

Municipality of East Ferris

Report to Council

Report No.: R-2024-03

Date: March 26, 2024

Originator: Antoine C. Boucher, Municipal Engineer

Subject: **Trout Lake - Active Transportation
Tender EF 2024-01**

RECOMMENDATION

That tender EF 2024-01 for the Trout Lake – Active Transportation Project in the amount of \$ 1,497,136.83 including H.S.T. be awarded to Pioneer Construction Inc. for the MacPherson Drive/Centennial Crescent Active Transportation Project.

BACKGROUND

Tender EF 2024-01 Trout Lake – Active Transportation was sent by invitation on Thursday, February 8th, 2024. The Tender closed on February 22nd, 2024, at 3:00 p.m. and was opened at 3:15 p.m. in the Municipal Office in the presence of Councillor Mr. Rick Champagne, CAO/Treasurer Jason Trottier and Clerk Kari Hanselman. Also in attendance were Mark McDonnel of Miller Paving North Bay and Connor Christanson of Pioneer Construction Inc.

Five (5) tender packages were provided and a total of two (2) bids were received. One addendum was issued.

ANALYSIS/OPTIONS

Bids received:

Option 1

	<u>Price</u>	<u>HST</u>
Miller Paving Limited - North Bay	\$ 1,307,888.22	Incl.
Pioneer Construction Inc.	\$ 820,013.87	Incl.

Option 2

	<u>Price</u>	<u>HST</u>
Miller Paving Limited - North Bay	\$ 1,688,165.76	Incl.
Pioneer Construction Inc.	\$ 1,497,136.83	Incl.

The tenders were checked for Errors and Omissions, and none were found.

The project is being funded 90% in grants from Infrastructure Canada, Northern Ontario Heritage Fund (NOHFC), and Ontario Trillium Foundation, and 10% by the Municipality of East Ferris for a total project cost of \$1,712,389 (including non-rebatable HST).

This project was identified in the East Ferris Active Transportation Master Plan & our Community Safety and Well-Being Plan. The Municipality submitted the project funding application in April 2022 and funding approval from all involved parties was finalized in late 2023; therefore, construction was delayed to 2024.

Understanding that construction costs have significantly increased, since the submission was submitted, and to pro-actively capture such increases to mitigate the risk of an over budget bid, the project was tendered with two (2) options: Option 1 required the Contractor to only grind and pave the shoulders, and Option 2 required the Contractor to re-grade the shoulders and pave the full width including the shoulder. The first option is the least expensive alternative for both contractors as was anticipated. It was included in the tender document as the alternative to only pave the shoulders and still achieve the Active Transportation goal in the event of being over-budget. The second option is the most expensive alternative for both contractors; however, it remains within the approved budget. Option 2 is the preferred alternative for various reasons as follows:

- a) Option 1 construction methodology for the grinding of existing shoulder on surface treated roads will result in challenges as it is not clearly defined in the Ontario Provincial Specification Standards.
- b) Option 2 will avoid the risk of near-future rehabilitation / pre-mature maintenance at the surface treatment / asphalt cold joint.
- c) Option 2 provides the best Life-Cycle treatment in accordance with the Asset Management Plan.
- d) Option 2 reduces erosion and sedimentation control measures during the Construction.

RECOMMENDATION

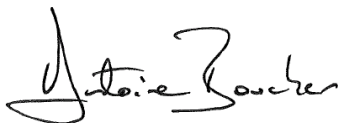
Based on the information in the analysis/options section above, the recommendation is to award the Trout Lake – Active Transportation construction project for MacPherson Drive/Centennial Crescent based on **Option 2**, and to award the work to the lowest bidder being Pioneer Construction Inc.

Once awarded, this project will require the following additional work to achieve completion:

- a) In-house brushing, curve widening (material cost): +/- \$ 50,000 + tax
- b) Provisional - granular sealing of shoulders: +/- \$90,000 + tax
- c) Provisional - drainage work including culvert work: \$140,000 + tax
- d) Signs and lines and bike stations: \$ 40,000 + Tax

The overall construction costs including the additional work identified above, once Option 2 has been awarded to Pioneer Construction Inc, is estimated to remain within the approved budget and funding allocation, further supporting the recommendation to proceed with Option 2.

Respectfully Submitted,



Antoine C. Boucher, P. Eng.
Municipal Engineer

I concur with this report and recommendation,



Jason H. Trottier, HBBA, CPA, CMA
CAO/Treasurer