

COUNCIL REPORT

M&C No.	2024-172
Report Date	June 19, 2024
Meeting Date	June 24, 2024
Service Area	Utilities and Infrastructure Services

Her Worship Mayor Donna Noade Reardon and Members of Council

***SUBJECT: Contract 2023-26: Charlotte Street (Union Street to King Square South)
– Storm Sewer Installation and Street Reconstruction***

AUTHORIZATION

Primary Author	Commissioner/Dept. Head	Chief Administrative Officer
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RECOMMENDATION

It is recommended that: Contract No. 2023-26: Charlotte Street (Union Street to King Square South) – Storm Sewer Installation and Street Reconstruction be awarded to the lowest tenderer, Galbraith Construction Ltd., at their tendered price of \$3,079,445.28 (including HST) as calculated based on estimated quantities, and further that the Mayor and City Clerk be authorized to execute the necessary contract documents.

EXECUTIVE SUMMARY

The purpose of this report is to recommend that Council award Contract No. 2023-26: Charlotte Street (Union Street to King Square South) – Storm Sewer Installation and Street Reconstruction project to the low tenderer.

PREVIOUS RESOLUTIONS

October 17, 2022: M&C 2022-317 — 2023 and 2024 General and Utility Fund Capital Budget, approved.

April 17, 2023: M&C 2023-098 - 2023 General Fund and Utility Fund Capital Budget Update, approved.

October 30, 2023: M&C 2023-233 – Charlotte Street Reimagination Project – Traffic and Parking By-law Amendments, 1st and 2nd Readings approved.

REPORT

The approved 2023 General Fund Capital Program includes funding for the reconstruction of Charlotte Street between Union Street and King Square South. The work generally includes the installation of new storm sewer, new traffic signal infrastructure, new bike lanes, new concrete curb and sidewalk, brick medians, tree pits, and decorative light poles, as well as a street reconstruction.

TENDER RESULTS

Tenders closed on June 12th, 2024, with the following results, including HST:

1. Fairville Construction Ltd.	\$ 3,682,952.05
2. Galbraith Construction Ltd.	\$ 3,079,445.28
3. TerraEx Inc.	\$ 3,231,991.63

The Engineer's estimate for the work was \$2,875,345.

ANALYSIS

The tenders were reviewed by staff and all were found to be formal in all respects except for the tender from TerraEx Inc. The tender from TerraEx Inc. contained an error in an extension of a unit price which was corrected in accordance with Division 2 – Instructions to Tenderers and Tendering Procedures, item 2.11(u)(i). The error was corrected, and the correct total was used for evaluation purposes and reported above in the tender results.

Staff are of the opinion that the low tenderer has the necessary resources and ability to perform the work and recommend acceptance of their tender.

FINANCIAL IMPLICATIONS

The contract includes work that is charged against the 2023 General Fund Capital Program. The transportation and storm sewer components of this project are partially funded by the Integrated Bilateral Funding program (Other Share). The new traffic light components of this project are entirely funded by the City.

Assuming award of the Contract to the low tenderer, an analysis has been completed, which includes the estimated amount of work to be performed by the Contractor and Others. In determining the overall budget for the storm and transportation components of the project, a breakdown of Other Share (73.33%) and City Share (26.67%) was used based on the approved 2023 Capital Program. This allocation was determined by considering the City Share as 26.67% of the overall budget.

Estimates have been included in the Project Net Cost for materials and services for Saint John Energy to remove and reinstate streetlights and electrical infrastructure within the project area including street lights, conduit and pull

boxes. The project net cost also includes the pre-purchased of traffic signal equipment that will be provided to the Contractor for installation once they arrive.

The analysis is as follows:

Budget	\$ 1,756,130.48
Project Net Cost	\$ 3,159,931.25
Variance (Shortfall)	- \$ 1,403,800.76

The variance for the storm sewer and transportation project components only is a projected shortfall of \$1,768,156.18. There is a projected surplus of \$364,355.42 for the traffic light components only. The resulting overall project shortfall including all project variables is \$1,403,800.76.

For the storm and transportation project components the shortfall for the 2023 General Fund is \$471,567.25 City Share (26.67%) while \$1,296,588.93 Other Share would come from the overall Integrated Bilateral Fund envelope. There is a surplus within the traffic light components of the project, this surplus will be used to offset a portion of the City Share shortfall ($\$471,567.25 - \$364,355.42 = \$107,211.83$).

The remaining \$107,211.83 City Share shortfall will come from the already approved Council recommendation as part of M&C 2023-098 to transfer up to two million dollars from the General Fund Capital Reserve to 2023 General Fund Capital projects requiring additional funding as part of an overall plan to allow overages to be offset with available funding.

POLICY - TENDERING OF CONSTRUCTION CONTRACTS

This recommendation aligns with the Council's policy for the tendering of construction contracts, adhering to the City's General Specifications and specific project specifications.

STRATEGIC ALIGNMENT

This report aligns with Council's Priorities for GROW, MOVE, GREEN AND PERFORM as the project includes reconstructing sections of Charlotte Street that are currently in poor condition while leveraging Other Share funding. The project aligns with MoveSJ and the Central Peninsula Secondary Plan where it was recommended to install bike lanes along Charlotte Street with the goal of improving access for all transportation modes along the street.

