




P.O. Box 1749
Halifax, Nova Scotia
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Item No. 11.1.1
Halifax Regional Council
September 27, 2011

TO: Mayor Kelly 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: September 1, 2011

SUBJECT: Award of Tender 11-065, 066, 067: Performance Based Snow Contracts
11-065 Sidewalk Snow and Ice Control East Region
11-066 Sidewalk Snow and Ice Control West Region
11-067 Winter Street and Roads Snow and Ice Control

ORIGIN

The following report relates to the award of seven Performance Based Sidewalk Snow and Ice Control Contracts originally tendered in 2006 which expired in April 2011.

Also the report relates to the award of three Performance Based Street Snow and Ice Street Contracts on a two year trial bases.

RECOMMENDATION

It is recommended that Halifax Regional Council:

1. Award Tender No. 11-065, Sidewalk Snow and Ice Control East Region, to the lowest bidder meeting specifications for routes SWP5 and SWP6, Cutting Edge Construction Ltd., for the period of November 1 to April 15, inclusive each year of a 4 (four) year term, for years 2011 through 2015, for a Total Estimated Tender Price of \$1,267,870.35 (net HST included) and a fifth year option (at HRM's sole discretion) for a one year extension. Funding will be from Operating Account No. R780-6399, Sidewalk Snow and Ice Control, as outlined in the Budget Implications section of this report.

RECOMMENDATIONS CONTINUED ON PAGE 2

2. Award Tender No. 11-066, Sidewalk Snow and Ice Control West Region, to the lowest bidders meeting specifications noted, and at the prices provided below, for the period of November 1 to April 15 inclusive each year of a 4 (four) year term, for years 2011 through 2015, and a fifth year option (at HRM's sole discretion) for a one year extension. Funding will be from Operating Account No. R781-6399, Sidewalk Snow and Ice Control, as outlined in the Budget Implications section of this report.
 - a) Award route no. SWW10 to Cutting Edge Construction Ltd., for a Total Estimated Tender Price of \$789,035.51 (net HST included);
 - b) Award route nos. SWW9, SWW11, SWP2 and SWP3 to Provincial Pavement Markings Inc., for a Total Estimated Tender Price of \$2,107,322.84 (net HST included);
 - c) Award route no. SWP1 to Ocean Contractors Ltd., for a Total Estimated Tender Price of \$552,362.27 (net HST included).

3. Award Tender No. 11-067, Street & Roads Snow & Ice Control to the lowest bidders meeting specifications noted, and at the prices provided below, for the period of November 1 to April 15 inclusive each year of a 2 (two) year term, for years 2011-2013, with an option (at HRM's sole discretion) for 2 (two), one year extensions. Funding will be from Operating Account Nos. R771-6399 for East, R772 -6399 for West and R773-6399 for Central, as outlined in the Budget Implications section of this report:
 - a) Award Central Region to Dexter Construction Ltd., for a Total Estimated Price of \$2,689,101.90 (net HST included);
 - b) Award East Region to Ocean Contractors Ltd., for a Total Estimated Price of \$4,122,269.36 (net HST included);
 - c) Award West Region to Region to Dexter Construction Ltd., for a Total Estimated Price of \$927,804.38 (net HST included).

BACKGROUND

Performance Based Contracts

Performance based contracts are contracts that have a defined desired outcome based on a lump sum or unit price reimbursement. In the case of HRM's sidewalk and street contracts, the unit price is for lane KM's for streets and per KM for sidewalks. Unit price is for the entire winter season and remains the same regardless if it snows once or 100 times. Each contract has a specific performance matrix that covers the timelines and quality that is expected. (see attachments)

Performance Based Sidewalk contracts were issued in 2006. Municipal Operations has gained considerable experience in the effective management and supervision of the contracts. Effective contract language clearly specifies quality expectations, results and timelines. Effective management of service standards, damages and required repairs have resulted in consistent service and greater adherence to service standards. Supervisors have focused attention on quality customer service response and clean up on post season turf repairs. In cases where performance has been an issue, operations staff acted quickly with the contractor to ensure consistent quality service was maintained. Penalties were applied in some cases when and where appropriate.

Advantages	Disadvantages
Predictable Costs	Paying for risk of more severe winter
Less supervision	Paying for limited liability exposure
Increased competition	Understanding expectations
Decreased liability exposure	Consistent HRM supervision
Less equipment to capitalize and maintain	Managing customer complaints
Encourage industry investment	Stricter attention in servicing to the standard
Performance evaluations	
Damage repairs expedited	

Sidewalks

In 2006, Council approved the tender to initiate Performance Based Sidewalk Tenders for seven routes (three on Peninsula Halifax, Spryfield, Timberlea and North Dartmouth). These tenders were designed for performance management and provide for predictable cost controls regardless of the severity of the winter. In 2008 with reasonable success of the contracts, another 22 routes were tendered.

