

Item No. 14.2
Halifax Regional Council
June 24, 2014

TO: Mayor Savage and Members of Halifax Regional Council

Original Signed

SUBMITTED BY: _____
Councillor Bill Karsten, Chair, Audit & Finance Standing Committee

DATE: June 19, 2016

SUBJECT: Approval of Increased Project Funding Award – Unit Price Tender
No. 14-207, North Park Street Upgrades – North Park Street
(Cogswell – Cunard) – West Region

ORIGIN

June 18, 2014 meeting of the Audit & Finance Standing Committee, Item No. 12.1

LEGISLATIVE AUTHORITY

Audit & Finance Standing Committee Terms of Reference section 3.8, which states “to review and make recommendations on proposals coming to Halifax Regional Council outside of the annual budget or tender process including but not limited to:

- New Programs or services not yet approved
- Programs or services that are being substantially altered
- Proposed changes in operating or budget items
- Committing of funds where there is insufficient approved budget, or,
- New or increased capital projects not included in the approved budget
- Increases in project budget due to cost sharing
- Creation or modification of reserves and withdrawals not approved in the approved budget

RECOMMENDATION

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

1. Approve a budget increase of \$83,387.09 (net HST included) to Project Account No. CT000001 – North Park Corridor Improvements, funded through cost sharing with Halifax Water.

Recommendations continued on page 2...

2. Approve an increase to Project Account No. CT000001 – North Park Corridor Improvements in the amount of \$3,464,772.95, with funding in the amount of \$992,000 from surplus Debt Funding (Crespool), \$625,000 from Reserve Q103 Capital Surplus, \$1,237,000 from Reserve Q131 Energy and Underground Services, and \$610,772.95 from the Operating Surplus Reserve, Q328, as outlined in the Financial Implications section of the staff report dated June 18, 2014.
3. Not require a business case approval from the Energy and Underground Subcommittee pertaining to the \$1,237,000 withdrawal.
4. Award Tender No. 14-207, North Park Street Upgrades (Cunard – Cogswell) – West Region, to the lowest bidder meeting specifications, Dexter Construction Company Limited for a Total Tender Price of \$10,045,073.63 (net HST included) with funding from Project Account No. CT000001 - North Park Corridor Improvements, as outlined in the Financial Implications section of the staff report dated June 18, 2014.
5. Award the Construction Services component of RFP 13-302 North Park Roundabouts Detail Design to WSP Inc. (formerly Genivar), in the amount of \$374,834.65 (net HST included) with funding from Project Account No. CT000001 – North Park Corridor Improvements, as outlined in the Financial Implications section of the staff report dated June 18, 2014.

BACKGROUND

A staff report dated June 18, 2014 was before the Audit & Finance Standing Committee pertaining to project funding increases and the awarding of Tender No. 14-207 necessitated for improvements to the North Park Corridor (Cogswell – Cunard), Halifax – Western Region.

Please refer to the attached staff report dated June 18, 2014 for further information.

DISCUSSION

The Audit & Finance Standing Committee expressed support for the proposed North Park Street upgrades but noted concern with respect to the increase in the estimated cost of the project. Staff provided background information pertaining to the increased costs to the project associated with property acquisition, road construction, and the undergrounding of hydro and lighting. The Audit & Finance Standing Committee reviewed this matter and approved the recommendation as outlined in this report.

FINANCIAL IMPLICATIONS

As contained in the attached staff report dated June 18, 2014

COMMUNITY ENGAGEMENT

All meetings of the Audit & Finance Standing Committee are open to the public. The agenda and reports are posted online in advance of the meeting.

ENVIRONMENTAL IMPLICATIONS

Environmental Implications were not discussed by the Audit & Finance Standing Committee

ALTERNATIVES

Alternatives were not discussed by the Audit & Finance Standing Committee.

