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**Subject:** Award of Tender 2019-T-105 (RN 19-15) Reconstruction of Regional Road 98 (Montrose Road) from Regional Road 49 (McLeod Road) to Charnwood Avenue, City of Niagara Falls

**Report to:** Public Works Committee

**Report date:** Tuesday, May 7, 2019

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## Recommendations

1. That Contract 2019-T-105 (RN 19-15) Reconstruction of Regional Road 98 (Montrose Road) From Regional Road 49 (McLeod Road) to Charnwood Avenue **BE AWARDED** to Peters Excavating Inc. at their bid price of \$6,913,417 (including 13% HST).

## Key Facts

- The purpose of this report is to seek Council's approval to award Contract 2019-T-101 for the Reconstruction of Regional Road 98 (Montrose Road) From Regional Road 49 (McLeod Road) to Charnwood Avenue to Peters Excavating Inc.
- The Purchasing By-law 2016-02 requires that Council approve tender awards greater than \$5,000,000.
- The project was undertaken as a result of a Municipal Class Environmental Assessment completed in 2011.
- A public tender process was initiated and a total of three (3) bids were received with the lowest bid being \$6,118,068 (excluding taxes).
- The City of Niagara Falls is a cost sharing partner in this project and a gross budget adjustment for \$970,000 was recently processed reflecting an increase in the City of Niagara Falls cost sharing contribution from \$1,280,000 to \$2,250,000.
- The City of Niagara Falls cost sharing is related to the construction of storm sewers, sanitary sewers, watermain, sidewalk, and a multi-use path.

## Financial Considerations

The original budget was established in 2009 at \$3,000,000. Throughout the project design, the overall scope was further defined to accommodate future developments in the area, and the necessary design changes were implemented resulting in an increase in the overall budget for project 20000503 to \$7,200,000. Appendix 3 – Total Estimated Project Cost provides a full budget breakdown.

The City of Niagara Falls has confirmed its financial contribution for the cost-sharing amount identified in Appendix 3 – Total Estimated Project Cost.

## Analysis

- In 1998, the City of Niagara Falls completed a Transportation Master Plan (TMP) to assess and identify the transportation infrastructure requirements to address travel demands of the City of Niagara Falls.
- In assessing the short/long term transportation needs, the TMP identified the need for capacity improvements along McLeod Road.
- In response to this need, Niagara Region along with the City of Niagara Falls and the Niagara Parks Commission initiated the McLeod Road Transportation Study in 2006.
- The McLeod Road Transportation Study, completed in 2008, recommended improvements, in order to address the future 2016 and 2026 travel demands.
- Following the completion of the McLeod Road Transportation Study, Niagara Region initiated a Schedule C Municipal Class Environmental Assessment for the McLeod Road and Montrose Road corridors.
- The Municipal Class Environmental Assessment Study for McLeod Road and Montrose Road was completed, and the Environmental Study Report filed, on November 4, 2011, recommending improvements to increase traffic capacity and alleviate congestion.
- The proposed improvements for Montrose Road include a 4-lane urban cross section between McLeod Road and the north entrance to the MacBain Community Centre, and a 2-lane urban cross section between the MacBain Community Centre north entrance and Charnwood Avenue.
- Niagara Region retained Parsons Corporation, through a competitive procurement process, to undertake the detailed design for the project through a competitive process under 2016-RFP-04.
- A public tender process was initiated on March 11, 2019, to obtain tenders for the Reconstruction of Regional Road 98 (Montrose Road) From Regional Road 49 (McLeod Road) to Charnwood Avenue. Niagara Region received, and publicly opened, a total of three (3) bids on April 9, 2019.
- Niagara Region's Procurement & Strategic Acquisitions reviewed the bids received for compliance, and determined that all bids were compliant.

- One bid contained mathematical errors which were corrected and any discrepancies are noted in Appendix 2 under the corrected tender price. The correction in revised tender prices did not change the final outcome of the tender results.
- Parsons reviewed the bids received, has provided a recommendation to award Tender 2019-T-105 (RN 19-05) to Peters Excavating Inc. at their bid price \$6,118,068 (excluding HST) as noted in Appendix 2.
- Contract award requires resources from Enterprise Resource Management Services (ERMS) in order to execute the required contract documents. Transportation Engineering staff will be providing resources throughout the project in order to manage the contract with assistance from ERMS on contract/project payments.

### **Alternatives Reviewed**

A Municipal Class Environmental Assessment Study (EA) for McLeod Road and Montrose Road was completed, and the Environmental Study Report filed, on November 4, 2011, recommending improvements to increase traffic capacity and alleviate congestion.