Contractor costs have dropped over the past five years as shown:

- 2006 Average cost per km \$6,761 (30% of inventory)
- 2008 Average cost per km \$5,255 (82% of inventory)
- 2011 Average cost per km \$5,044 (83% of inventory)

The new contract tender prices represent a savings of \$325,000 over previous sidewalk costs. This can be attributed to industry adjustment to Performance Based Contracting and increased competition.

HRM usually delivers service to 17% of the remaining sidewalks with our in-house program, mainly in the capital districts. This program also allows for the support of incremental snow removal of accumulated snow banks in the capital districts with equipment and manpower. This initiative has proven quite successful as indicated by the downtown business district and transit in meeting transit schedules and ease of passenger loading/off loading at transit stops. This approach avoided the traditional and expensive method of reactionary snow removal (\$1 million per season) which required significant resources over a two week period to clear snow.

Streets

Traditionally street snow and ice control has been carried out using in-house resources and hourly based contract equipment as required. In a typical weather event HRM equipment is dispatched first and then capacity is ramped up with hourly based trucks and loaders to meet service standards and provide clean up. As the operation winds down, hourly based equipment is signed off and the outstanding work is completed by HRM forces.

Since 2009, Municipal Operations has undertaken a yearly review and introduced efficiencies in the Winter Works Program, including:

- Pre and mid-winter meetings with Councillors to identify local “hot spots”, residents issues and service quality.
- Salt management and anti-icing strategies have been implemented.
- Establishment of the Winter Safety Operations Team with key stakeholders to address communication issues around overnight parking ban, incremental snow removal and update reports through e-mails and web updates during major snow events.
- Pre and post event planning and analysis of events to identify cost concerns and service standard issues.
- Works Control processes put in place that identify and manage non snow tasks, customer concerns and snow damage repairs.
- Salt Scales have been installed which will enhance accountability, measurement and security of salt resources.
- HRM equipment review which resulted in the decommissioning of 21 pieces of snow equipment.
- Route optimization and capacity review which resulted in decreased retainer costs for hourly equipment.
- Incremental removal of accumulated snow banks through planned night shifts or regular times.
- Enhanced service to transit shelters in the Capital Districts to improve service and encourage transit use during weather events.

Considerable experience has been gained through the supervision and administration of successful Performance Based grass contracts and Performance Based sidewalk snow and ice contracts. Staff is confident in the ability to successfully manage street based contracts as a two year trial encompassing specific pilot areas in East, West and Central locations. This trial will support the reduction of HRM equipment and a portion of the hourly based contractors' capacity.

Municipal Operations tendered for three areas of HRM using a Performance Based Contract for Street Snow and Ice Control. The areas account for 24% of the street inventory and are described as follows:

(see attached maps)

1. East: Westphal, North Preston, Ross Rd., Forest Hills, Colby Village, Cow Bay, Eastern Passage, South Woodside
2. Central: Hammonds Plains Rd. from Kearney Lake Rd. to Highway #103 and all subdivisions off of it.
3. West: Timberlea St Margaret's Bay Rd from Bayer's Lake entrance to Highway #103 and all subdivisions off of it.

DISCUSSION

Summary of 3 Year Winter Works Streets and Roads Costs Per KM

Row Labels	Cost Per KM 2008/2009	Cost Per KM 2009/2010	Cost Per KM 2010/2011	Average
Central	\$3,961	\$3,377	\$3,347	\$3,651
East	\$4,179	\$3,735	\$4,075	\$3,996
West	\$5,753	\$5,297	\$5,274	\$5,435
Average	\$4,631	\$4,130	\$4,232	\$4,331

Results of Tender 11-067 Performance Based Winter Street and Road Snow and Ice Control

Contracted Costs	Current costs using 3 year average regional cost per lane
West \$463,902 98 lane kms	\$534,447 (-\$70,545)
Central \$1,344,550 371 lane kms	\$1,320,643 (+23,907)
East \$2,061,134 471 lane kms	\$1,881,825 (+179,309)
Total Change	\$132,671

As part of a strategic approach to manage winter works costs, Municipal Operations conducted a review of the Winter Works Program including equipment rationalization, route optimization and capacity, staff assignments and alternative contract service delivery. Below is list of cost savings derived from these initiatives.

Item	Predicted Savings
Equipment review: Decommissioned 21 pieces of HRM equipment	\$689,000
Related savings in fuel and vehicle registration costs	\$71,000
Reduced Winter Works assignments by 38 through current vacancies (19) and equipment loss (19)	\$850,000
Reduced overtime for staff (based on 3 year average of expenditures)	\$220,000
Sub-Total – Current Actions	\$1,830,000
*Cost savings from 2011 Performance Based Sidewalk Contracts	\$325,000
Sub-Total – Sidewalk Tenders	\$325,000
Reduce Winter Works Supervisors by 3	\$100,000
Reduce retained equipment	\$110,000
*Cost change from 2011 Performance Based Street Contracts	(\$133,000)
Sub-Total – Street Tender	\$77,000
Total Savings	\$2,232,000

The de-commissioning of street vehicle assets is part of the overall strategic plan to allow staff to implement street performance based contracting.