ATTACHMENTS

1. Staff report dated June 18, 2014

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.php> 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: Liam MacSween, Legislative Assistant, 490-6521



P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Attachment 1
Audit & Finance Standing Committee
June 18, 2014

TO: Chair and Members of Audit & Finance Standing Committee

Original Signed

SUBMITTED BY:

Richard Butts, Chief Administrative Officer

Original Signed

Kathleen Llewellyn-Thomas, P.Eng, A/Director, Transportation & Public Works

DATE: June 18, 2014

SUBJECT: Approval of Increased Project Funding and Award - Unit Price
Tender No. 14-207, North Park Street Upgrades – North Park Street
(Cogswell – Cunard) - West Region

ORIGIN

The Approved 2014/15 Capital Budget, Page K13.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Council approved December 11, 2012, that all budget increases are to be presented to the Audit and Finance Standing Committee, prior to submission to Council.

Halifax Charter, Section 93(1) - The Council shall make estimates of the sums that are required by the Municipality for the fiscal year; Halifax Charter, Section 79(1) - Specifies areas that the Council may expend money required by the Municipality; Halifax Charter, Section 35(2)(d)(i) - The CAO can only authorize budgeted expenditures or within the amount determined by Council by policy; Halifax Charter, Section 120(6) - The Municipality may maintain other reserve funds for such purposes as the Council may determine; Halifax Regional Municipality policy on Changes to Cost Sharing for Capital Projects - Changes requiring Council approval; and the Halifax Regional Municipality Reserve Policy - No reserve funds will be expended without the CAO's recommendation and Council approval.

RECOMMENDATION

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

1. Approve a budget increase of \$83,387.09 (net HST included) to Project Account No. CT000001 – North Park Corridor Improvements, funded through cost sharing with Halifax Water.
2. Approve an increase to Project Account No. CT000001 – North Park Corridor Improvements in the amount of \$3,464,772.95, with funding in the amount of \$992,000 from surplus Debt Funding (Crespool), \$625,000 from Reserve Q103 Capital Surplus, \$1,237,000 from Reserve Q131 Energy and Underground Services, and \$610,772.95 from the Operating Surplus Reserve, Q328, as outlined in the Financial Implications section of this report.
3. Not require a business case approval from the Energy and Underground Subcommittee pertaining to the \$1,237,000 withdrawal.
4. Award Tender No. 14-207, North Park Street Upgrades (Cunard – Cogswell) – West Region, to the lowest bidder meeting specifications, Dexter Construction Company Limited for a Total Tender Price of \$10,045,073.63 (net HST included) with funding from Project Account No. CT000001 - North Park Corridor Improvements, as outlined in the Financial Implications section of this report.
5. Award the Construction Services component of RFP 13-302 North Park Roundabouts Detail Design to WSP Inc. (formerly Genivar), in the amount of \$374,834.65 (net HST included) with funding from Project Account No. CT000001 – North Park Corridor Improvements, as outlined in the Financial Implications section of this report.

BACKGROUND

North Park Street is a significant street within the boundary of the Halifax Common. It constitutes a key area within the peninsula of Halifax as it is:

- the site of convergence for a number of arterial vehicular, pedestrian, and bicycle routes feeding in and out of the northern portion of Downtown Halifax;
- part of the Halifax Common, one of the most important regional public open spaces in the Municipality;
- the western gateway for the downtown;
- adjacent to the national historic sites of the Halifax Citadel and the Halifax Armouries;
- an important connector into areas of identified future development and growth at Quinpool, Agricola and Cogswell; and
- adjacent to Citadel High School.

The North Park Street area is subject to a wide array of public interests and considerations and is the subject of a number of approved public policies, programs and guidelines including:

- 1994 Halifax Common Plan
- 2009 Halifax Downtown Secondary Municipal Planning Strategy
- 2010 North Common Park Improvement Plan
- 2012 Urban Forest Master Plan
- 2014 Cogswell Lands Plan
- LED Conversion of HRM Streetlighting
- Traffic Improvements
- Active Transportation Priorities Plan 2014-19

The intersections of Cogswell/North Park/Rainnie/Trollope/Ahern and North Park/Cunard/Agricola are an important entrance way to the Halifax Common but the road infrastructure including some pavement, sidewalks, traffic control devices and streetlighting have reached the end of their useful life. Furthermore, the geometric layout and operations of these intersections place a priority on the movement of motor vehicles at the expense of movement for pedestrians and cyclists. To address this problem within Council's policy framework, Staff has undertaken an integrated "Civic Project" approach to the North Park Street upgrades seeking to achieve a high - but balanced - level of stated municipal objectives.

