



# Committee Report

<b>To:</b>	Warden Hicks and Members of Grey County Council
<b>Committee Date:</b>	October 28, 2021
<b>Subject / Report No:</b>	PDR-CW-25-21
<b>Title:</b>	Award of RFT-PCD-04-21 Trail Grading and Stone Dusting
<b>Prepared by:</b>	Scott Taylor, Manager of Planning Services Sharon Melville, Buyer
<b>Reviewed by:</b>	Randy Scherzer, Deputy CAO
<b>Lower Tier(s) Affected:</b>	N/A
<b>Status:</b>	Recommendation Option 2 adopted by Committee as presented per Resolution CW169-21; Endorsed by County Council November 12, 2021 per Resolution CC82-21;

## Recommendation

1. That Report PCD-CW-25-21 containing the tender award recommendations for RFT-PCD-04-21 Grey County Rail Trail Grading, Stone Dusting & Compacting be received; and

### Option 1:

That Bluewater Landscaping and Construction be awarded the Tender for a total amount of \$457,700.00 excluding HST for 20 km to be completed within the 2022 construction season.

or

### Option 2:

That Bluewater Landscaping and Construction be awarded the Tender for a total amount of \$836,287.50 for 35.5 km excluding HST to be completed within the 2022/2023 construction seasons.

## Executive Summary

This project consists of grading, stone dust resurfacing and compacting a distance of 20 to 35.5 km of the CP Rail Trail beginning in Berkeley.

Location – CP Trail – Berkeley

- Start North of Thistle Wood Road on the South Side of Wooden Bridge (Bridge 42)

Ending at Grey Street East – Dundalk

- Continue work starting at Grey Road 9 - Dundalk  
Ending at Side Road 250

The existing surface material on the CP Trail will be graded to remove all grass and vegetation within and directly adjacent to the travelled portion of the trail. The finished grade will ensure positive drainage away from the trail and leave a smooth surface for stone dust application.

A minimum 10 cm thickness of Stone Dust will be applied to the CP Trail. A minimum width of 2.4 metres shall be applied along the entire route with a flared access at each road crossing. The final trail grade will be smooth and packed, consistent, and crowned in the middle.

A Federal grant in the amount of \$201,476 was received for a 20 km portion of the project. The project was quoted with two options, 20 km to satisfy the requirements of an approved grant and 35 km to complete the final section of the trail.

## Background and Discussion

The Tender was posted on the Grey County website from June 8, 2021 to June 24, 2021.

Two bids were received but only one bidder remained responsive and willing to complete the project.

Approximately half of the CP Rail Trail has been stone dusted over the past number of years. This has been done in phases with approximately 3 to 5 km being done each year. The average cost per kilometre to date to stone dust the trail has been approximately \$10,000 to \$12,000 per kilometre. The most recent bid received is about double the historic average amount (i.e. approximately \$23,000 to \$25,000 per kilometre). The main reason for the cost increase is a result of costs to haul the stone dust given the fuel prices that have increased and that the source for this material is a considerable distance from this section of the CP Rail Trail.

In order to utilize the funding from the federal government staff are recommending that we proceed with at least Option 1 which could complete another 20 kilometres of the CP Rail Trail. Option 2 would complete the remaining sections of the CP Rail Trail; however, there are currently insufficient funds in the Trail Reserve to cover the additional costs not covered by the grant or through development charges. Staff want to explore other options to try to lower the costs to improve and maintain the CP Rail Trail which will be investigated further as part of the 2022 budget or through a future staff report.

To prepare this report, staff reached out to other trail authorities to get an idea on their costs and maintenance regimes. In speaking with other municipalities there was a notable difference between those that permit motorized vehicles and those that do not, when it comes to their maintenance costs. While snowmobiles do not appear to contribute to significant maintenance costs, other motorized users do create 'wear and tear' on the trail leading to higher maintenance costs.

## Legal and Legislated Requirements

None.

# Financial and Resource Implications

## *Project Funding*

Below is an overview of how the two options can be funded.

<b>Projected Costs:</b>	<b>Option 1 – 20.0 km</b>	<b>Option 2 – 35.5 km</b>
Tender Proposed Cost	\$457,700	\$867,088
Construction Contingency (5%)	\$22,885	\$43,354
Non-Refundable HST	\$8,458	\$16,024
<b>Total Tender Projected Costs</b>	<b>\$489,043</b>	<b>\$926,466</b>
<b>Proposed Funding Sources:</b>		
2021 Maintenance of Trails Budgeted Levy available to Carry Forward	\$40,000	\$40,000
2022 Maintenance of Trails Proposed Budgeted Levy	\$45,000	\$45,000
Funds from ICIP Grant	\$201,476	\$201,476
Funds from Development Charges (percent of DC Eligible costs based on updated cost of the stone dusting)	\$66,021	\$125,073
Remainder to Fund from Reserves	\$135,546	\$513,917

The five percent contingency is being applied to cover any unforeseen issues that may need to be addressed on this project.

It is recommended that the remaining required funds be funded primarily from the Trails General Reserve. Some of the 2021 trails projects that were budgeted to be funded by this reserve costed less than originally budgeted, and therefore there are sufficient funds in the reserve to cover the remaining cost of the 20.0 km project option. The Trails General Reserve is projected to have a 2021 year-end balance of approximately \$406,000. If Option 2 is pursued the additional required funding would need to come from the One-Time Funding Reserve.

## Relevant Consultation

- Internal: Finance
- External: Other Trail Authorities

## Appendices and Attachments

None