

COUNCIL REPORT

M&C No.	2025-103
Report Date	April 01, 2025
Meeting Date	April 07, 2025
Service Area	Utilities and Infrastructure Services

Her Worship Mayor Donna Noade Reardon and Members of Council

SUBJECT: Contract 2023-09: Main Street Active Transportation Improvements

AUTHORIZATION

Primary Author	Commissioner/Dept. Head	Chief Administrative Officer
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RECOMMENDATION

It is recommended that Contract No. 2023-09: Main Street Active Transportation Improvements be awarded to the low tenderer, Galbraith Construction Ltd., at their tendered price of \$3,447,145.13 (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. 2023-09: Main Street Active Transportation Improvements to the low tenderer.

PREVIOUS RESOLUTIONS

May 30, 2022: M&C 2022-191 – Utility Fund (Revision I) and General Fund (Revision II) 2022 Capital programs, approved.

May 30, 2022: M&C 2022-181 – Main Street North Active Transportation Conceptual Plan, approved.

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

November 28, 2022: M&C 2022-341 - Engineering Services: Main Street Active Transportation Improvements

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

January 13, 2025: M&C 2025-007 Community Development Fund Agreement: Main Street Active Transportation Improvements, approved.

February 24, 2025: M&C 2024-045 Highway Usage Permit (HUP) – Department of Transportation and Infrastructure - Permit 202511R010009702 (City of Saint John – Route 100 (Main Street)), approved.

March 5, 2025: M&C 2025-047 Highway Usage Permit (HUP) Gateway Operations Limited (City of Saint John – Route 100 (Viaduct)), approved.

REPORT

The approved 2022 and 2023 General Fund Capital Programs include funding for the Main Street Active Transportation Improvements project. The work will extend between Union Street and Chesley Drive and will include the installation of protected active transportation facilities, reconfiguration of intersections, installation of new traffic signals, and accessibility improvements for pedestrians.

TENDER RESULTS

Tenders closed on March 19th, 2025, with the following results, including HST:

- | | |
|--------------------------------|-----------------|
| 1. Galbraith Construction Ltd. | \$ 3,447,145.13 |
| 2. Fairville Construction Ltd. | \$ 3,961,957.00 |

The Engineer's estimate for the work was \$2,717,162.50.

ANALYSIS

The tenders were reviewed by staff and they were all found to be formal in all respects. 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 2022 and 2023 General Fund Capital Programs. The City's approved 2022 General Fund Capital funding for this project is \$435,000 of Canada Community Building Fund Funding (CCBF). The 2023 General Fund Capital funding for this project is \$1,565,000 of City Share funding. In January 2025, Common Council approved the Regional Development Corporation's (RDC) funding agreement for 25% of the eligible expenditures or \$495,000 toward the construction of the project.

Assuming the 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 (i.e. pre-purchase of traffic signal equipment, design and inspection services, etc.).

The analysis is as follows:

Budget	\$ 2,495,000.00
Project Net Cost	\$ 3,823,382.10
Variance (shortfall)	(\$-1,328,382.10)

As indicated above the projected project shortfall is \$1,328,383. It is proposed that the shortfall be addressed through the 2019-2023 CCBF funding program. In order to offset this funding shortfall, it is proposed that the Rodney Street (Market Place West) to Watson Street project be deferred to a future capital program. Within the 2021 & 2023 Capital Programs there is currently \$2,228,750 of CCBF funding assigned to the Rodney Street Project. If the project is deferred the remainder of the funding will be reallocated to a priority project that fits within the CCBF funding parameters. The Rodney Street Reconstruction project was chosen to be deferred because through sewer modelling it was determined that underground upgrades on this section of Rodney Street would not improve the challenges with existing storm and sanitary flows in the area. It was recommended by one of the City's engineering consultants to complete an overall separation plan of the drainage basin that includes Rodney Street to ensure that any City investment in the area is improving the overall storm and sanitary sewer systems. It is staff's plan to propose this investigation and conceptual planning project in the draft 2026 Capital Programs.