Through technical analysis and ongoing community and stakeholder consultation, Staff has identified the best solution as being a series of two roundabouts, resulting in a narrow street with shorter pedestrian crossing distances, upgrading trails and providing bike lanes and integrating the street into the Halifax Common. The solution includes incorporating Halifax Water infrastructure repairs, LED light implementation, undergrounding the existing overhead power and telecom lines and meeting urban forest targets.

Based on the results of the public engagement, the Transportation Standing Committee directed staff on February 28, 2013 to move forward with the detailed design of the North Park redesign.

The resulting roundabout design:

- allows the street to operate at the same level of service with a smaller infrastructure footprint;
- adds 4000 sq. meters of green space to the Halifax Common;
- reduces overall pavement area required, saving long term maintenance and capital costs;
- provides for new and upgrades connections for pedestrians and cyclists;
- reduces pedestrian crossing distances;
- allows for public art installations;
- improves neighbourhood connections and creates places for social interaction;
- provides supporting public amenities such as bike racks, benches, drinking water; and
- creates a western gateway to downtown Halifax.

Please see Attachment 2, Project Overview Maps.

Three community engagement and several stakeholder engagement sessions have been held as part of this project including:

- Community Engagement Session February 2013:
 - Introduced the need for intersection upgrades and the rationale for roundabouts,
 - Gave the opportunity to view two options for redesigning the intersections (roundabouts vs. upgraded traffic signals),
 - Engaged the Public on key issues and concerns around the proposed redesign,
 - Engaged the Public on look and feel of a renewed public space at the intersections and along the North Park corridor.
- Public engagement session February 6, 2014 at the 50% design stage:
 - Engaged the public about the cycling connection between the roundabouts,
 - Engaged the public about artistic features,
 - Engaged the public about open space elements of the project.
- Public information session March 20, 2014 presenting the 90% design:
 - No longer solicited public feedback,
 - Identified which elements from the 50% engagement were included and explained why others were not,
 - Introduced the construction phasing plan.

All public sessions were well attended with several hundred participants over the three meetings. The information was generally well received, and there was excitement for the project to move forward to construction. An online survey at the 50% design stage to compliment the public engagement session generated more than 350 responses.

During the construction phase we will be continuing to provide project updates through our established websites and with our stakeholders.

We have actively engaged with the Canadian National Institute for the Blind (CNIB), the Canadian Council for the Blind (CCB) and the Halifax Accessibility Advisory Committee, DND at the Armoury Property, the Halifax Cycling Coalition, Parks Canada through Citadel Hill and provided written notice to all abutters.

The results from the public engagement and additional project information can be found online at: <http://shapeyourcityhalifax.ca/North-Park-Intersection-Redesign> .

DISCUSSION

As described previously in this report, the North Park Street Upgrades project has a high level of public support; however, the bid prices have come in \$3.46M higher than budgeted in the 2014/2015 Project Budget.

The main drivers for the increased project cost are:

- Road construction costs are higher due to a higher degree of traffic control and mobilization/demobilization costs than estimated
- Property costs are more than tripled
- Undergrounding of hydro and lighting is approximately 50% higher.

The Design and Construction administration costs include changes to scope during detail design including additional stakeholder work and archeology and unexploded ordinance design and site review which were identified during detail design. Other cost increases have been additional site supervision due to the archeology and unexploded ordinance potential throughout the site. Construction Administration costs are higher due to construction phasing and the nature of the underground components of the work.

The undergrounding and lighting costs are higher due to design changes, more accurate cost estimating to reflect recent work, and phasing changes. The final appraisals for the property acquisition were also higher than anticipated.

The Table on the following page shows the costs estimated for this project for different elements of the project as detailed design proceeded.