Five (5) planning alternatives were reviewed as part of the EA:

1. Do nothing;
2. Improve adjacent roads;
3. Provide additional traffic lanes;
4. Non-structural improvements (e.g. signing, traffic optimization or traffic control);  
and
5. Accommodate other travel modes.

The preferred planning alternative for Montrose Road was “Increase traffic capacity along Montrose Road through the addition of through / turn lanes and help alleviate congestion through the accommodation of transit users, cyclists, and pedestrians and the implementation of non-structural improvements including better signage and traffic control.”

Four (4) design alternatives were reviewed as potential methods of implementing the preferred planning alternative:

1. Do nothing;
2. Four lanes with shared use cycling lanes;
3. Two / Four lanes with dedicated bike and turn lanes; and
4. Four lanes with dedicated bike and turn lanes.

The preferred design alternative, which was the basis of the detailed design, included: four lanes between Regional Road 49 and the north entrance to the MacBain Centre; two lanes between the north entrance to the MacBain Centre and Charnwood Avenue; dedicated turn lanes at intersections; and dedicated bike lanes throughout.

As part of the EA process, two Public information Centres were held. The first session occurred on February 4, 2009, and the second was held on April 20, 2010. An additional Public Information Centre occurred on October 24, 2018 to present the construction drawings, details and schedule to local residents / businesses that may be affected by the project.

### **Relationship to Council Strategic Priorities**

This recommendation relates to the Moving People and Goods strategic priority since the planned upgrades will ensure reliable and effective transportation modes including an inter-connection of various types of transportation.

### **Other Pertinent Reports**

- PWA 36-2010
- PW 7-2019

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**Recommended by:**

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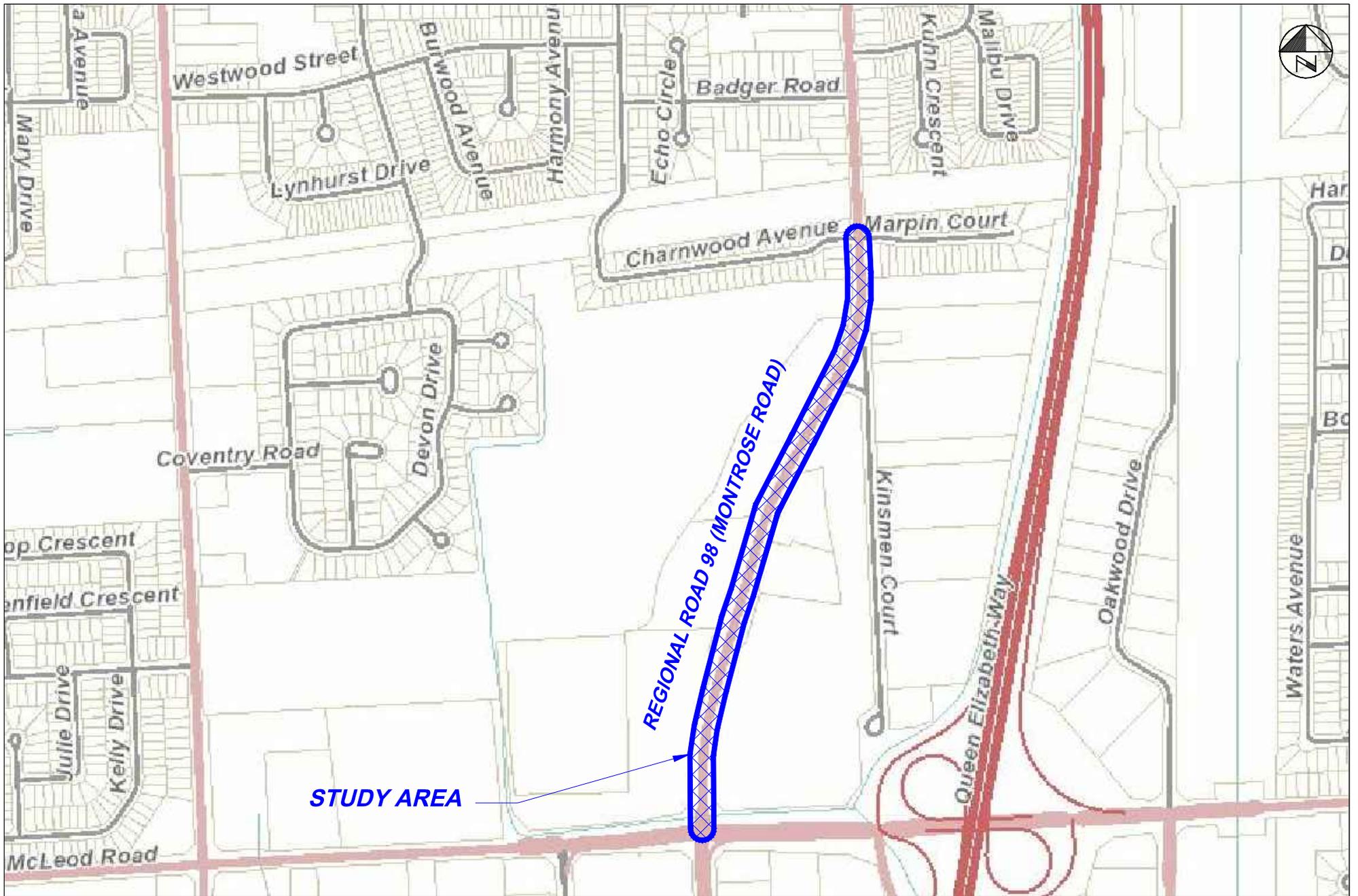
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*This report was prepared in consultation with Frank Tassone, Associate Director Transportation Engineering and Brian McMahon, Program Financial Specialist, and reviewed by Carolyn Ryall, Director Transportation Services.*

