

**Item No. 11.1.4**  
**Halifax Regional Council**  
**May 20, 2014**

**TO:** Mayor Savage and Members of Halifax Regional Council

Original signed by



**SUBMITTED BY:**

Richard Butts, Chief Administrative Officer

Original Signed by



Mike Labrecque, Deputy Chief Administrative Officer

**DATE:** April 15, 2014

**SUBJECT:** Award - Unit Price Tender No. 14-249, Bridge Replacement -  
Powder Mill Lake Bridge (Rocky Lake Drive) - Central Region

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**ORIGIN**

The Approved 2014/15 Project Budget.

**LEGISLATIVE AUTHORITY**

Under the HRM Charter, Section 79 Halifax Regional Council may expend money for municipal purposes. Administrative Order #35, the Procurement Policy, requires Council to approve the award of contracts for sole sources exceeding \$50,000 or \$500,000 for RFPs and Tenders respectively.

**RECOMMENDATION**

It is recommended that Halifax Regional Municipality award Tender No. 14-249, Bridge Replacement - Powder Mill Lake Bridge (Rocky Lake Drive) - Central Region, to the lowest bidder meeting specifications, Humphreys Landscape and Construction Limited for a Total Tender Price of \$753,899.14 (net HST included) with funding from Project Account No. CRU01077 - Bridge Repairs – Various Locations, as outlined in the Financial Implications section of this report.

## **BACKGROUND**

The Approved 2014/15 Project Budget includes funds for the replacement of the Powder Mill Lake Bridge on Rocky Lake Drive.

## **DISCUSSION**

Tender # 14-249 was publicly advertised on the Province of Nova Scotia's Procurement website on March 14, 2014 and closed on April 8, 2014. Bids were received from following companies:

<b><u>Name of Company</u></b>	<b><u>Bid Price (net HST included)</u></b>
Humphreys Landscape and Construction Limited	\$753,899.14*
Dexter Construction Company Limited	\$976,085.67
Brycon Construction Limited	\$1,491,164.66
ARCP - Atlantic Road Construction & Paving Ltd.	\$1,559,075.70

### **\*recommended bidder**

The scope of work for this Tender generally consists of the replacement of an existing bridge with a new precast concrete bridge structure, including sidewalk on one side and associated reinstatement. The new structure will accommodate the potential for future bike lanes.

It is anticipated that work will commence within three weeks of the Tender award and take ten (10) weeks to complete.

This is a **UNIT PRICE** contract and the cost will be dependent upon the actual quantities measured and approved by the HRM Project Manager.

There are no Local Improvement Charges associated with this work.

As a note, a number of concerns have been expressed by the cycling community with regards to the six week road closure, and the impacts this closure will have on the recreational cyclists who use Rocky Lake Road. Staff has explored the installation of a temporary pedestrian bridge and was provided a cost of \$36,500 (net HST included) from Humphreys Landscape and Construction Limited. Staff also considered tendering the pedestrian bridge as a separate contract; however, this may create contractual problems and it is unknown if a separate tender will produce a lower cost. Design & Construction Services and Strategic Transportation Planning Staff agree Rocky Lake Drive is an important recreational route; however, Staff does not recommend installing a temporary pedestrian bridge considering the closure is temporary and the costs are high. Staff also reviewed the feasibility of installing a temporary bailey bridge for vehicular traffic, and do not recommend this option as the costs would be significant. The net increase in distance to detour around the bridge is approximately 6 kms (refer to attached Map No. 1).

The following Table summarizes the advantages and disadvantages of providing a temporary pedestrian/cycling bridge.

Advantages	Disadvantages
<ul style="list-style-type: none"><li>• Eliminates potential detour for cyclists.</li><li>• Benefits pedestrians adjacent to the construction site.</li></ul>	<ul style="list-style-type: none"><li>• Costs of \$36,500 without lighting.</li><li>• Closure period of 6 weeks.</li><li>• Disruption and resodding of adjacent property.</li><li>• Temporary bridge use will be restricted to daylight hours only.</li><li>• For vehicles the net detour route distance is 6 kms.</li><li>• This is not an Active Transportation priority.</li></ul>

In evaluating the advantages and disadvantages, staff is of the view it is not worth the cost or disruption for a six-week period. Further, staff is not confident that this location should be a priority when compared to other Active Transportation priorities in HRM.

### **FINANCIAL IMPLICATIONS**

Based on the lowest tendered price of 722,915.00 plus net HST of \$30,984.14, for a net total of \$753,899.14, funding is available in the Approved 2014/15 Project Budget from Project Account No. CRU01077 – Bridge Repairs – Various Locations. The budget availability has been confirmed by Finance.

**Budget Summary:**                      **Project Account No. CRU01077 – Bridge Repairs – Various Locations**

Cumulative Unspent Budget	\$3,188,561.55
<b>Less: Tender No. 14-249</b>	<b><u>\$ 753,899.14 **</u></b>
Balance	\$2,434,662.41

\*\*This project was estimated in the Approved 2014/15 Project Budget at \$1,300,000. The balance of funds will be used to implement the remaining 2014/15 Bridge Repair projects approved by Council.

### **ENVIRONMENTAL IMPLICATIONS**

Implications not identified.

**ALTERNATIVE**

Staff does not recommend any alternative.

**ATTACHMENTS**

Map No. 1 – Powder Mill Lake Bridge – Detour Routes

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A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

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