

COMMON COUNCIL REPORT

M&C No.	2021-167
Report Date	June 08, 2021
Meeting Date	June 14, 2021
Service Area	Utilities and Infrastructure Services

Her Worship Mayor Donna Noade Reardon and Members of Common Council

SUBJECT: Contract 2021-11: St. James Street (Prince William Street to Germain Street) – Water, Sanitary and Storm Sewer Renewal and Street Reconstruction

AUTHORIZATION

Primary Author	Commissioner/Dept. Head	City Manager
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RECOMMENDATION

It is recommended that Contract 2021-11: St. James Street (Prince William Street to Germain Street) – Water, Sanitary and Storm Sewer Renewal and Street Reconstruction be awarded to the low tenderer, TerraEx Inc., at the tendered price of \$515,539.25 (including HST) as calculated based upon estimated quantities, and further that the Mayor and Common Clerk be authorized to execute the necessary contract documents.

EXECUTIVE SUMMARY

The purpose of this report is to recommend that Council award Contract 2021-11: St. James Street (Prince William Street to Germain Street) – Water, Sanitary and Storm Sewer Renewal and Street Reconstruction to the low Tenderer.

PREVIOUS RESOLUTION

February 22, 2021: M&C 2021-051 –Utility and General Fund – Revised 2021 Capital Programs approved.

May 3, 2021: M&C 2021-135 – Utility and General Fund – 2021 Capital Programs Revision II approved.

REPORT

BACKGROUND

The approved 2021 General Fund and Water and Sewerage Utility Fund Capital Programs include funding for the reconstruction of St. James Street from Prince William Street to Germain Street. The work involves the replacement of the existing watermain and sanitary sewer, installation of a new storm sewer for separation and full street reconstruction including new concrete curb, concrete sidewalk, grass medians, roadway granulars, asphalt, trees, and signage.

TENDER RESULTS

Tenders closed on June 1, 2021, with the following results, including HST:

1. TerraEx Inc., Saint John, NB	\$515,539.25
2. Dexter Construction Company Limited, Saint John, NB	\$595,466.55
3. Fairville Construction Ltd., Saint John, NB	\$627,371.00
4. Galbraith Construction Ltd., Saint John, NB	\$699,617.75

The Engineer's estimate for the work was \$567,449.10, including HST.

ANALYSIS

The tenders were reviewed by staff and all were found to be formal in all respects. Staff is of the opinion that the low tenderer has the necessary resources and expertise to perform the work and recommend acceptance of their tender.

FINANCIAL IMPLICATIONS

The Contract includes work that is charged against the 2021 General Fund and Water and Sewerage Utility Fund Capital Programs. This project is partially funded by the Integrated Bilateral Funding program. Assuming award of the Contract to the low tenderer, an analysis has been completed which includes the estimated amount of work that will be performed by the Contractor and Others.

The analysis is as follows:

Budget	\$ 621,000
Project net cost	\$ 591,500
Variance (surplus)	\$ 29,500

POLICY – TENDERING OF CONSTRUCTION CONTRACTS

The recommendation in this report is made in accordance with the provisions of Council’s policy for the tendering of construction contracts, the City’s General Specifications, and the specific project specifications.

STRATEGIC ALIGNMENT

This report aligns with Council’s Priority for Valued Service Delivery, specifically as it relates to investing in sustainable City services and municipal infrastructure.

Throughout the preliminary design development in 2020 the engineering team worked closely with Transportation Services and Growth and Community Services to ensure all municipal plans, policies and by-laws were adhered to during preliminary design development. Transportation Services and Growth and Community Services were involved in the full review process (Preliminary design to Final Design) throughout the design development.

Currently, the Saint John Traffic By-Law permits alternate side parking (switching twice monthly) on this section of St. James Street. The on-street parking is utilized by the area residents through the Residential Zone Parking Permit program. It was determined through the preliminary design process with Transportation Services that on street parking would be incorporated in the design as it is utilized by area residents for parking their vehicles. The street is also one-way with traffic flowing in a westerly direction. The reconstructed street will allow for the two 2.4m wide parking lanes (alternating sides) and a travel lane width, including allowance for snow storage.

For this project, a review of the Central Peninsula Secondary Plan (The Plan) was completed. The Plan contains several Policies and Proposals relating to the Central Peninsula. Throughout the engagement process in developing the Plan, more street trees and greening was identified as a community priority. With respect to St. James Street, the Plan has identified the conditions on the street as substandard; there are numerous vacant lots and derelict buildings and the street lacks greenery. It has identified the need for public investment along St. James Street to encourage infill development and improvements to the existing housing stock to reposition the street as an important and attractive corridor.

The Plan contains the following Policies and Proposals relating to St. James Street:

Policy:

SE-3 Reposition St. James Street as an important east-west corridor thereby facilitating reinvestment

Proposals:

6. Complete the gaps in the fabric along St. James Street through infill development.

- 7. Promote the redevelopment of the St. John the Baptist/King Edward School site as new residential development. Ensuring the development of the new school and the implementation of the Secondary Plan are coordinated and mutually supportive will be critical to the realization of the Vision.*
- 8. Encourage the adaptation, expansion, or redevelopment of the commercial-industrial building on the block bounded by Wentworth, St. James, Carmarthen, and Queen Streets as contemporary community hub, which may include such facilities as health clinics, learning centres, gathering spaces, and other neighbourhood assets.*
- 9. On the same block, encourage the development of residential infill such as townhouses along Carmarthen Street between St. James Street and Queen Street to increase density, housing stock, and repair the street at the west end of St. James Street.*
- 10. Extend Germain Street to connect with Lower Cove Loop to re-establish the grid pattern of streets and open up more land for residential development by contemplating a stop up and closure of Ross Street.*
- 11. Create an enhanced streetscape and public realm along St. James Street to encourage investment and improve pedestrian conditions.*

The reconstruction of this section of St. James Street supports the above through the replacement of asphalt curbs with concrete curbs and asphalt sidewalks with new concrete sidewalks, new grass medians and the planting of street trees. For the one vacant lot for this section of St. James Street water, sanitary and storm services will be installed to the property line in an attempt to ensure the street does not need to be excavated in the future for development at this vacant lot. In addition, access ramps will be installed in the sidewalks at pedestrian crossings that will be flush to the asphalt roadway surface to remove any barriers to access by all users of the pedestrian transportation infrastructure.

The plans to improve the accessibility for pedestrians and the plans for additional greenspace contributing to the “Complete Streets” design philosophy as part of this reconstruction project is supported by MoveSJ. The draft MoveSJ Cycling Strategy aligns closely with the Central Peninsula Secondary Plan by identifying several north-south and east-west Active Transportation (AT) corridors through the Peninsula. Lower Cove Loop and Broad Street are identified as an east-west Active Transportation corridor, building off the vision for Harbour Passage around the Peninsula. Although cyclists will continue to be permitted to use St. James Street, the envisioned AT investment in the nearby Lower Cove Loop/ Broad Street corridor means there is not the expectation as part of MoveSJ that specific cycling infrastructure needs to be incorporated into the St. James Street design.

SERVICE AND FINANCIAL OUTCOMES

The municipal infrastructure on this street is in poor condition and requires replacement. The renewal of the infrastructure will reduce the likelihood of future service disruptions to the residents due to infrastructure failures. The storm water and sanitary sewer flows will also be separated on this section of St. James Street.

INPUT FROM OTHER SERVICE AREAS AND STAKEHOLDERS

This report was reviewed with Public Works and Transportation Services.

ATTACHMENTS

N/A