



Town of Huntsville Staff Report

Meeting Date: January 26, 2022

To: General Committee

Report Number: OPS-2022-7

Confidential: No

Author(s): Brandon Hall, Civil Engineering Technologist

Subject: Centre St & Hanes Road Intersection Upgrades

Report Highlights

Installation of Traffic Signals, turn lanes, crosswalks and sidewalks at the intersection of Centre St and Hanes Road.

Staff be directed to enter into an "Agreement" with Sanford Investments for the design and construction of the Centre Street & Hanes Road intersection upgrades to the satisfaction of the Town of Huntsville's CAO, Director of Finance/Treasurer, and Direction of Operations and Protective Services.

Recommendation

That: Staff be directed to award the contract and enter into an Agreement with Sanford Investments, using single sourcing, for the design and construction of the Centre Street & Hanes Road intersection upgrades to the satisfaction of the CAO, Director of Finance/Treasurer and Direction of Operations and Protective Services.

Background

The Town of Huntsville Operations staff were approached by Sanford Investments in 2021 to discuss the possibility of the re-alignment of Shay Road out to Centre Street to support a proposed Commercial Development (Paisley Centre) at the South East corner of Centre Street and Hanes Road intersection. This was presented to Committee March 24, 2021, Report Number [OPS-2021-09](#). Staff have since entered into an Agreement with Sanford Investments through our Road Approval Permit Application Process for the construction of the re-alignment of Shay Road.

The proposed Commercial Development (Paisley Centre) at this time was in the early design stages and was/is subject to the Town of Huntsville Standard Planning Process and Procedures.

The Paisley Group has since submitted their documents to support their Site Plan Application for their approval of a Commercial Establishment on the South East corner of the Centre Street and Hanes Road Intersection.

Discussion

As a review of the submitted site plan by Operations staff, it was determined that there would be some off site road works to take place along Centre Street and Hanes Road such as turn lanes in order for this proposed development to function properly for its intended use.

Operations staff also reviewed the Scoped Traffic Impact Study as a requirement for the proposed development. Traffic Movements were studied at the following locations:

- Centre St / Hanes Rd
- Hanes Rd / Ott Drive
- Ott Drive / Shay Rd
- Centre St / West Rd
- Highway 60 / Earls Rd & Hanes Rd
- Shay Rd / Centre St
- Hanes Rd / Hanes Access
- Ott Drive / Ott Access
- Shay Rd / Shay Access
- Shay Rd / Loading Access

Based on the study results and analysis, it was determined that no further intersection upgrades at Centre Street and Hanes Road were warranted as part of the proposed development. It was also determined during the analysis and reviewing the Police Reports for accidents in this area, there is a behavioural issue as well as a safety issue with respect to how vehicular traffic and pedestrians are using this intersection.

Understanding that a set of Traffic Signals at this intersection is an item within the Town of Huntsville's Strategic Plan, identified within the Town of Huntsville's Sidewalk Master Plan, and also a concern of the public's, Operations staff have had discussions with Sanford Investments about the installation of traffic signals and with the installation of traffic signals comes intersection upgrades such as turn lanes, crosswalks and sidewalks. During these preliminary discussions, Sanford Investments, in conjunction with Town staff, have agreed that installing traffic signals at the intersection of Centre Street and Hanes Road would be justified. Again the installation of the traffic signals will meet the Town's criteria in the Strategic Plan, meet the requirements of the Sidewalk Master Plan and will also improve the safety of all pedestrians and vehicular traffic using the said intersection.

Since Sanford Investments is proposing to do intersection work as part of their proposed Commercial Development it is very beneficial and cost effective for the Town of Huntsville to "Piggyback" off their construction rates and complete all intersection upgrades at the same time. Those construction rates are incorporated into the proposed cost sharing numbers below.

Sanford Investments will be responsible for obtaining all permits and approvals in order to complete this upgrade and will be the lead on this project under the Supervision of Town Staff.

Sanford Investments would be looking to complete the intersection upgrades by mid June, 2022.

Attached to this report is the preliminary design/lane configuration completed by the Paisley Group for the Centre Street and Hanes Road intersection that shows the projected turn lanes. Based on the preliminary design drawings for the intersection upgrades and Traffic Signals, it is estimated that it will cost \$600,000.00 to complete the work. A detailed design with the Traffic Signals, crosswalks and sidewalks will be completed shortly once entered into an "Agreement".

With discussions between Town Staff and Sanford Investment representatives, it has been mutually agreed upon to fund (cost sharing) the upgrades as follows;

\$ 300,000.00 (Huntsville Development Charges (DC's) There was \$300,000 in DC's identified in the Study for future installation of traffic Signals at this intersection. There is sufficient funds in the DC - Roads and Related Fund for this project.