Table 1
Project Costs

Project Element Description	Estimate at Completion of 50% Design	Approved Budgets	Engineer's Estimate	Low Bid/Estimate Final Cost (net HST included)
		2013/14, 2014/15, 2015/16		
Design Fees	\$257,414.23	\$257,414.23	\$296,710.00	\$296,710.00
Construction	\$6,776,540.78	\$9,200,000.00	\$8,226,079.68	\$10,045,073.63
NSPI costs	\$792,756.10		\$954,557.92	\$954,557.92
Construction Administration	\$120,000.00	\$0.00	\$289,006.00	\$374,834.65
Property Acquisition	\$60,000.00	N/A	\$60,000.00	\$221,000.00
Public Art	\$85,000.00		\$85,000.00	\$85,000.00
Administration & Contingencies	\$1,021,101.22	\$0.00	\$910,294.79	\$1,028,398.07
Halifax Water Cost Sharing				-\$83,387.09
TOTAL	\$9,112,812.33	\$9,457,414.23	\$10,821,648.39	\$12,922,187.18

This project represents the implementation of many Council approved policies and guidelines, is a large civic project encompassing significant active transportation, green space, transportation, civic space and streetlighting upgrades. It not only has public approval, but citizen excitement, and will bring transportation and neighbourhood benefits for years to come.

Tender # 14-207 was publicly advertised on the Province of Nova Scotia's Procurement website on May 15th, 2014 and closed on May 30, 2014. Bids were received from following companies:

<u>Name of Company</u>	<u>Bid Price (net HST included)</u>
Dexter Construction Company Limited	\$10,045,073.63*
Ocean Contractors Limited	\$10,735,054.84

***recommended bidder**

The scope of work for this Tender generally consists of the construction of two new roundabouts including the replacement of existing concrete curb and gutter with new concrete curb and gutter, removal of the existing asphalt, installation of new asphalt, new active transportation trails, undergrounding of overhead utilities, pavement markings, new signage, landscaping, hardscape landscaping, new LED streetlighting and associated reinstatement.

It is anticipated that work will commence within three weeks of the Tender award, and be completed in two phases, the first phase including the Cunard Roundabout, being complete October 31, 2014, and the second phase complete on October 15, 2015. See Attachment 3 - Phase 1 Winter 2014-15.

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

Request for Proposal (RFP) 13-302 was issued on April 12, 2013 and closed on May 3, 2013. Genivar Inc. (now WSP Inc.) was awarded the detail design component of the work by the Chief Administrative Officer on June 7, 2013.

The Construction Administration and inspection services component of the work was reviewed as part of the original RFP review. Detail design identified the need for archeology and unexploded ordinance site review during construction. This work is included in the Construction Administration services. It is appropriate to award the construction components when it is confirmed that the Tender will proceed. Final costs of the Construction Administration will be dependent on the actual time spent on site supervising the project and approved by the HRM Project Manager. Small community inspired artistic features will be installed in the new neighborhood plazas.

Property acquisition is required for this work and will be completed as per the Council approved Transaction Policy. Small areas are required from the Citadel High property and the Halifax Armoury property based on final design.

Nova Scotia Power Inc. and telecommunications companies will remove overhead transmission lines and install underground transmission cable and connections, when the infrastructure has been installed as part of this Tender.

There are no Local Improvement Charges associated with this work.

FINANCIAL IMPLICATIONS

The total Project Cost of the North Park Street Upgrades project is \$12,922,187.18, the approved budget is \$9,457,414.23. Implementation of the North Park Street project will span 3 fiscal years.

