

Municipality of Chatham-Kent
Infrastructure and Engineering Services
Engineering

To: Mayor and Members of Council
From: Brigán Barlow, C. Tech, Manager, Drainage Services
Date: December 9, 2024
Subject: Tender Award – Contract T24-241 – Grant Drain and Branch Improvements

Recommendations

It is recommended that:

1. The tender in the amount of \$463,300.00 (including HST) for the Grant Drain and Branch Improvements be awarded to McNally Excavating.
2. The Mayor and Clerk be authorized to sign the necessary agreements.

Background

The Grant Drain and Branch is an existing closed system Municipal Drain commencing in the open portion of the Grant Drain, south of the intersection of Gosnell Line and Mazan Line, continuing south-easterly under the former CSX Railway and Entegrus/CASO Trail rail beds and terminating just south of the intersection of Mazan Line and Scott Line. The Grant Drain was last reconstructed pursuant to a report submitted by E.P. Dries, P.Eng., dated June 18, 1998, and consisted of the reconstruction of the Grant Drain from Gosnell Line to the southerly limit of the CSX right-of-way. The Grant Drain Branch was originally constructed pursuant to a report prepared by G.A. McCubbin, P.Eng., dated March 9, 1929. No improvements under the Drainage Act have been carried out on the Branch Drain since that time.



Figure 1 – Proposed Improvements to the Grant Drain and Branch

A request was initiated on September 28, 2022, by an affected landowner under Section 78 of the Drainage Act to improve the Grant Drain Branch to meet current design standards. The existing Branch Drain is in a state of failure with frequent collapses of the tile experienced in multiple locations and is significantly undersized by current standards and unable to adequately remove runoff during large events. A drainage report was undertaken by J.M. Spriet, P. Eng., and was submitted to the Chatham-Kent Drainage Board on May 7, 2024. The report proceeded through the Drainage Act process, through both the Meeting to Consider and the Court of Revision. Two (2) written appeals on assessments were received for this project at Drainage Board. Following revisions to the assessment schedule by the Court of Revision at the August 6, 2024, meeting, these appeals were resolved. The third reading of the By-law occurred on September 9, 2024.

Comments

This contract consists of the supply and installation of approximately 2,400 lineal meters of closed drainage system, including the replacement and improvement of three (3) crossings beneath Mazan Line, a new crossing beneath the Entegrus/CASO Trail rail bed, and a new crossing beneath the CSX rail bed.

In accordance with the [Purchasing By-Law #205-2023](#), the tender was advertised on the Municipal website on September 26, 2024 and closed on October 10, 2024. A total of fifteen (15) potential bidding contractors (including contractors, sub-contractors and suppliers) obtained a copy of the contract documents from the Chatham-Kent Bids & Tenders website and two (2) tender bids were received. The bid results and rankings are outlined in Table 1.

Table 1: Bid Results for T24-286 – East Branch of Scafe Drain Enclosure

Rank	Bidder	Location	Amount (incl. HST)
1	McNally Excavating	Inwood, ON	\$463,300.00
3	Clarke Construction Inc.	Chatham-Kent, ON	\$521,269.00

The Engineering Division has reviewed the tenders and found them to be complete in all respects. It is the recommendation herein that the contract be awarded to McNally Excavating who submitted the lowest tender bid.

Council Term Priorities

This report supports the following Council Term Priorities:

			
Deliver Excellent Service	Promote Safety & Well-Being	Grow Our Community	Ensure Environmental Sustainability
		3a	

Consultation

The tenders were digitally received by the Purchasing Division and reviewed by the Engineering Division.

Communication

The tender documents were posted on the Chatham-Kent Bids & Tenders website for prospective contractors to review. Unsuccessful bidders were notified by the Purchasing Division through the Bids & Tenders website.

Affected landowners will be included in the pre-construction meetings with the successful bidder, consultant, and staff to minimize disturbance to their schedules and properties. Construction signage will be implemented in accordance with Ontario Traffic Manual Book 7 to inform residents of traffic impacts.

Diversity, Equity, Inclusion and Justice (DEIJ)

This report does not have implications related to diversity, equity, inclusion or justice.

Financial Implications

Table 2 provides an overview of the recommended costs:

Table 2: Recommended Costs and Funding Summary

Description	Total
A) Project Costs	
Recommended Award	\$410,000.00
Plus 13% HST	\$53,300.00
Total Costs (including HST)	\$463,300.00
Less 11.24% HST Rebate	(\$46,084.00)
Total Project Costs	\$417,216.00
B) Project Account	
ORCGRNA324.12340.2CONTRAC	\$417,216.00
Total Project Account Charges	\$417,216.00
C) Estimated Costs Assessed to Municipality	
Assessment costs to Road Authority	\$106,258.00
1.76% tax (less HST rebate)	\$1,870.14
Total Estimated Costs Assessed to Municipality	\$108,128.14

The costs for this project are proposed to be charged to the Grant and Branch Drain Capital Account (ORCGRNA324). Actual project costs will be assessed on a pro-rata basis against the lands and roads, as per the assessment schedule included in the draining report. The Municipality's assessed costs listed above will be funded from the Roadside Drainage Municipal Assessment Account, through the Public Works base budget.

Prepared by:

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Reviewed by:

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Edward Soldo, P. Eng., General Manager, Infrastructure and Engineering Services

Consulted and confirmed the content of the consultation section of the report by:
Matthew Smith, CPA, CGA, Manager, Purchasing and Accounts Payable

Attachment: None