BUDGET IMPLICATIONS

The current 2011/12 net budget for Winter Works is \$12.4 million, substantially below the typical actual costs to provide the service. With or without a change to the method of delivering the service the \$12.4 million budget will be insufficient to provide the service, thus leading to a year-end deficit. The appropriate funding of the Winter Works budget continues to be a corporate risk.

The changes being recommended will lead to a major change in approach. While HRM will have less cost variability in reacting to snow events, there should be greater stability and predictability in the actual costs and fewer budget overages. Risk will not be completely eliminated as the rate of inflation, the km of road infrastructure and especially severe winter events can all contribute to additional financial costs. Over time, competition for contracts may help to contain or even shrink the actual costs of the program as has been seen in the sidewalk performance-based contracts.

The 2011/12 actuals for Winter Works is projected to be at the three year actual cost of \$19,643,000 less the \$1,830,000 in adjustments already planned for producing a total estimated cost of \$17,813,000. If the performance based tenders are approved the financial impacts will produce an additional cost reduction of \$402,000 (\$325,000 for sidewalk tenders and \$77,000 for the street tender). This will produce a projected cost for the year of \$17,411,000. This is a budget shortfall of \$5.0 million. As part of its ongoing cost containment, TPW has identified \$3.2 million in cost savings outside of this report. This includes adjustments in the projections for Solid Waste and business unit revenues. This leaves an additional \$1.7m to be funded. If this cannot be found within the current budget (through additional changes or through vacancies) the snow and ice reserve is sufficient to fund any shortage in 2011/12. In 2012/13 a different funding source may be required.

The current 2011/12 budget is not structured for a performance based contract. Hence, if approved, the actual costs for tenders and the remaining service will appear in different cost elements. If tenders are approved the 2012/13 budget will be restructured to reflect the new approach. It is likely that the snow and ice reserve will also be redesigned.

Winter Works Program - Three Year Average						
	2008-09	2009-10	2010-11	Three Year	2011-12	Projection
	Actual	Actual	Actual	Average	Budget	
Expenditures	24,098,591	20,789,981	21,643,547	22,177,000	15,225,762	19,945,000
Revenues	(83)	(4,217)	(496)	(2,000)	-	(2,000)
Sub-Total	24,098,508	20,785,765	21,643,051	22,175,000	15,225,762	19,943,000
Less: Area Rate	(2,316,883)	(2,597,966)	(2,679,671)	(2,532,000)	(2,806,788)	(2,532,000)
Net Expd	21,781,625	18,187,798	18,963,381	19,643,000	12,418,974	17,411,000

Budget Summary of Tenders:

2011/2012 Operating Accounts: R780, R781 R771, R772, R773

Tender No. 11-065 (R780)	\$316,967.58
Tender No. 11-066 (R781)	\$862,180.16
Tender No. 11-067:	
Tender No. 11-067 (R773 Central Region)	\$1,344,550.95
Tender No. 11-067 (R771 East Region)	\$2,061,134.68
Tender No. 11-067 (R772 West Region)	<u>\$ 463,902.19</u>
Total Tender No. 11-067	\$3,869,587.82

The realignment closes the gap between the three year average net expenditures in Winter Works (\$19,643,000) and the budgeted net amount of \$12,418,974 by \$2,232,000. Budget cannot be reduced as the Winter Works funding is well below its three year average net expenditures.

The current balance in the Snow and Ice Reserve (Q309) is \$8,364,178.

FINANCIAL MANAGEMENT POLICIES/BUSINESS PLAN

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

ALTERNATIVES

Street snow and ice control: Maintain status quo using hourly based street equipment.

Sidewalk snow and ice control: Tender for hourly based sidewalk equipment in addition to increased supervision requirements.

ATTACHMENTS

- Maps East
- Maps Central
- Maps West
- Sidewalk Performance Matrix
- Street Performance Matrix
- 11-065 Tender Results
- 11-066 Tender Results
- 11-067 Tender Results

A copy of this report can be obtained online at <http://www.halifax.ca/council/agenda/agenda.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: Gordon Hayward, Winter Works Superintendent 490-4956

