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Date: May 4, 2021
To: Mayor and Council
Author: Tim Del Greco, Manager of Engineering
RE: Road 2 East Reconstruction – Phase 1 Tender Results
Report No.: IED 2021 – 22

RECOMMENDED ACTION

That Council award the Road 2 East Reconstruction Tender (Phase 1) to J&J Lepera Infrastructures in the amount of \$5,825,000 (excluding HST) and authorize the Mayor and Clerk to execute the requisite agreement.

BACKGROUND

Road 2 East is a high volume rural roadway with a poor pavement condition and due for rehabilitation. During the January 13, 2021, Budget Meeting, Council approved reconstruction of Road 2 East from County Road 45 (Union Ave) to Graham Sideroad.

The reconstruction of Road 2 East presents an opportunity to incorporate several long term Kingsville initiatives. This includes:

- Extension of large diameter watermain to eventually service the west side of the Kingsville core per the Official Plan.
- Road reconstruction to urban standards in order to accommodate heavy truck traffic per the Transportation Master Plan.
- Construction of active transportation facilities per the Active Transportation Master Plan.

In 2020, RC Spencer Associates was procured to provide engineering and design services to facilitate reconstruction. Their initial work included a study of the existing corridor to determine a preferred future cross section. A copy of the corridor study is included in Appendix A. To summarize, the corridor study recommends a cross section (identified as Alternative #1) comprised of the following:

- New asphalt roadway with curb and gutter.

- Road lane widths to be slightly narrow (3.3 metres, not including curb and gutter).
- Additional streetlights.
- An asphalt multi-use pathway within the south boulevard.

Below is a brief summary of notable design considerations.

Barrier Curb and Gutter

Current safety standards for this type of roadway recommend that active transportation facilities be separated from the road and within the boulevard. Ideally, this facility (multi-use pathway) should be on the south side of the road to eliminate unnecessary crossings of Road 2 East by pedestrians and cyclists (the majority of destinations are south of Road 2 East).

Safety standards specify the amount of recommended separation between the pathway and roadway. The use of barrier curb allows the pathway to be closer to the edge of road. The south boulevard is not wide enough to accommodate a pathway in the absence of curb while still meeting current safety standards. Further, the installation of barrier curb and gutter was determined to be the least expensive option when compared to the other alternatives.

Speed Limit Considerations

The proposed design maintains a posted speed of 60 km/h on Road 2 East. A wider road would be ideal for any consideration of an increase in speed. In this case, road width is limited by the municipal drain, and further, by the installation of a proposed active transportation facility.

It is worth noting a pedestrian crossing would no longer be recommended at the Chrysler Canada Greenway for a posted speed in excess of 60 km/h. In that situation, a midblock traffic signal should be utilized.

Farm Equipment

Local farmers of Road 2 East were approached to collect feedback on the proposed road width in comparison to their equipment. The general response was that an urban cross section is somewhat inconvenient and mounting the curb with their equipment may be necessary in order to avoid encroaching oncoming traffic. That said, local farmers acknowledged the need for safe and practical active transportation along Road 2 East. It was also indicated that the use of large equipment is typically limited to a few days during both the planting and harvesting season.

It is anticipated that agricultural land along Road 2 East will continue to experience redevelopment to residential and / or greenhouse applications. As this redevelopment progresses, it should lessen the amount of large farm equipment utilizing Road 2 East.

DISCUSSION

A tender for Road 2 East reconstruction (including extension of large diameter watermain) was advertised on April 15, 2021 and closed on April 30, 2021. Seven bids were received. The results (excluding HST) of the top five are as follows:

Contractor / Vendor Name	Bid Amount
J&J Lepera Infrastructures	\$5,825,000
D'Amore Construction Limited	\$5,924,279
Nevan Construction	\$6,196,250
Major Construction	\$6,272,927
Sterling Ridge Infrastructure	\$6,523,314

J&J Lepera is able to satisfy requirements relating to experience with similar projects, bonding, and insurance while providing the lowest cost proposal. Therefore, the recommendation is to proceed with this vendor. RC Spencer has also endorsed this recommendation (see Appendix B for their tender review letter).

Construction plans were circulated to residents / businesses within the affected area as well as online via social media and the Town website. The plans are attached in Appendix C and the comments received from the public are attached in Appendix D.

Should Council award reconstruction, the work is anticipated to commence in late spring and extend into late fall. Road 2 East from County Road 45 (Union Ave) to Graham Sideroad will be closed to local traffic only (no through traffic) throughout the duration of the project.

LINK TO STRATEGIC PLAN

To become a leader in sustainable infrastructure renewal and development.

Link to Council 2021-2022 Priorities

- ☐ COVID-19 and the health and safety of the community
- ☐ Customer Service: Training, Technology, Staff, Review Standards/Level of service
- ☐ Housing: Affordability (lot sizes, developer incentives, second dwellings, density, etc.)
- ☐ Greenhouse: lights & dark sky, odours (site plan compliance, bylaws, other tools)
- ☐ Programming Increase: Youth and Seniors
- ☐ A development plan for Downtown Kingsville / Main Street
- ☐ Financial savings: Schools closings, Migration Hall
- ☐ Economic Development: strengthen tourism/hospitality
- ☐ COVID - economic recovery
- ☐ Communications: Strategy – Policy (social media), Website refresh and other tools, Public engagement

- ☐ Housing: Migrant Worker Housing – Inspections (Building/Fire), regulate, reduce, or increase
- ☐ Committees / Boards: Review and Report
- ☐ Policy Update: Procedural Bylaw
- ☐ Economic Development: diversify the economy, create local jobs, industrial, Cottam
- ☐ Infrastructure (non-Municipal): Union Water expansion & governance
- ☐ Infrastructure (Municipal): Asset Management Plan update, the infrastructure funding deficit
- ☒ No direct link to Council priorities

FINANCIAL CONSIDERATIONS

The award of \$5,825,000 is within the amount budgeted for this project in the 2021 Capital Budget.

Hydro One has provided the Town with an estimate of \$650,000 (+/- 50%) to relocate 22 hydro poles in conflict with Phase 2 reconstruction (Graham Sideroad to Kratz Sideroad). Administration will provide Hydro One approval to proceed should Council award Road 2 East Phase 1 reconstruction as tendered.

CONSULTATIONS

Kingsville Administration
 RC Spencer Associates
 Kingsville Residents via Notification of Public Consultation

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