An additional \$3,464,772.95 is required to complete the work. The annual breakdown is as follows:

Account No.	Year	Budget	Expenditures	Balance
CT000001	2013/14	\$200,000.00	\$200,000.00	\$0.00
CPG00899	2013/14	\$57,414.23	\$57,414.23	\$0.00
CT000001	2014/15	\$5,450,000.00	\$6,550,629.20	-\$1,100,629.20
CT000001	2015/16	\$3,750,000.00	\$6,114,143.75	-\$2,364,143.75
Total		\$9,457,414.23	\$12,922,187.18	-\$3,464,772.95

The project total includes:

- Awarding Tender No. 14-207, North Park Street Upgrades (Cunard – Cogswell) – West Region, to the lowest bidder meeting specifications, Dexter Construction Company Limited for a Total Tender Price of \$10,045,073.63 (net HST included);
- Awarding the Construction Services component of RFP 13-302 North Park Roundabouts Detail Design to WSP Inc. (formerly Genivar) in the amount of \$374,834.65 (net HST included) with funding from Project Account No. CT000001 – North Park Corridor Improvements, as outlined in the Financial Implications section of this report;
- Artistic Features installations within the plaza areas based on 1% of the 50% construction cost estimate, in the amount of \$85,000.00. This will be awarded separately from the construction Tender;
- Property acquisitions;
- Payment to Nova Scotia Power.

Based on the lowest tendered price of \$9,632,236 plus net HST of \$412,837.63, for a net total of \$10,045,073.63, funding is available from Project No. CT000001 – North Park Corridor Improvements. The budget availability has been confirmed by Finance.

Budget Summary:

Surplus Debt Funding (Crespool)

Cumulative Unspent Budget	\$ 992,173.01
Less: Transfer to CT000001	<u>\$(992,000.00)*</u>
Balance	\$ 173.01

Capital Surplus Reserve, Q103

Projected Net Available Balance March 31, 2015	\$ 637,787
Less: Funding for CT000001	<u>\$ (625,000)*</u>
Balance	\$ 12,787

EUGS Reserve, Q131

Projected Net Available Balance March 31, 2015 as at May 31	\$ 1,453,140
Less: Minimum Balance Required	\$ (200,000)
Less: Funding for CT000001	<u>\$ (1,237,000)*</u>
Balance	\$ 16,140

Operating Surplus Reserve, Q328 ***

Projected Net Available Balance March 31, 2015 as at May 31	\$ 5,929,627.00
Less: Funding for CT000001	<u>\$(610,772.95)*</u>
Balance	\$5,318,854.05

Project Account No. CT000001- North Park Corridor Improvements

Unspent Budget	\$ 9,193,425.84
Plus: Halifax Water Cost Sharing	\$ 83,387.09
Plus: Transfer from Crespool	\$ 992,000.00
Plus: Funding from Capital Surplus Reserve, Q103	\$ 625,000.00
Plus: Funding from EUGS Reserve, Q131	\$ 1,237,000.00
Plus: Funding from Operating Surplus Reserve, Q328	\$ 610,772.95
Less: RFP 13-302	\$ 374,834.65
Less: Tender No. 14-207	<u>\$10,045,073.63 **</u>
Balance	\$ 2,321,677.60

*The use of the above funds limits HRM's flexibility with respect to any potential additional cost overruns for other projects. The use of the Operating Surplus Reserve, Q328 limits the ability to offset the 2015/16 planning gap of \$17.2 million.

**As a result of cost sharing from the Halifax Water, the net construction cost to Project Account No. CT000001 is \$9,961,686.54 (net HST included). This project was estimated in the Approved 2014/15 Project Budget at \$9,200,000. Please see Attachment 1, Cost Sharing Agreement with Halifax Water.

*** The Operating Surplus Reserve, Q328 is a new reserve, and a Reserve Business Case has not been developed as yet. Therefore, with no business case developed, the withdrawal from the reserve can't be confirmed as meeting the purpose of the reserve per normal process. With Council's approval however, funds can be withdrawn.

The balance of funds will be used to fund the property acquisitions, implement the artistic feature components of the project, and authorize payment to Nova Scotia Power Inc. for the removal of overhead electrical transmission lines and installation of underground electrical transmission cable and connections.

COMMUNITY ENGAGEMENT

Three community engagement and several stakeholder engagement sessions have been held as part of this project including:

- Community Engagement Session February 2013:
 - Introduced the need for intersection upgrades and the rationale for roundabouts,
 - Gave the opportunity to view two options for redesigning the intersections (roundabouts vs. upgraded traffic signals),
 - Engaged the Public on key issues and concerns around the proposed redesign,
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 - Introduced the construction phasing plan.

