

Town of Riverview

COUNCIL REPORT FORM



Presented to: Mayor & Council

Department: Engineering & Public Works

Date: May 4, 2018

Subject: Award of Tender 18-70 Gunningsville/Coverdale Intersection Improvement

BACKGROUND

In 2016, the Town engaged the services of a consultant to review the functionality of the Gunningsville intersection at Coverdale and Hillsborough. The review was done to better understand the cost and options available in preparation of a major upgrade within the next 5 to 10 years. The final recommendation would be added to the Town 10 yr plan in order to accommodate the future growth in the Town. The report concluded the existing overall Design Hourly Level of Service for the intersection is "E". This level is considered to be unacceptable to most drivers and occurs when arrival flow rates exceed the capacity of the intersection. Three solutions were considered; 1- Maintaining Traffic Signals with geometric modifications, 2- Converting the southbound lane on the Gunningsville Bridge to a reversible lane, and 3- Reconstruction of the intersection as a multi-lane roundabout.

In September of 2016 the Province announce the replacement of the existing causeway with a new bridge. The construction will take 4 years from 2017 to 2021 and this work will necessitate full closer of the causeway from June to November 2020. In preparation for the closer the Province conducted a traffic impact study. The study estimated the Annual Average Daily Traffic on the Causeway at 27,000 and 36,500 on Gunningsville Bridge. The report also concluded that Gunningsville intersection and Coverdale Road will be greatly overwhelmed by the additional traffic.

Town Council, wishing to be pro-active, directed staff to proceed with the improvements to the intersection in 2018 prior to the anticipated full closure of 2020. The most appropriate for our immediate needs and less expensive option was selected. Since this intersection is already strained due to the on-going work on the causeway, it was decided that the construction work would proceed at night when traffic was at its lowest and when construction productivity could be expected to be consistent.

Drawings were prepared and the work was placed for public tender in April 2018. The tender closed on April 19 and three bids were received. All three bids were close in terms of dollar value (\$1.9M to \$2.0) but unfortunately they were all above budget.

CONSIDERATIONS

Option 1 – Award in 2018

Following the tender closing, several meetings took place with the successful lowest bidder in an attempt to better understand if any part of the construction can be adapted to reduce the level of effort or scope of the work to the contractor which would result in a dollar saving to the Town. Several items and opportunities were identified and savings are reflected in the post tender addendum.

In working with our design consultant, we modified the limit of work and made minor changes to the scope of work to seek opportunities for cost savings. By reducing the amount of full depth pavement removal and reducing the amount of partial depth pavement milling in three of the four legs of the intersection, we were able to reduce the quantities without having any impact on the quality of the final product. This resulted in a considerable saving.

Since most of the Capital projects within the Department had been tendered and the anticipated cost of construction is known and allowing for the cost of construction administration we can state that we are currently \$670,636 below budget overall in the General Transportation Capital Budget.

Option 2 – Delay project for 2019 Budget deliberation

The total anticipated cost of the work is approximately \$375,000 over the current project budget. We can't confirm exactly how much of this is attributed to the request to have all of the work done at night but conversation with the contractor has let us to understand that although the general contractor is familiar with night work, most of the sub-contractors are not and may have overreacted with some pricing. We believe the project to be approximately 20% more than expected. Almost all of this is attributed to our request of performing the work at night. Another factor that may have influenced pricing is the combination that 2018 is a large construction year within the Moncton area and there is not a large competition for work come April. This said, experience has shown that retendering has not proven to save the Town money. Unless we greatly change the scope, which is not possible with an intersection, contractors have now heard the other bid results which reaffirms their bid price.

Legal:

N/A

Financial:

Overall General Transportation Capital (GTC) Budget for construction projects	\$3,900,000	
Project construction costs including admin and 4.29% HST	\$3,229,364	
Potential GTC budget savings to date	\$670,636	(A)
Gunningsville Intersection Improvement Budget	\$1,600,000	(B)
Total anticipated cost (including poles, admin, and HST)	\$1,975,623	(C)
Overall anticipated GTC budget result	(A)+(B)-(C)	\$295,013

Policy:

N/A

Stakeholders:

N/A

Strategic Plan:

N/A

Interdepartmental Consultation:

N/A

Communication Plan:

A public Open House explaining the project outcome and construction schedule is planned for early June 2018. The Construction is scheduled to be performed at night between 6pm and 7am, weekend included, from July 3 to August 31.

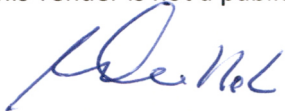
OPTIONS

Option 1 – Award to lowest bidder at the amended price as provided in the letter of recommendation by the consultant, WSP.

Option 2 – Delay the project construction to 2019 to allow to adjust the budget to reflect the actual cost of construction.

RECOMMENDATION FROM STAFF

That Town Council proceed with Option 1 and direct staff proceed with the construction work in 2018. Approval of this Tender is not a public announcement of the project.



Prepared by: Michel Ouellet