This Contract includes an Enhanced Level of Service/Contractor Performance Penalty Structure as the timeline for completion is time sensitive, based on the fact that Main Street is a connection point between the North End and Southern Peninsula therefore is considered critical in terms of completion. An Enhanced Level of Service has been set at \$2,000 per working day that the contractor precedes the substantial completion date up to a maximum of \$50,000. Should the contractor not meet the project schedule as included in the tender documents, a Penalty of \$2,000 per working day from the time of the scheduled substantial completion to the actual substantial completion will be applied. The intent is the enhanced level of service will be funded through the project contingency and/or the overall approved capital fund budget envelope.

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

The Main Street Active Transportation project best aligns with Common Council's **MOVE** priority, connecting the Old North End and South-Central Peninsula neighbourhoods, and beyond, with improved safe and accessible options for both pedestrians and cyclists, with some enhancements for Transit.

This project also aligns with:

- **MoveSJ**, that recommends a protected bike lane for Main Street North and the Viaduct,
- **Central Peninsula Secondary Plan:**
 - IS 12: Encourage the Government of New Brunswick to develop a short-term strategy to convert the two outside lanes of Main Street to active transportation lanes, with a long-term vision of implementing a road diet and redeveloping Main Street as a mixed use corridor
 - MS 2: Reconfigure Main Street to a complete street with transit and active transportation amenities

The Main Street Active Transportation Improvements project achieves a more livable environment along the Main Street corridor and provides an important active transportation connection between the Old North End and the Central Peninsula. A few noteworthy improvements include:

- **Protected Active Transportation Lanes** – Installation of a combination of protected bike lanes and multi-use pathways along the corridor. These lanes will be separated from vehicle traffic by a buffer space as well as concrete barriers in order to create a physical separation for active transportation users from motor vehicles.
- **Enhanced Traffic Control Features on the Viaduct** – Enhanced traffic control features at the ramps along the Viaduct will be installed to reduce speeds and create safer environments for pedestrians and cyclists. These features include the realignment of these ramps so that their curves are more abrupt and meet Main Street/the Viaduct at a sharper angle, the installation of a Rectangular Rapid Flash Beacon crosswalk at the Highway 1 westbound ramp, and the installation of a set of traffic signals at the Highway 1 eastbound ramp to minimize conflicts between pedestrians/cyclists and vehicles.
- **Improved Pedestrian Areas** – The existing pedestrian infrastructure on both sides of Main Street will be improved in some areas, including widening of sidewalks and walking surfaces and the installation of Tactile Warning Surface Indicators at pedestrian crossings. All crosswalks along the corridor will be shortened to reduce the exposure of pedestrians to motor vehicles.
- **Traffic Signal Upgrade** – Installation of new traffic signal equipment at the intersection of Main Street and Metcalf Street. These traffic signals will include vehicle detection, audible pedestrian signals, tactile warning

surface indicators, bike signals, and bike boxes to improve safety and level of service for all users at the intersection.

- **Enhanced Green Spaces** – Removal of some of the existing asphalt along the corridor to include more greenspace. Greenspaces will be added at three of the six Viaduct ramps, along the center median near Portland Street, as well as between the on-street parking areas along the section from Chesley Drive and Metcalf Street.
- **Transit Stop Enhancements** – Enhancements to transit stops along the corridor, which will involve the addition of transit lay-bys at several of the existing transit stops on Main Street, including next to the Mercantile building and on either side of Main Street near Portland Street.

SERVICE AND FINANCIAL OUTCOMES

The Main Street Active Transportation Project will improve access for all users of the transportation infrastructure. The project will also allow for the installation of protected bike lanes, enhanced pedestrian facilities and crossings, reconfiguration of the ramps on the viaduct, roadway narrowing and a reduction in posted speed limits.

INPUT FROM OTHER SERVICE AREAS AND STAKEHOLDERS

This report was reviewed with 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.

ATTACHMENTS

N/A