

Audit & Finance Standing Committee
July 17, 2013

TO: Chair and Members of the Audit and Finance Standing Committee

SUBMITTED BY: Original Signed
Jane Fraser, Director, Planning & Infrastructure

DATE: May 6, 2013

SUBJECT: Kearney Lake Road Bike Lanes – Halifax Water Cost-Sharing Agreement

ORIGIN

The approved Active Transportation Plan and a proposal by Halifax Water (attached).

LEGISLATIVE AUTHORITY

HRM Charter section 74 (1) states: “The Municipality may agree with one or more municipalities, villages, service commissions, the Government of the Province or of Canada or a department or agency of either of them or a band council pursuant to the Indian Act (Canada) to provide or administer municipal or village services.” Furthermore, Administrative Order 35 states that “Halifax Regional Municipality shall encourage opportunities to partner with the business community to provide services to and for Halifax Regional Municipality in a manner that achieves best value.”

RECOMMENDATION

It is recommended that the Audit & Finance Standing Committee recommend to Halifax Regional Council to:

1. approve the substitution of a paved shoulder bike lane on Kearney Lake Road in the 2013/14 Project Budget for Active Transportation, Project No. CTU00420 - Active Transportation Plan Implementation, at a cost of \$217,030 (including net HST), using funding from CN Crossing Near Olivet Street, according to the Financial Implications section of this report; and
2. authorize the Mayor and Clerk to enter into an agreement with Halifax Water to extend their project contract for Kearney Lake Road Transmission Main Replacement, to allow for the creation of a shoulder bike lane.

BACKGROUND

Kearney Lake Road is identified in the Active Transportation Plan, approved in 2006, as an important bicycle corridor. The corridor already has a section of marked shoulder bike lane (Highway 102 to Belle Road) and is well utilized. Halifax Water is undertaking a transmission main replacement in 2013 on Kearney Lake Road (Belle Road to Bluewater Road) that will result in excavation of a portion of the road and shoulder, with reinstatement to the existing condition. Halifax Water has determined that the estimated incremental cost of reinstating the roadway to a paved shoulder with sufficient width for a shoulder bike lane is \$217,030 including net HST.

DISCUSSION

HRM staff has reviewed the proposal by Halifax Water to upgrade Kearney Lake Road to include a paved shoulder bike lane and has verified the cost estimate. Combining the shoulder upgrade with the Halifax Water project is preferable to doing the shoulder work at a later date as a stand-alone project, as it takes advantage of a mobilized crew and reduces the need for lane closure and traffic disruption.

Although the cost of this work was not anticipated during the preparation of the 2013/14 Project Budget, funding is available as one project of similar value was included in the 2013/14 budget which must now be delayed until the 2014/15 budget year. That project, an at-grade trail crossing of the CN main line near Olivet Street, has been delayed due to prolonged property negotiation with CN and others.

FINANCIAL IMPLICATIONS

Approval of this project and delay of the CN main line crossing does not require changes to the approved 2013/14 Project Budget, as both projects are funded under the same Project number. Based on the quoted price of \$208,110.39, plus net HST of \$8,919.61, for a net total of \$217,030.00, funding is available from Project No. CTU00420 - Active Transportation Plan Implementation. The budget availability has been confirmed by Finance.

Budget Summary: Project No. CTU00420 – Active Transportation Plan Implementation

Cumulative Unspent Budget	\$1,502,326.63
Less: Sole Source Award	<u>\$ 217,030.00</u>
Balance	\$1,285,296.63

The remaining funds (\$1,285,296.63) in this account will be used to implement additional projects identified in the approved Project Budget for Active Transportation Plan Implementation.

COMMUNITY ENGAGEMENT

Extensive community engagement has been undertaken on the review of the Active Transportation Plan as a whole, but none on this project specifically.

ENVIRONMENTAL IMPLICATIONS

Overall, the implementation of bicycle lanes benefits the sustainability of transportation demand in the region. For this project specifically, the environmental impact of construction is the responsibility of Halifax Water.

ALTERNATIVES

Regional Council may choose not to enter into an agreement with Halifax Water to fund this extension to the transmission main upgrade project.

ATTACHMENTS

Agreement with Halifax Water

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.

Report Prepared by: David McCusker, P.Eng., Manager, Strategic Transportation Planning, 490-6696

Report Approved by: Original Signed
Austin French, Manager, Planning, 490-6717

Financial Approval by: Original Signed
Greg Keefe, Director of Finance & Information Technology/CFO, 490-6308

MEMORANDUM

To: Mike Savage, Mayor Halifax Regional Municipality

From: Mark Feener, P.Eng., Project Engineer, Halifax Water

cc: Tom Gorman, P.Eng., Senior Engineer, Halifax Water
David McCusker, Regional Transportation Manager, Halifax Regional Municipality

Date: June 5, 2013

Subject: Kearney Lake Road Cost Sharing Agreement – T01.2013

The Tender for **Kearney Lake Road Transmission Main Replacement – West Region** has closed. Prior to awarding the project, funding must be secured which includes Utility and Review Board (URB) approval for Halifax Water's portion and a signed cost share agreement between HRWC and HRM for HRM's portion.

Based on the low bidder's tender prices, Dexter Construction Limited, HRM's costs for tender T01.2013 Kearney Lake Road Transmission Main Replacement – West Region, for pavement widening can be summarized as follows:

<u>Item #</u>	<u>Description</u>	<u>Units</u>	<u>Quantity</u>	<u>Unit Rate</u>	<u>Amount</u>
C. STREET WIDENING					
40	Granular Material				
	.1 Type 1 - 200mm	t	900	\$18.00	\$16,200.00
	.2 Type 2 - 400mm	t	1950	\$18.00	\$35,100.00
42	Asphaltic Concrete				
	.1 Type C-HF - 50mm	t	375	\$200.00	\$75,000.00
	.2 Type B-HF - 75mm	t	375	\$200.00	\$75,000.00
65	Pavement Markings				
	.1 Lines				
	.1 Single White Lines (Solid & Broken)	m	3405	\$2.00	\$6,810.00
	Subtotal				\$208,110.00
	Net HST (4.286%)				\$8,919.59
	Project Total				\$217,029.59

Actual cost sharing for this project will be based on final quantities determined during construction.

If you agree to this arrangement, please indicate by signing the enclosed copy and return it to my attention. If you have any questions, please contact me at 490-4837.

Thank you,


Original Signed

Mark Feener, P.Eng.
Project Engineer
Halifax Water

Mayor

Witness

Municipal Clerk

Witness