\$ 200,000.00 (Huntsville Operations Capital Budget) * This has already been allocated in the 2022 Capital budget, so there will be no change to the current approved budget.

\$ 100,000.00 (Contribution from Sanford Investments)

\$ 600,000

It has also been mutually agreed upon with Sanford Investments that The Town of Huntsville's portion of the costs will be a "LUMP SUM" of \$500,000.00.

Town staff have also reviewed the costs and preliminary design with their engineering vendor of record (TULLOCH) for a peer review and have determined that the costs are fair and reasonable and the design is appropriate. The design of this intersection still needs to be finalized and will be subject to peer review by TULLOCH to ensure the design is appropriate and meets Town Standards.

It is recommended that staff be directed to enter into an Agreement with Paisley Group for the design and construction of the Centre St & Hanes Road intersection upgrades to the satisfaction of The Town of Huntsville's CAO, Director of Finance/Treasurer and Director of Operations and Protective Services.

This "Agreement" will be for the installation of Traffic Signals and all other associated work to support the Traffic Signals between the Town of Huntsville and Sandford Investments and not part of the Paisley Centre Commercial Development Site Plan Agreement.

Procurement:

From a procurement by-law point of view, staff are recommending that single sourcing is permissible in these circumstances under "alternative procurement strategies S.5.2.2" based on the following:

- The contractor will be doing a project which will involve two corners of the area Hanes/Centre. While this is being done the intention is to do the lighting/intersection project at the same time while the area is dug up
 - It is our understanding that two contractors cannot be in the same area working and would therefore have to perform the work during different time frames (one after the other)
 - If the Town goes for open procurement and another contractor is awarded the work, it is anticipated that the work will take longer, could cost more and be less efficient as it would be done as part of a separate project.
1. Although this situation is not specifically listed in the section of the policy 5.2.2.1.1 Single Sourcing, the situation is similar to section e. *"Where it can be demonstrated that a change in*

the supplier and standard for certain IT component cannot be justified for economic or technical reason and would cause significant inconvenience or substantial duplication of costs for the Town". Although this is not an IT Component as identified in the Policy, the same rationalization was considered for this construction project, in conjunction with the considerations outlined below. If this component of the larger project was done by a new contractor it would be expected that there would be an increased cost overall to the municipality as it is less likely to get better per/unit pricing and the job would take longer as well as additional mobilization/demobilization costs. There would be an increased inconvenience to the residents/visitors in Huntsville as the work would take longer as each contractor would need to work at separate time frames on the project.

2. Also, outlined in Section 5.2.2.1.1 *"Where a consulting firm has satisfactorily partially completed a project, or fully completed a related project, they may be recommended for award for the balance of the project where:*
 - *The consultant has specific knowledge of the project and has undertaken work for which duplication would be required if another firm were to be selected; and*
 - *There is a financial benefit to the Town in awarding of the contract to the same consultant."*

Although the bigger project that the consultant is undertaking is not the Town's project, there does appear to be a financial benefit to award the job to the same consultant being used for the larger project.

3. In reviewing the Purpose of the Policy (section 1), we would also make the following comments:
 - a. *To maintain the integrity of the procurement process by ensuring that, wherever possible, competitive methods of procurement will be used to obtain the best value for the Town;*
 - It appears that this method of procurement will yield the best value for the Town as noted above.
 - b. *To obtain the highest quality goods, services or construction at the least possible cost; while at the same time weighing the life cycle costs and environmental impacts of the goods and services being purchased;*
 - Because of the economies of scale with the larger project, and the reduced time it will take to complete the project, if done in conjunction with the larger project there does appear to be both cost savings and will have less impact on the environment (less vehicles traveling back and forth to the construction site, and less disruption to this route where cars may need to take longer routes to get to their destinations for a shorter period of time).
 - c. *To ensure fairness, objectivity and transparency in the procurement process;*
 - The Town has had a 3rd party review the pricing to ensure it is fair and reasonable. This intention to procure this project directly with a contractor is also being presented to council for approval in a public meeting. The findings of this review indicated that the cost is reasonable for the work to be done based on the information they have available.
 - d. *To incorporate sustainability into the procurement process where appropriate and feasible; and*
 - There will be less impact on the environment to do this work in conjunction with a larger project, less emissions from vehicles and equipment.
 - e. *Clearly define the circumstances in which non-competitive procurements may be awarded.*
 - This information is being provided to Council and is available to the public as part of this report.

Options

1. Staff be directed to enter into an "Agreement" with Sanford Investments for the construction upgrades of the Center Street & Hanes Road intersection to the satisfaction of the Town of Huntsville's CAO, Director of Finance/Treasurer and Director of Operations (**Recommended**)
2. Staff not be directed to enter into an "Agreement" with Sanford Investments for the construction upgrades of the Center St & Hanes Rd intersection (Not Recommended)

Capital

As a result of the proposed Intersection upgrades the following funds will be utilized in 2022 from the Town of Huntsville.

