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Halifax Regional Council
August 8, 2006

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY: 
Wayne Anstey, Acting Chief Administrative Officer

DATE: July 21, 2006

SUBJECT: Proposal 06-318 Consultant Award: Improvements to Robie
/Barrington Merge and Kempt/Windsor Intersection

ORIGIN

The Approved 2006/07 Capital Budget.

RECOMMENDATIONS

It is recommended that Council:

1. Approve an increase in the Gross Capital Budget for Capital Account No. CTV00725, Lacewood Four Lane/Fairview Interchange, by \$75,664 with no change to the Net budget to reflect cost sharing to be received from the Halifax Dartmouth Bridge Commission, and,
2. Award CBCL Limited the engineering design contract for the Robie Street Connector/Barrington Street Merge and Kempt Road/Windsor Street Intersection Improvements - West Region, at an estimated cost of \$149,530, plus net HST for a total of \$154,658 from Capital Account No. CTV00725, Lacewood Four Lane/Fairview Interchange, with funding authorized as per the Budget Implications Section of this report.

BACKGROUND

The Regional Municipal Planning Strategy addresses the immediate and future needs of the overall transportation system in HRM. Large scale projects do not constitute the only road projects that will be undertaken during the twenty-five year time frame of the Plan. Local road improvement projects and projects that provide access to growth centres will continue to be implemented as required.

The areas defined within the scope of work for this project are the Robie Connector/Barrington Street merge and the Kempt Road/Windsor Street Intersection. This can be seen on the Location Map attached to this report (Attachment 2).

This project is part of the engineering design for traffic improvements planned for the Fairview Interchange and MacKay Bridge approaches. The improvements to the Fairview Interchange will, in turn, be combined with the continuation of Lacewood Drive as a four-lane street all the way to Joseph Howe Drive. This will provide a stronger link and reduce traffic delays between the MacKay Bridge and the Fairview/Clayton Park area.

DISCUSSION

Design Study

A Terms of Reference outlining the scope of work was issued on May 3, 2006 and closed on May 19, 2006. A proposal was received from the following company:

	<u>Bid Price</u>
CBCL Limited	\$149,530

As only one proposal was received, staff contacted the firms who had taken out the Terms of Reference to inquire about their lack of participation. The consultants replied either that they were too busy and could not allocate the time and resources to this project or that they lacked the qualifications to submit a bid. Based on those discussions, it was determined that reissuing the tender would not produce a different result.

Although only one bid was received, it was evaluated against all of the normal criteria. These include: project team, firm's experience on similar works and performance on past HRM projects, understanding of the scope of work and methodology to complete the work, considerations of options, project schedule and fees, as well as overall proposal quality and compliance with the Terms of Reference.

CBCL's proposal comprehensively covers all aspects of the scope of work and bid requirements. Their bid is also consistent with the estimated budget of \$150,000.00 for this project. It is, therefore, staff's recommendation to award this project to CBCL Limited.

It is anticipated that design will commence within three weeks of the award and take twenty weeks to complete.

Cost Sharing

It should also be noted that the Halifax-Dartmouth Bridge Commission has agreed to cost share this study. The Bridge Commission has agreed to cost share fifty (50%) percent of the study, which is \$75,664 (see attached letter).

BUDGET IMPLICATIONS

Based on CBCL Limited's submission of \$149,530 plus net HST for a total of \$154,658, funding is available in the Approved 2006/07 Capital Budget under Account No. CTV00725, Lacewood Four Lane/Fairview Interchange. The budget availability has been approved by Financial Services.

Budget Summary

Account No. CTV00725

Cumulative Unspent Budget	\$2,868,928
Less: Consulting Engineering Services	\$ 154,658*
Plus: HDBC Cost Sharing	<u>\$ 75,664</u>
	\$2,789,934

* This project was estimated in the Approved 2006/07 Capital Budget at \$150,000.

The scope of work for this tender generally consists of the requirement for engineering consulting services. The services will include the detailed design of traffic improvements to the Robie Street/Barrington Street Merge and the Kempt Road/Windsor Street Intersection.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

ALTERNATIVES

There are no recommended alternatives.

ATTACHMENTS

Attachment 1 - Letter dated July 19, 2006, from the Halifax Dartmouth Bridge Commission
Attachment 2 - Location Map

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: Tanya Davis, P.Eng, Design Engineer, Design & Construction at 490-6821

Business Unit Review:

Roxane MacIsaac
for David McCusker, P.Eng., Manager, Planning and Development at 490-6696

Report Approved by:

Paul Dunphy
Paul Dunphy, Director, Planning and Development Services at 490-4933

Financial Review:

Ferdinand Makani
Ferdinand Makani, Financial Consultant, 490-6902

TD/cf



HALIFAX - DARTMOUTH BRIDGE COMMISSION

July 19, 2006

Mr. Paul V. Burgess, M.Eng., P.Eng.
Capital Transportation Project Engineer
Halifax Regional Municipality
PO Box 1749
Halifax NS B3J 3A5

Dear Mr. Burgess:

***Robie Street Connector/Barrington Street Merge & Kempt Road/Windsor Street
Intersection Improvements
Cost Sharing***

I am writing to confirm that the Commission agrees to cost share the design for the Robie Street Connector/Barrington Street Merge & Kempt Road/Windsor Street Intersection Improvements with the following understanding.

Cost estimates are based on CBCL's June 29, 2006 letter.

The Commission's estimated share of the cost would be \$73,155 plus HST. Expenses will be shared 50-50 between the Commission and HRM. The final cost will be based on CBCL's invoices paid by HRM.

Additional costs and changes in scope that are intended to be assigned as part of the Commission's share are to be approved in advance by the Commission.

The Commission's share of the cost is for the engineering design of the Robie Street Connector/ Barrington Street Merge Improvements, including development of a removal procedure for the former rail structure over the Windsor/Robie ramp, should this be necessary.

HRM's share of the cost is for the engineering design of the Kempt Road/Windsor Street Intersection Improvements plus a new pedestrian bridge over the Windsor/Robie ramp, if required.

Mr. Burgess
July 19, 2006
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The Commission considers that HRM should develop and implement an alternate trail and/or trail crossing prior to possible removal of the existing former rail structure.

The design work is to include preliminary design, survey and cost estimates of two options for the Robie Street Connector/Barrington Street Merge Improvements; 1) ramp metering (signals) with two lanes on each ramp, and 2) free flow ramps (one lane from Barrington and two lanes from Windsor/Robie) merging to two lanes after about 300 m.

The Commission will appoint half of the steering committee members.

We trust that the foregoing is acceptable to HRM. Should there be any changes, please advise me by no later than July 26. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Jon Eppell". The signature is fluid and cursive, with the first name "Jon" being more prominent than the last name "Eppell".

Jon Eppell, P.Eng.
Bridge Engineer

Map User: JIML
01-AUG-2006
ReGIS
Spicer Design Laser Plot

06-318



This plan was prepared for the internal purposes of Halifax Regional Municipality (HRM).
HRM does not guarantee the accuracy of any representation on the plan.

Scale 1: 9172