All public sessions were well attended with several hundred participants over the three meetings. The information was generally well received, and there was excitement for the project to move forward to construction. An online survey at the 50% design stage to compliment the public engagement session generated more than 350 responses.

During the construction phase we will be continuing to provide project updates through our established websites and with our stakeholders.

We have actively engaged with the Canadian National Institute for the Blind (CNIB), the Canadian Council for the Blind (CCB) and the Halifax Accessibility Advisory Committee, DND at the Armoury Property, the Halifax Cycling Coalition, Parks Canada through Citadel Hill and provided written notice to all abutters.

The results from the public engagement and additional project information can be found online at: <http://shapeyourcityhalifax.ca/North-Park-Intersection-Redesign> .

ENVIRONMENTAL IMPLICATIONS

Roundabouts have been shown to reduce delay for all users; by reducing delay, there are fewer vehicles idling, which reduce greenhouse gas emissions.

ALTERNATIVES

The Table on the following page summarizes and evaluates alternatives to solve the problems identified earlier in this report.

The Problem Statement is:

- The North Common trails and lighting infrastructure is at the end of its service life and needs to be replaced, upgraded and improved with additional amenities to continue to meet the growing demand for use of and movement on and around the Commons.
- The intersections of Cogswell/North Park/Rainnie/Trollope/Ahern, and North Park/Cunard/Agricola have aging pavement, drainage and traffic control infrastructure and are at the end of their service life. The existing layout does not meet the current and future demands for movement through and around the intersections because of their complex geometry and emphasis on serving the movement of motor vehicles to the disadvantage of vulnerable road users such as pedestrians and cyclists.

Staff recommends Alternative No. 1 on the following Table:

Alternatives to Solve the Problem at North Park and the Common

Alternatives	Advantages	Disadvantages
1. Approve recommendations as outlined in this report.	<p>The project can be awarded and construction started in 2014, as approved in the 2014/2015 Business Plan and Budget.</p> <p>Addresses the problem of aging infrastructure in this location.</p>	<p>\$3,464,773 Budget shortfall needs to be allocated from other capital commitments, as outlined elsewhere in this report.</p>
2. Direct staff to modify the scope of the project to bring it under the approved 2014/2015 Budget approved for this project.	<p>Potential to reduce costs between approximately \$0.5M and \$2.5M depending on the results of additional design/redesign and consultation with Nova Scotia Power and other utilities.</p> <p>No additional funds need to be identified for the project.</p>	<p>Requires cancelling Tender 14-207, exposing HRM to potential financial and/or legal risk.</p> <p>Results in approximately 1-year delay in project commencement to allow for re-design.</p> <p>Delay in project has an impact on existing lighting, trails, sidewalk, road, and traffic control infrastructure which is at the end of its service life.</p>
3. Not support the project and direct staff to develop a minimal repair and rehabilitation plan to minimize costs and address the infrastructure problems.	<p>Possibility for lower overall project cost providing a capital budget savings.</p> <p>Solves part of the problem by addressing the state of good repair of the aging infrastructure.</p>	<p>While some amenities could be provided within the Common, without the roundabouts, the space available for them is limited.</p> <p>Does not solve the problems in this location of accommodating growing demand and accommodating vulnerable road users such as cyclists and pedestrians.</p>

ATTACHMENTS

Attachment 1: Cost Sharing Agreement with Halifax Water
Attachment 2: Project Overview Maps
Attachment 3: Phase 1 Winter 2014-15

A copy of this report can be obtained online at <http://www.halifax.ca/boardscom/SCfinance/index.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: Anne Sherwood, P.Eng., Design Engineer, Design and Construction Services (490-6872)

Original Signed

Report Approved by:

Taso Koutroulakis, P.Eng., PTOE, Manager, Traffic & Right of Way Services (490-4816)
Original Signed

Report Approved by:

Jane Fraser, Director, Planning and Infrastructure (490-7166)
Original Signed

Procurement Review:

