected to avoid interfering with transit operations at the bus shelter located immediately to the west and provide enough stopping site distance for westbound vehicles traveling through the curve in the road to the east. This location also satisfies the direction provided in the Notice of Motion. The crosswalk will connect to the existing multi-use bike/pedestrian path on the north side. There is no sidewalk or path on the south side so only access to the Village on the Thames driveway can be provided.

The new PXO Type B in Ridgetown will be installed between the westerly driveway at Naahii Ridge Elementary School on the south side and the westerly driveway at 180 Main Street East (Ridgetown Arena) on the north side. This location is at the east limit of the sidewalk located on the south side of the road and satisfies the direction provided in the Notice of Motion.

The PXO Type B will have rapid flashing rectangular beacons facing both directions on both sides of the roadway. Additional “tell tale” flashing beacons are installed to provide confirmation to pedestrians that the main flashers are operating. The PXO will be activated by pedestrian pushbuttons for crossing Queen Street South. Vehicle traffic on Helen Street and Jeffrey Street West will continue to be controlled by stop signs. Pavement markings consisting of “shark tooth” yield lines and ladder style crosswalk will be installed on Queen Street South. PXO Crossing signs will be installed on each side, and overhead, of the crosswalk and PXO Ahead warning signs in advance of the

crossing. No stopping and no passing signs will also be installed at the PXO. A street light will be installed on the PXO for enhanced crosswalk lighting.

Each new pedestrian signal device will be constructed to meet provincial accessibility regulations and standards. Audible pedestrian pushbutton systems will be installed to provide locator tones and activation messages to users. Curb drops and sidewalk ramps with tactile plates will be installed at both crosswalk locations.

Additional work was included in the contract to convert the gravel shoulders at each PXO Type B location to an asphalt surface. This is being done to maintain current grades and ensure proper drainage at the crosswalk and the surrounding roadway.

Additional “new” warning signs will be installed with the associated traffic signal ahead and PXO ahead warning signs in conjunction with the activation for each signal device. Each “new” sign, and the traffic signal ahead signs for the Blenheim signal, will be removed after 60 days per the Ontario Traffic Manual. The PXO ahead signs will remain in place.

The specified completion date of the contract work is November 27, 2020.

**Tender Bid Results**

In accordance with Purchasing By-law #3-2016 the contract tender was advertised on the Municipal website on August 14, 2020 and closed on August 27, 2020. A total of 2 potential bidding contractors obtained a copy of the contract tender document from the Purchasing Officer and one tender bid was submitted. The tender bid result is outlined in Table 1.

**Table 1: Bid Results for T20-300 (Pedestrian Signal and Crossover Installations – Blenheim, Chatham and Ridgeway)**

Rank	Company Name	Amount (including HST)
1.	Ron Field & Son Electrical Limited – Chatham, Ontario	\$ 183,913.15

Engineering reviewed the tender bid submitted and found it to be complete in all respects. Ron Field & Son Electrical Limited has completed many projects for the Municipality of Chatham-Kent over several decades and administration has been satisfied with their performance. Therefore, administration recommends awarding the contract to Ron Field & Son Electrical Limited of Chatham, Ontario as a single source contract.

**By-Law Amendment**

All traffic control signal devices (i.e. traffic signals, pedestrian signals, and 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 signal and pedestrian crossovers to be constructed upon approval of the tender award will become official devices upon activation.

### **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.

### **Financial Implications**

The project cost and funding source for Contract T20-300 (Pedestrian Signal and Crossover Installations – Blenheim, Chatham and Ridgeway) 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	\$ 162,755.00
Plus HST 13%	\$ 21,158.15
Less HST Rebate 11.24%	-\$ 18,293.66
<b>Total Project Cost</b>	<b>\$ 165,619.49</b>
<b>B) Project Funding</b>	
2020 Strategic Reserves	\$ 165,619.49
<b>Total Project Funding</b>	<b>\$ 165,619.49</b>

The tender bid submitted by Ron Field & Son Electrical Limited was within Engineering's estimated project cost.

Prepared by:

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Reviewed by:

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Reviewed by:

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

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)

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Pedestrian Signal Installations - Blenheim – Chatham - Ridgetown.docx

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 Control Signal and Pedestrian Crossovers in the Communities of Blenheim, Chatham, and Ridgetown)

Finally Passed the \_\_\_\_ day of \_\_\_\_\_, 2020.

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 "T" (Pedestrian Control Signals) of By-law 245-2004 be and the same is hereby amended by adding thereto and inserting therein;

COLUMN 1	COLUMN 2
<u>HIGHWAY</u>	<u>LOCATION</u>

**COMMUNITY OF BLENHEIM**

- |                         |                                   |
|-------------------------|-----------------------------------|
| a) Chatham Street North | Immediately south of Anger Street |
|-------------------------|-----------------------------------|

2. 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
<u>HIGHWAY</u>	<u>LOCATION</u>

**COMMUNITY OF CHATHAM**

- |                      |                             |
|----------------------|-----------------------------|
| a) Grand Avenue West | 90 m east of Campus Parkway |
|----------------------|-----------------------------|

**COMMUNITY OF RIDGETOWN**

- |                  |                                |
|------------------|--------------------------------|
| b) Victoria Road | 385 m east of Hillsdale Avenue |
|------------------|--------------------------------|

3. By-law 245-2004 of the Corporation of the Municipality of Chatham-Kent as heretofore amended from time to time are hereby ratified and confirmed in all respects save and except as amended hereby.

This By-law shall come into full force and effect upon the final passing thereof.

Read a First, Second and Third Time this \_\_\_\_ day of \_\_\_\_\_, 2020

\_\_\_\_\_  
Mayor – Darrin Canniff

\_\_\_\_\_  
Clerk - Judy Smith