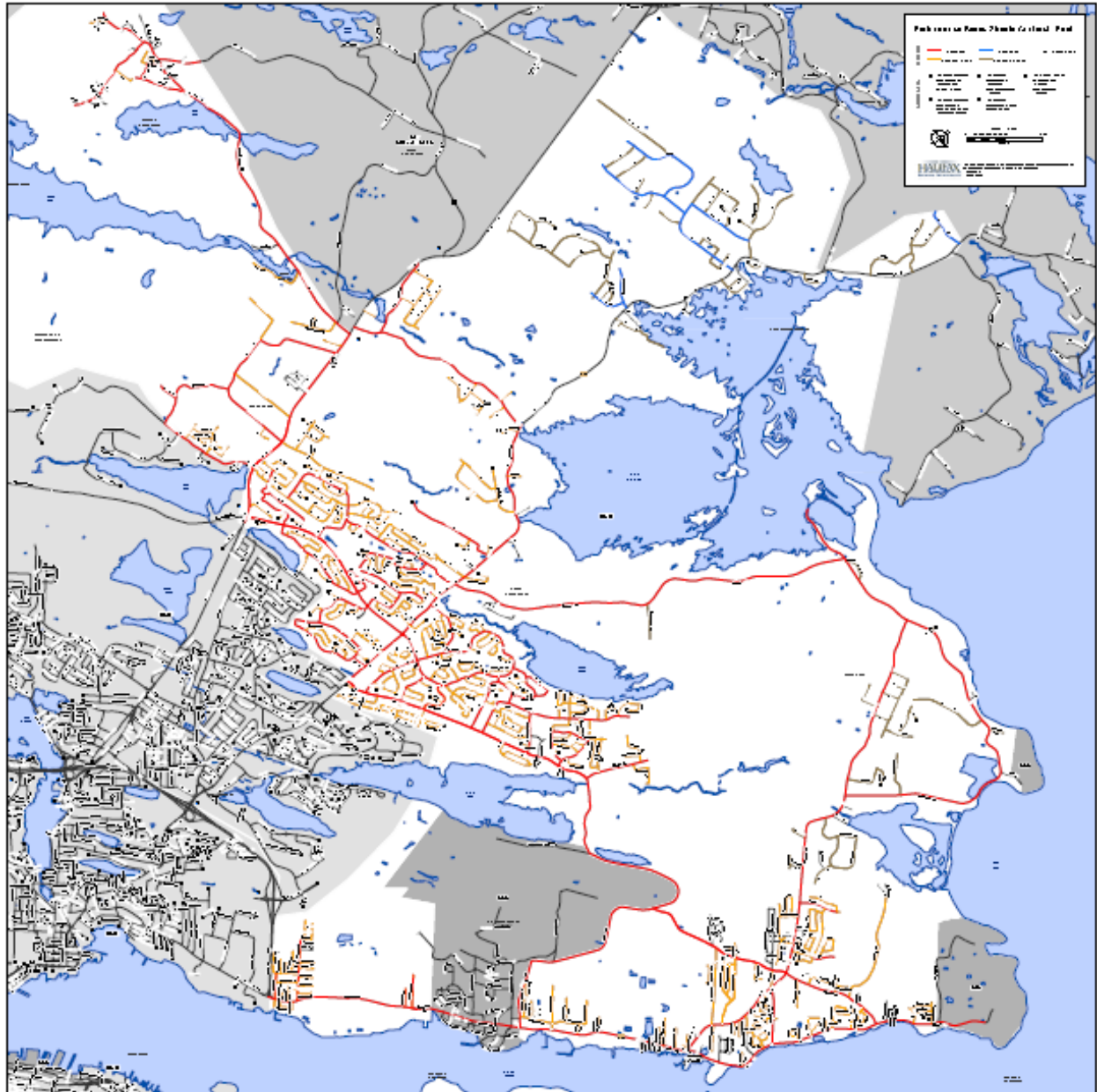
Report Approved by: _____
Peter Verge Manager, Municipal Operations 490-4673