Anne Feist, Manager, Procurement, 490-4200
Original Signed

Financial Approval by:

Greg Keefe, Director of Finance & ICT/CFO, 490-6308

MEMORANDUM

TO: Tom Gorman, P.Eng., Halifax Water

CC: David Hubley, P.Eng., Manager, Design & Construction Services
Jeff Spares, P.Eng., Sr. Design Engineer, Design & Construction Services

FROM: Anne Sherwood, P.Eng., Design & Construction Services

DATE: May 30, 2014

SUBJECT: Tender No. 14-207, North Park Street Upgrades– North Park Street
(Cogswell – Cunard)- West Region

Tender No. 14-207, North Park Street Upgrades– North Park Street (Cogswell – Cunard)- West Region, closed May 30, 2014. Prior to tender award, a cost sharing agreement must be finalized between HRM (Halifax Regional Municipality) and Halifax Water. Enclosed is a bid comparison summary for the items associated with the Halifax Water infrastructure for this project. They are from the lowest bidder, Dexter Construction Company Limited.

In the most recent discussions on this subject, Halifax Water has agreed to pay 50% of the cost of the reinstatement. This includes the cost of the asphalt over the length of the pipe and across the reinstatement width.

Based on the low bidder's tender prices and the above cost sharing, Halifax Water's costs for Tender No. 14-207, North Park Street Upgrades– North Park Street (Cogswell – Cunard)- West Region, can be summarized as follows:

Water services, sanitary repairs	=	\$ 70,340.00
Reinstatement Cost Sharing	=	\$ <u>9,620.00</u>
		\$ 79,760.00
Net HST (i.e. 4.286%)		\$ <u>3,427.09</u>
Project Total	=	\$ <u>83,387.09</u>

Memo - Tender No. 13-213
May 23, 2013

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Page 2

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 call me at 490-6872.

Thank you,

Anne Sherwood, P.Eng.

AMS/ams

original signed


Tom Gordon, P.Eng.
Halifax Water

Date

JUNE 3/2014



PLAN LEGEND

EXISTING

- EXISTING ROAD CENTER LINE
- EXISTING ROAD RIGHT OF WAY
- EXISTING ROAD SURFACE
- EXISTING ROAD SIDEWALK
- EXISTING ROAD CURB
- EXISTING ROAD DRAINAGE
- EXISTING ROAD LIGHTS
- EXISTING ROAD SIGNAGE
- EXISTING ROAD FENCE
- EXISTING ROAD UTILITY
- EXISTING ROAD TREE
- EXISTING ROAD LANDSCAPE
- EXISTING ROAD FURNITURE
- EXISTING ROAD STRUCTURE
- EXISTING ROAD INFRASTRUCTURE
- EXISTING ROAD EQUIPMENT
- EXISTING ROAD MATERIAL
- EXISTING ROAD CONDITION
- EXISTING ROAD HISTORY
- EXISTING ROAD ANALYSIS
- EXISTING ROAD DESIGN
- EXISTING ROAD CONSTRUCTION
- EXISTING ROAD MAINTENANCE
- EXISTING ROAD OPERATION
- EXISTING ROAD PERFORMANCE
- EXISTING ROAD SAFETY
- EXISTING ROAD ACCESSIBILITY
- EXISTING ROAD SUSTAINABILITY
- EXISTING ROAD RESILIENCE
- EXISTING ROAD INNOVATION
- EXISTING ROAD FUTURE
- EXISTING ROAD TRENDS
- EXISTING ROAD OPPORTUNITIES
- EXISTING ROAD CHALLENGES
- EXISTING ROAD SOLUTIONS
- EXISTING ROAD BEST PRACTICES
- EXISTING ROAD LESSONS LEARNED
- EXISTING ROAD RESEARCH
- EXISTING ROAD DATA
- EXISTING ROAD TOOLS
- EXISTING ROAD METHODS
- EXISTING ROAD STANDARDS
- EXISTING ROAD REGULATIONS
- EXISTING ROAD POLICIES
- EXISTING ROAD STRATEGIES
- EXISTING ROAD PROGRAMS
- EXISTING ROAD INITIATIVES
- EXISTING ROAD PARTNERSHIPS
- EXISTING ROAD COLLABORATION
- EXISTING ROAD ENGAGEMENT
- EXISTING ROAD TRANSPARENCY
- EXISTING ROAD ACCOUNTABILITY
- EXISTING ROAD INTEGRITY
- EXISTING ROAD ETHICS
- EXISTING ROAD VALUES
- EXISTING ROAD BELIEFS
- EXISTING ROAD ATTITUDES
- EXISTING ROAD BEHAVIORS
- EXISTING ROAD EMOTIONS
- EXISTING ROAD THOUGHTS
- EXISTING ROAD FEELINGS
- EXISTING ROAD OPINIONS
- EXISTING ROAD BELIEFS
- EXISTING ROAD VALUES
- EXISTING ROAD BELIEFS
- EXISTING ROAD VALUES