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**PW 25-2019 APPENDIX 2  
Summary of Bids Received  
Contract Award**

**Reconstruction of Regional Road 98 (Montrose Road) between Regional Road 49  
(McLeod Road) and Charnwood Avenue, Niagara Falls**

Bidder	Tender Price (Excluding HST)	Corrected Tender Price (Excluding HST)
Peters Excavating	\$ 6,118,068	\$ -
Beam Rankin Joint Venture	\$ 7,278,785	\$ -
Alfidome	\$ 7,299,233	\$ 7,194,650

**PW 25-2019 APPENDIX 3  
 Total Estimated Project Cost  
 Contract Award**

**Reconstruction of Regional Road 98 (Montrose Road) between Regional Road 49 (McLeod Road) and Charnwood Avenue, Niagara Falls**

	<b>Council Approved Budget</b>	<b>Budget Increase/ Reallocation</b>	<b>Revised Council Approved Budget</b>	<b>Expended &amp; Committed as of 04/10/19</b>	<b>Forecast</b>	<b>Budget Remaining</b>
	<b>(A)</b>	<b>(B)</b>	<b>(C) = (A) + (B)</b>	<b>(D)</b>	<b>(E)</b>	<b>(F) = (C)-(D)- (E)</b>
<b><u>Total Estimated Project Cost (20000503)*</u></b>						
(a) Construction (including Construction Contingency and 1.76% non-refundable HST)**	6,225,746		6,225,746	-	6,225,746	-
(b) Project Contingency	350,000		350,000	-	350,000	-
(c) Property Acquisition	55,700		55,700	5,699	50,001	-
(d) Consulting Engineering Services						
i. Detailed Design	-		-	-	-	-
ii. Contract Administration & Inspection	25,000		25,000	23,557	1,443	-
ii. Geotechnical Service-Quality Control	60,789		60,789	9,789	51,000	-
(e) Project Management (In-House) and Operations	310,018		310,018	2,612	307,406	-
(f) Traffic Signals and Signs	150,000		150,000		150,000	-
(g) Utility Relocation	8,630		8,630	13,718	(5,088)	-
(h) Subsurface investigation	-		-	-	-	-
(i) Miscellaneous	14,117		14,117	-	14,117	-
<b>Total Estimated Project Cost</b>	<b>7,200,000</b>	<b>-</b>	<b>7,200,000</b>	<b>55,376</b>	<b>7,144,624</b>	<b>-</b>
<b><u>Project Funding Sources</u></b>						
Capital Variance Project - Levy	(1,210,000)		(1,210,000)	(1,210,000)	-	-
Federal Gas Tax Funding	(1,700,000)		(1,700,000)	(4,524)	(1,695,476)	-
Development Charges	(2,040,000)		(2,040,000)	(10,141)	(2,029,859)	-
Municipal Cost Sharing - Niagara Falls	(2,250,000)		(2,250,000)	-	(2,250,000)	-
	<b>(7,200,000)</b>	<b>-</b>	<b>(7,200,000)</b>	<b>(1,224,665)</b>	<b>(5,975,335)</b>	<b>-</b>

\*All costs include 1.76% non-refundable HST.

\*\* Total Contract Award is equal to i) \$6,118,068 before tax; ii) \$6,225,746 including 1.76% non-refundable HST; \$6,913,417 including 13% HST.