Financial Approval by: _____
James Cooke, Director of Finance/CFO, 490-6308

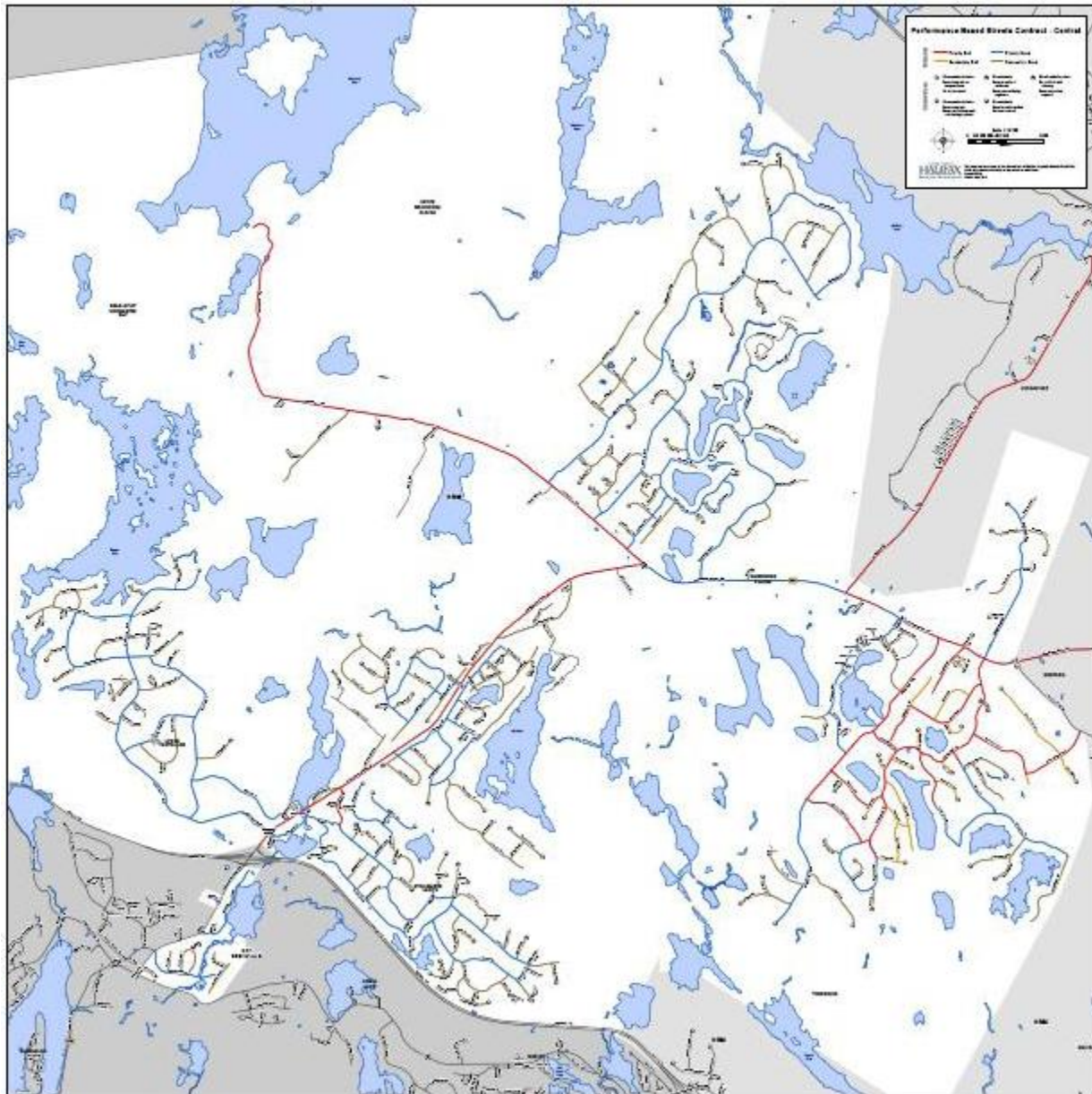
Report Approved by: Ken Reashor, P.Eng., Director, TPW, 490-4855