PROPOSED

- PROPOSED ROAD CENTER LINE
- PROPOSED ROAD RIGHT OF WAY
- PROPOSED ROAD SURFACE
- PROPOSED ROAD SIDEWALK
- PROPOSED ROAD CURB
- PROPOSED ROAD DRAINAGE
- PROPOSED ROAD LIGHTS
- PROPOSED ROAD SIGNAGE
- PROPOSED ROAD FENCE
- PROPOSED ROAD UTILITY
- PROPOSED ROAD TREE
- PROPOSED ROAD LANDSCAPE
- PROPOSED ROAD FURNITURE
- PROPOSED ROAD STRUCTURE
- PROPOSED ROAD INFRASTRUCTURE
- PROPOSED ROAD EQUIPMENT
- PROPOSED ROAD MATERIAL
- PROPOSED ROAD CONDITION
- PROPOSED ROAD HISTORY
- PROPOSED ROAD DESIGN
- PROPOSED ROAD CONSTRUCTION
- PROPOSED ROAD MAINTENANCE
- PROPOSED ROAD OPERATION
- PROPOSED ROAD PERFORMANCE
- PROPOSED ROAD SAFETY
- PROPOSED ROAD ACCESSIBILITY
- PROPOSED ROAD SUSTAINABILITY
- PROPOSED ROAD RESILIENCE
- PROPOSED ROAD INNOVATION
- PROPOSED ROAD FUTURE
- PROPOSED ROAD TRENDS
- PROPOSED ROAD OPPORTUNITIES
- PROPOSED ROAD CHALLENGES
- PROPOSED ROAD SOLUTIONS
- PROPOSED ROAD BEST PRACTICES
- PROPOSED ROAD LESSONS LEARNED
- PROPOSED ROAD RESEARCH
- PROPOSED ROAD DATA
- PROPOSED ROAD TOOLS
- PROPOSED ROAD METHODS
- PROPOSED ROAD STANDARDS
- PROPOSED ROAD REGULATIONS
- PROPOSED ROAD POLICIES
- PROPOSED ROAD STRATEGIES
- PROPOSED ROAD PROGRAMS
- PROPOSED ROAD INITIATIVES
- PROPOSED ROAD PARTNERSHIPS
- PROPOSED ROAD COLLABORATION
- PROPOSED ROAD ENGAGEMENT
- PROPOSED ROAD TRANSPARENCY
- PROPOSED ROAD ACCOUNTABILITY
- PROPOSED ROAD INTEGRITY
- PROPOSED ROAD ETHICS
- PROPOSED ROAD VALUES
- PROPOSED ROAD BELIEFS
- PROPOSED ROAD ATTITUDES
- PROPOSED ROAD BEHAVIORS
- PROPOSED ROAD EMOTIONS
- PROPOSED ROAD THOUGHTS
- PROPOSED ROAD FEELINGS
- PROPOSED ROAD OPINIONS
- PROPOSED ROAD BELIEFS
- PROPOSED ROAD VALUES
- PROPOSED ROAD BELIEFS
- PROPOSED ROAD VALUES

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NORTH PARK STREET UPGRADES