Development Charges - Roads and Related - \$ 300,000 (current balance at the date of the report is \$340,845)

Huntsville 2022 Roads Capital Budget - \$200,000.00

Operational

As a result of the intersection upgrades the operational costs are estimated to be approximately \$5,000.00 annually and will be included in future budgets.

Council Strategic Direction / Relevant Policies / Legislation / Resolutions

Transportation RdINF 1.6

By-law 2021-21 Procurement Policy

Attachments

[Hanes Road Improvements Prelim Estimate
11448 R-1 DEC 20 2021](#)

Consultations

Paisley Group - Claude Doughty

Stephen Hernen - Director of Operations and Protective Services

Kevin Boucock - Manager of Operations

Denise Corry - Chief Administrative Officer

Julia McKenzie - Director of Financial Services/Treasurer

Respectfully Submitted:

Brandon Hall, Civil Engineering Technologist

Manager Approval (if required):

Kevin Boucock, Manager of Operations

Director Approval:

Stephen Hernen, Director of Operations and Protective Services

CAO Approval:

Denise Corry, Chief Administrative Officer

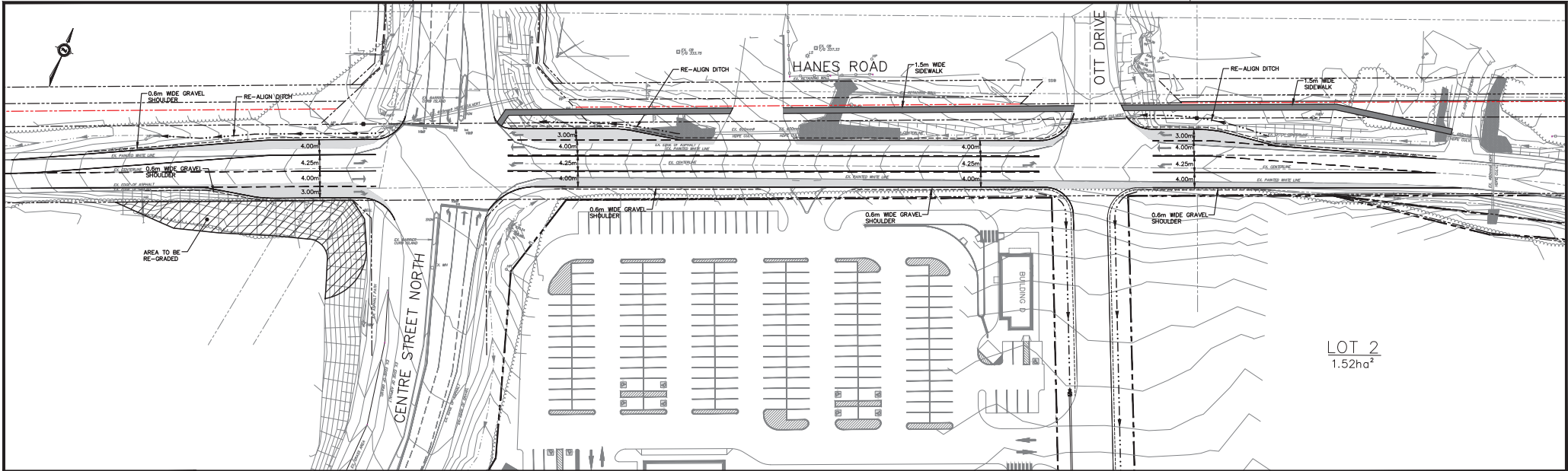
HANES ROAD LANE IMPROVMENTS

File 19-11448M

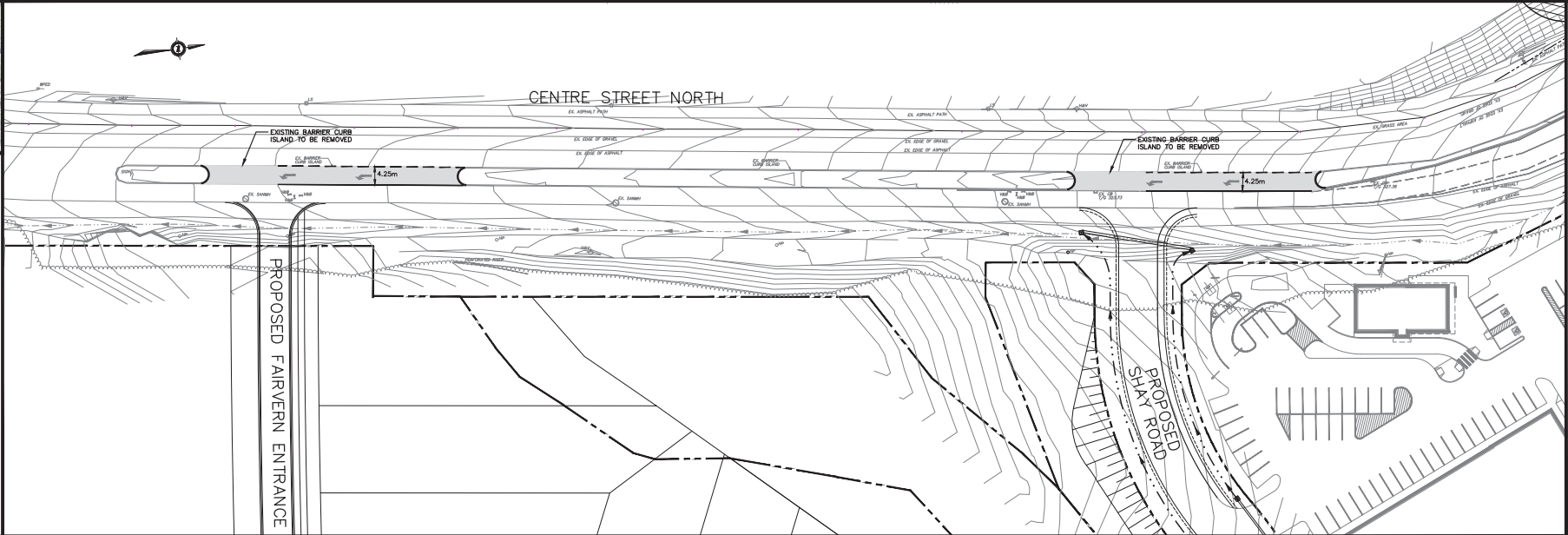
PRELIMINARY ESTIMATE

November 2021

				Unit Price	Quantity	Total
A		SITE PREPARATION				
1.0		Clearing and Grubbing ROW	SM	\$15.00	1,250.00	\$18,750.00
2.0		Strip Overburden	CM	\$10.00	600.00	\$6,000.00
3.0		Earth Excavation and Grading	CM	\$25.00	750.00	\$18,750.00
4.0		Sub-grade Preparation	SM	\$10.00	1,250.00	\$12,500.00
B		ROADWORKS				
1.0		Granular B (450mm)	Tonne	\$20.00	2,100.00	\$42,000.00