Original Signed

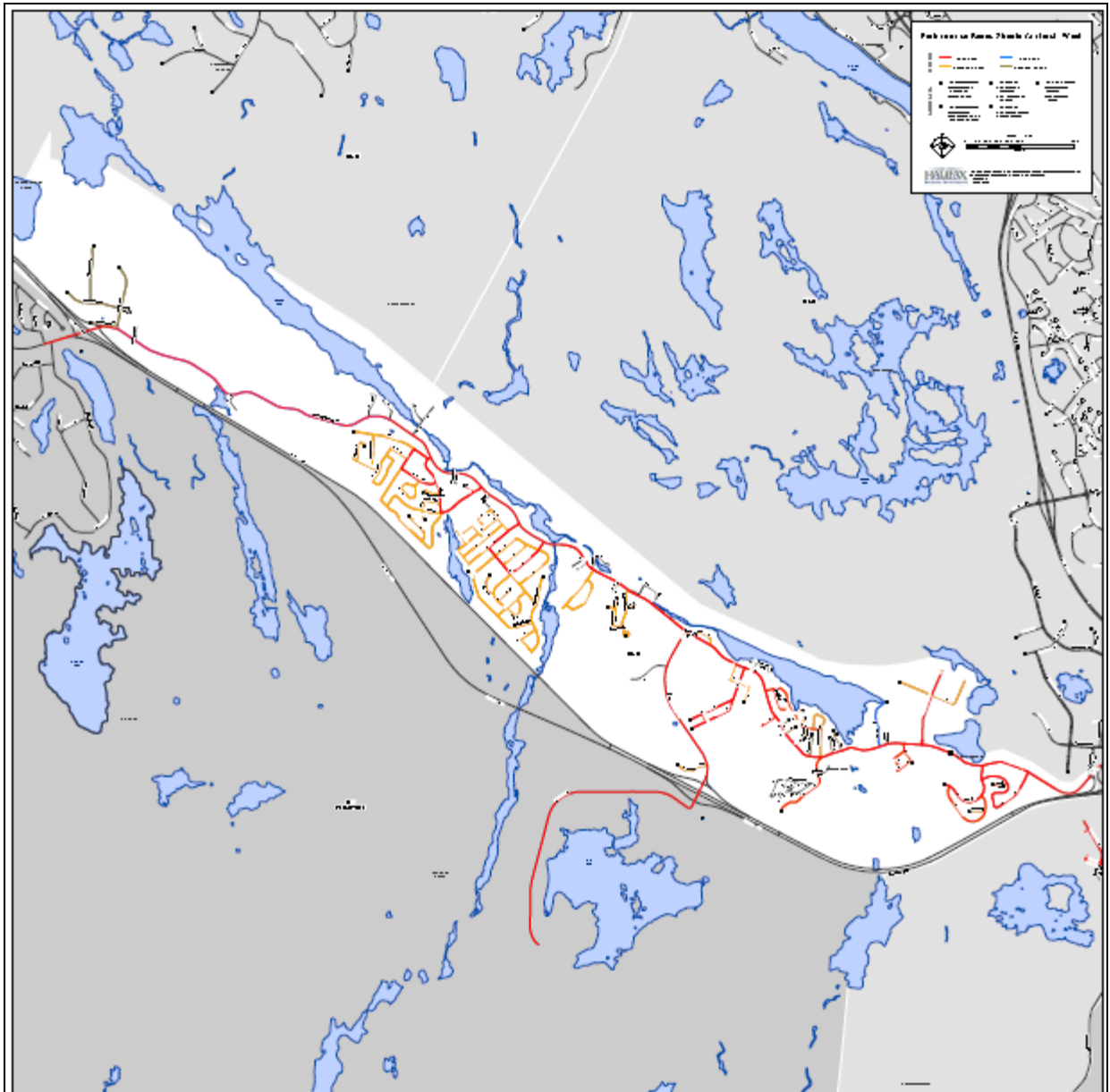
Map: East



Map: Central



Map: West



Performance Standard Matrix

Activity	Duration for Priority One tasks	Duration for priority two tasks	Description of end result	Comments
Clearing of ice and snow from main arterial sidewalks	Sidewalks are cleared 12 hours from end of snowfall	18 hours	sidewalk down to full width bare surface	may require repeated scraping and salt/sand applications to achieve
Clearing of snow and ice from transit routes	Sidewalks to be cleared 18 hours from the end of the snowfall	24 hours	sidewalk down to full width bare surface	may require repeated scraping and salt/sand applications to achieve
Clearing of ice and snow from residential sidewalks	Sidewalks to be cleared 36 hours from end of snowfall	36 hours	sidewalk down to full width bare surface	may require repeated scraping and salt/sand applications to achieve
Clearing of bus stops abutting sidewalks	24 hours from end of snow fall	36 hours	bus stop has cleared pad for full length of bus	may require repeated scraping and salt/sand applications to achieve
Frozen rain		salting to commence within 2 hours of start of frozen rain/ice pellets main arterial completion 6 hours transit route completion 12 hours residential route completion 18 hours	full width bare surface	may require repeated scraping and salt/sand applications to achieve
Freeze /thaw		18 hours	full width bare surface	
Cleaning Remote Bus Stops	18 hrs from end of snowfall		Cleared full length to bare surface	

Street Performance Matrix

General Notes

1. Performance standards must be met whether the weather event is forecasted or not.
2. Contractor must be cognizant that icing conditions may develop through a number of means due to frost depth, wet roads, falling temperatures, blowing snow.
3. Contractors must submit a detailed Salt Management Plan (SMP), and Anti Icing strategy with their bid.

Salting

Street Type	Start Time	Turnaround	Finish condition	Spread Rates	Comments
Priority 1	Pre-salt as per SMP or immediately if event is un-forecasted	3 hours	bare pavement curb to curb within 12 hours	95kgs to 125 kgs	
Priority 2	24 hours	N/A	2m c/l bare	95kgs	
Intersections	Pre-salt as per SMP or immediately if event is un-forecasted	3 hours	Bare at stop bars for 20 ft		

1. Freezing rain conditions will require immediate and continuous response on all street classifications until conditions improve
2. In areas with no curbs, road shoulders will be cleared for 1m from edge of asphalt.

Sanding Matrix

Street Type	Start Time	Turnaround	Finish condition	Lane width	Spread Rates	Comments
Priority 1	At snow start	3 hours	All snow and ice removed through plowing and sanding	curb to curb	400-800 kgs ln/km	
Priority 2	End of snowfall	N/A	All snow and ice removed through plowing and sanding	curb to curb	400-800 kgs ln/km	
Gravel Roads	End of snowfall	N/A	All snow and ice removed through plowing and sanding	Full width including shoulder.	600-800kgs Ln/km	

Priority One Streets: Plowing (see Appendix C)

Street Type	Turnaround	Anti-icing	Start Time	Time to clear (from end of snow)	Lane width	Finish condition	Salt Spread Rate
Main Arterials	3 hours	yes	as snow starts	12 hours	curb to curb	bare pavement	95kgs/lane km to 125kgs/lane km
Transit Routes	3 hours	yes	as snow starts	12 hours	curb to curb	bare pavement	95kgs/lane km to 125kgs/lane km
Hills over 10%	3hours	as required	2cm of snow	12 hours	curb to curb	bare pavement	95kgs/lane km to 125kgs/lane km

Priority 2 Streets Plowing: (see Appendix C)

Street Type	Start Time	Time for cut throughs completion	Time to clear (From end of snow)	Finish Condition	Salting	Sanding (as designated)	Comments
Local residential	after 10cms	6 hours	24 hours	snow covered 2 m L bare	95 kgs/lane km	800kgs/lane km	all snow must be removed by mechanical means before salting/sanding
Cul De Sacs	after 10cms	6 hours	24 hours	snow covered	95 kgs/lane km(paved roads)	800kgs/lane km	
Gravel Roads	after 10cms	6 hours	24 hours	snow covered	n/a	800kgs/lane km	See notes 2 & 3for Shoulder Season
Private Lanes	after 10cms	6 hours	24 hours	snow covered	n/a	800kgds/lane km	

1. Cut-throughs are defined as the clearing of the plow curl at the street intersection(S) to allow traffic access and 6 meter wide plowed traveled way to allow access for residents.
2. Prior to rain events, with frost in the ground, gravel roads will be required to be ice-bladed to provide a degree of traction.
3. Special care must be taken when plowing gravel roads when ground conditions are soft.