The reconstruction of Charlotte Street (Union Street to King Square South) includes the installation of a new storm sewer which will allow for full separation of sanitary sewer and storm sewer flows within the project limits, the installation of new traffic signal equipment at the intersection of Charlotte Street and King Square North, and the reconfiguration of the streetscape. The street reconstruction design achieves a more livable environment in the Southern Peninsula.

A few noteworthy improvements include:

- **Updated street cross-section** – The street cross-sections on Charlotte Street from Union Street to King Square South are being updated to support the installation of the bike lane. The vehicle lane widths will be reduced and the street cross-sections between King Square South and King Street and between King Street and King Square North will be reduced from two vehicle lanes to one and from three vehicle lanes to two, respectively.
- **Bike lane installation** – A new 1.8 m wide bike lane will be included on the west side of Charlotte Street. The Central Peninsula Secondary Plan and Move SJ have identified Charlotte Street from Broad Street to Union Street as being a “complete street”, which would include the installation of dedicated bike lanes. Several Traffic By-law amendments are required to support the installation of the bike lane. Council has approved 1st and 2nd readings of these by-law amendments (October 30, 2023, M&C 2023-233) and it is staff’s intention to return to Council for the third reading of the Traffic By-law amendments once this project is nearing completion and the bike lane is ready for use.
- **Curb extensions** – Curb extensions will be installed in the Charlotte Street / King Square North and Charlotte Street / King Square South intersections. These extensions will improve pedestrian safety by reducing the crossing distances for pedestrians as well as making pedestrians about to cross King Square North and South more visible to motorists. This is achieved by moving the crossing point away from the curb, and from any parked vehicles, to a location that is more in line with the motorist’s field of vision. The curb extensions will also enhance safety through traffic calming which results from the reduced street cross-section (asphalt width) at the intersections. Existing curb extensions at the intersection of King Street / Charlotte Street will be enlarged as a result of the reconfiguration of this intersection.
- **On-street parking** – The existing on-street parking between Union Street and King Square South will be removed as part of the project. These changes to on-street parking were part of the community engagement process staff conducted via the Shape Your City platform. Results of this community engagement have been previously reported to Council on October 30, 2023 (M&C 2023-233).
- **Pedestrian access ramps** – Access ramps will be installed on the sidewalks at pedestrian crossings that are flush with the asphalt roadway surface. This will remove any barriers to access by all users of the pedestrian transportation infrastructure. Tactile warning surface indicators will also be installed at all crosswalks.
- **Relocation of transit stop** – Following consultation with Saint John Transit Staff, it was decided that the existing transit stop on the west side of Charlotte Street between King Street and King Square South would be relocated to the south side of King Square South. The reason for this

relocation is to eliminate potential conflicts between cyclists in the bike lane, vehicles both on the street and exiting the adjacent parking lot, transit users crossing the bike lane to enter the bus, and transit buses themselves near the existing transit stop location.

- **Landscape improvements** – The removal of the vehicle lane between King Square North and King Square South will allow for the introduction of more greenspace along King Square. The curb line along the square will be moved approximately 3m to the west, allowing for grass to be installed behind it that will tie into the existing grass in the park. This “greening” is in line with the Central Peninsula Secondary Plan and Council’s priorities.
- **Intersection upgrades** – The two existing signalized intersections within the project area (at King Square North and King Street) will be upgraded. The traffic signals at Charlotte Street / King Square North will be renewed with new detection equipment and signal phasing that will support more efficient movement for all transportation modes. The Charlotte Street / King Street intersection will be reconfigured to stop-control on King Street and free-flow on Charlotte Street. This reconfiguration will promote improved levels of service for all modes and provide right-of-way to pedestrians at the intersection.
- **Enhanced pedestrian crossing** – A new, enhanced pedestrian crossing will be constructed on the northern cross-walk in the Charlotte Street / King Street intersection. This crossing will feature solar powered rectangular rapid flashing beacons (RRFB). The presence of the RRFB and the reduced crossing width achieved from the lane reduction along this section will improve the safety for pedestrians at this cross-walk. Staff included this enhanced pedestrian crossing in order to provide a cross-walk into the park equipped with Accessible Pedestrian Signals.

SERVICE AND FINANCIAL OUTCOMES

The surface infrastructure along Charlotte Street, including traffic signals, street lights, concrete curb & sidewalk, and brick medians, is currently in poor condition and requires replacement. This infrastructure renewal effort will improve the appearance and function of the streetscape, and accessibility for all transportation modes along the street.

The proposed breakdown to address the projected funding shortfall for the various project components is noted above.

INPUT FROM OTHER SERVICE AREAS AND STAKEHOLDERS

This report was reviewed by the Finance Department and Public Works and Transportation.

The tendering process for this project was completed in accordance with the City's Strategic Procurement Policy and Supply Chain Management supports the recommendation being put forth.

A Public Information Session for this project was held on June 13th , 2024.

ATTACHMENTS

N/A