2.0		Granular A (150mm)	Tonne	\$26.00	700.00	\$18,200.00
3.0		Asphalt (90mm)	Tonne	\$110.00	500.00	\$55,000.00
4.0		Ditching	LM	\$15.00	700.00	\$10,500.00
5.0		Boulevard Topsoil and Seed	SM	\$7.00	2,500.00	\$17,500.00
6.0		Line Painting	Ea	\$1,500.00	1.00	\$1,500.00
C		PROVISIONAL ITEMS				
1.0		Utility Relocations	LS	\$10,000.00	1.00	\$10,000.00
2.0		Bulk Rock Excavation	CM	\$150.00	100.00	\$15,000.00
3.0		Traffic Control	LS	\$7,500.00	1.00	\$7,500.00
		SUBTOTAL				\$233,200.00
		20% ENGINEERING				\$46,640.00
		30% CONTINGENCY				\$69,960.00
		13% HST				\$45,474.00
		TOTAL ESTIMATE				\$395,274.00



KEY MAP
NOTES
 1. TOPOGRAPHIC SURVEY COMPLETED BY PINSTONE ENGINEERING LTD. NOVEMBER 2021.
LEGEND
 — NEW ASPHALT
 - - - DITCH REALIGNMENT



The position of existing above ground and underground utilities and facilities are not necessarily shown on this drawing, and where shown, the accuracy of the position of such utilities and facilities is not guaranteed. Before starting work, the contractor shall confirm the exact location of all existing utilities and facilities, and shall assume all liability for damage to them.
 Drawings shall not be used for construction unless sealed and signed. All work to be performed in accordance with the Occupational Health & Safety Act 1990.
 Any errors and/or omissions shall be reported to Pinestone Engineering Ltd. without delay.



SEAL

DRAWN BY:

CHECKED BY:

DESIGNED BY:

T.H.

SCALE:

DATE:

1:500

DECEMBER 2021

NO.

YYMMDD

REVISION

BY

PROJECT:

PAISLEY DEVELOPMENT

DRAWING:

HANES ROAD AND CENTRE STREET NORTH ROAD IMPROVEMENTS

PROJECT No.:

20-1148-M

DRAWING No.:

RI-1