Catch-basins/Drainage Structures: Appendix C)

Type	Time to Clear	If rain is forecasted
1	48 hours from end of snow	Immediately and continuously during rain event
2	7 days from end of snow	To be monitored and kept clear during rain if street flooding occurs

1. The priority catch-basins are to be cleared within 48 hours of street plowing unless rain is forecasted in which case they are to be cleared immediately and continuously during the rain event.
2. Remaining catch-basins are to be cleared within 7 days of the last snowfall. (Unless rain is forecasted)

Snow Removal

Street type	Condition	Duration to complete
P1 streets	10 % reduction in driving lane width	72 hours
P1 intersections	Visibility problems	72 hours
P2 intersections	Visibility problems	1 week
Cul-de- Sacs	AS per appendix 4	

Ice flows: Appendix C)

Type	Description	Frequency Of
1 – Damaging Infrastructure	Causing ice on driving lanes	Daily as required
2 – Regular Removal	Build up along curb	After 8” of build up
3 - Low	Build up along curb	After 12” of build up

Ice flows to be removed, salted, or sanded as per Appendix C)

Tender No. 11-065 Sidewalk Snow and Ice Control East Region

Tenders were called on July 13, 2011, and closed on July 28, 2011. Bids were received from the following companies:

Route # - # km	Name of Company	Price / km	Total Price - year 1 including (net HST)	Price Evaluation for 4 years including (net HST)
SWP5-24.16 km	Cutting Edge *	\$4,743.00	\$134,907.37	\$539,629.49
	Elmsdale Landscaping	\$4,950.00	\$138,454.27	\$553,817.06
	Provincial Pavement	\$5,299.00	\$147,589.55	\$590,358.21
	Teak Tree	\$5,175.00	\$148,428.18	\$593,712.71
	Tracey's Landscaping	\$5,657.00	\$157,287.40	\$629,149.60
SWP6-34.67km	Cutting Edge *	\$4,343.00	\$182,060.21	\$728,240.86
	Elmsdale Landscaping	\$4,950.00	\$211,284.48	\$845,137.92
	Provincial Pavement	\$5,395.00	\$218,004.30	\$872,017.21
	Tracey's Landscaping	\$5,437.00	\$228,178.59	\$912,714.37
	Teak Tree	\$5,175.00	\$241,805.08	\$967,220.32
Total Price Tender # 11-065	All Routes if awarded		\$316,967.58	\$1,267,870.35

*** Recommended**

Years 2, 3, 4 and fifth year option will be adjusted by Nova Scotia Consumer Price Index. (CPI) for the previous 12 month period as determined each November while these contracts are in effect.

Bids excluded were reviewed by Legal Services.

The total year one and year four pricing includes costs for estimated quantities at the unit rates for extra specialized equipment and labour for extraordinary weather events.

Tender No. 11-066 Sidewalk Snow and Ice Control West Region

Tenders were called on July 13, 2011, and closed on July 28, 2011. Bids were received from the following companies:

Route # - # km	Name of Company	Price / km	Total Price - year 1 including (net HST)	Price Evaluation for 4 years including (net HST)
SWW9- 10.89 km	Provincial Pavement*	\$5,250.00	\$77,872.96	\$311,491.85
	Cutting Edge	\$5,843.00	\$86,347.00	\$345,388.02
	Teak Tree	\$5,165.00	\$94,062.69	\$376,250.75
	Tracey's Landscaping	\$7,400.00	\$106,774.26	\$427,097.06
SWW10-34.81 km	Cutting Edge *	\$4,743.00	\$197,258.88	\$789,035.51
	Provincial Pavement	\$5,490.00	\$222,240.66	\$888,962.65
	Tracey's Landscaping	\$5,790.00	\$241,786.99	\$967,147.95
	Teak Tree	\$5,445.00	\$252,403.88	\$1,009,615.50
SWW11- 6.99 km	Provincial Pavement*	\$4,995.00	\$50,907.26	\$203,629.05
	Teak Tree	\$4,475.00	\$52,591.69	\$210,366.76
	Cutting Edge	\$5,843.00	\$58,511.30	\$234,045.19
SWP1-27.25 km	Ocean Contractors*	\$4,449.00	\$138,090.57	\$552,362.27
	Provincial Pavement	\$5,490.00	\$169,102.36	\$676,409.42
	Teak Tree	\$5,745.00	\$177,443.93	\$709,775.73
	Tracey's Landscaping	\$6,407.47	\$195,070.67	\$780,282.69
	Cutting Edge	\$7,443.00	\$225,906.16	\$903,624.63
SWP2- 23.07 km	Provincial Pavement*	\$5,195.00	\$138,073.26	\$552,293.02
	Tracey's Landscaping	\$6,303.00	\$164,626.10	\$658,504.39
	Cutting Edge	\$7,443.00	\$193,460.97	\$773,843.88

Route # - # km	Name of Company	Price / km	Total Price - year 1 including (net HST)	Price Evaluation for 4 years including (net HST)
SWP3- 39.49 km	Provincial Pavement*	\$5,995.00	\$259,977.23	\$1,039,908.91
	Teak Tree	\$6,845.00	\$296,077.39	\$1,184,309.57
	Cutting Edge	\$6,843.00	\$296,203.60	\$1,184,814.40
	Tracey's Landscaping	\$7,111.47	\$305,852.01	\$1,223,408.06
	Ocean Contractors	\$7,500.00	\$320,528.24	\$1,282,112.94
Total Price-Tender # 11-066	All Routes if awarded		\$862,180.16	\$3,448,720.61

*** Recommended**

Years 2, 3, 4 and fifth year option will be adjusted by Nova Scotia Consumer Price Index. (CPI) for the previous 12 month period as determined each November while these contracts are in effect.

Bids excluded were reviewed by Legal Services.

The total year one and year four pricing includes costs for estimated quantities at the unit rates for extra specialized equipment and labour for extraordinary weather events.

Tender No. 11-067 Winter Streets and Roads Snow and Ice Control

Tenders were called on July 18, 2011, and closed on August 2, 2011. Bids were received from the following companies:

Central Region Route # - # km	Name of Company	Price / km	Total Price - year 1 including (net HST)	Price Evaluation for 2 years including (net HST)
Priority 1 Streets Central-203.05 km	Dexter Construction*	\$3,495.00	\$740,075.77	\$1,480,151.53
Priority 2 Streets Central-167.77 km		\$3,295.00	\$576,495.25	\$1,152,990.50
		Total Dexter*	\$1,344,550.95	\$2,689,101.90
Priority 1 Streets Central-203.05 km	Ocean Contractors	\$4,400.00	\$931,711.98	\$1,863,423.96
Priority 2 Streets Central-167.77 km		\$4,200.00	\$734,834.61	\$1,469,669.23
		Total Ocean	\$1,704,294.06	\$3,408,588.12

East Region Route # - # km	Name of Company	Price / km	Total Price - year 1 including (net HST)	Price Evaluation for 2 years including (net HST)
Priority 1 Streets East-217.92 km	Ocean Contractors*	\$3,900.00	\$886,314.20	\$1,772,628.40
Priority 2 Streets East- 252.99 km		\$3,800.00	\$1,002,565.98	\$2,005,131.95
		Total Ocean*	\$2,061,134.68	\$4,122,269.36
Priority 1 Streets East-217.92 km	Dexter Construction	\$4,455	\$1,012,443.53	\$2,024,887.06
Priority 2 Streets East- 252.99 km		\$4255.00	\$1,122,610.06	\$2,245,220.12
		Total Dexter	\$2,199,199.91	\$4,398,399.81

West Region Route # - # km	Name of Company	Price / km	Total Price - year 1 including (net HST)	Price Evaluation for 2 years including (net HST)
Priority 1 Streets West-56.8 km	Dexter Construction*	\$4,250.00	\$251,746.40	\$503,492.81
Priority 2 Streets West- 41.53 km		\$4,050.00	\$175,405.40	\$350,810.80
		Total Dexter*	\$463,902.19	\$927,804.38
Priority 1 Streets West-56.8 km	Ocean Contractors	\$4,900.00	\$290,248.80	\$580,497.59
Priority 2 Streets West- 41.53 km		\$4,700.00	\$203,556.89	\$407,113.77
		Total Ocean	\$561,305.94	\$1,122,611.88
Priority 1 Streets West-56.8 km	Leahey's Landscaping	\$7,895.00	\$467,655.97	\$935,311.93
Priority 2 Streets West- 41.53 km		\$6,895.00	\$298,622.28	\$597,244.57
		Total Leahey's	\$847,292.83	\$1,694,585.66
Priority 1 Streets West-56.8 km	Timberlea Bottle Exchange	\$8,940.00	\$529,555.97	\$1,059,111.93
Priority 2 Streets West- 41.53 km		\$7,940.00	\$343,881.21	\$687,762.42
		Total Timberlea	\$942,442.28	\$1,884,884.56
Total Price Tender # 11-065	All Regions- if awarded		\$3,869,587.82	\$7,739,175.64

Recommended*

Year 2 and the two one year options for extensions will be adjusted by the Nova Scotia Consumer Price index (CPI) for the previous 12 month period, as determine each November while these contracts are in effect. The total year one and year two pricing includes costs for estimated quantities at the unit rates for extra specialized equipment and labour for extraordinary weather events.