

from HRM, are planning and developing this corridor and have branded it as the “River-Lake Greenway”. This corridor would also form part of the Provincial Blue Route cycling network, providing a safer, more accessible corridor than the Trunk #2 provincial highway. This corridor was also identified in the Fall River Community Visioning and Action Plan process.

There is a 2 km segment of this corridor, in central Fall River, where it is necessary to use the road right-of-way and 1.5 km of this segment overlaps with the Fall River Water Extension Project. The continuation of a multi-use pathway was explored in this area, but was not recommended due to space constraints and because a sidewalk already exists. Therefore, installing on-street painted bicycle lanes is recommended. This section includes links to: residences and residential streets, three schools, a community centre, several commercial services, and a connection to Blue Hill Road and the newly opened segment of the Blue Hill Active Transportation Trail. A map of the subject area is provided in “Attachment B – Project Area Map”.

The approved Capital Budget for 2017-18 includes a line item of \$265,000 for this bicycle lane project in the Active Transportation Strategic Projects budget (CTU00420). In winter 2017, HRM engaged the same engineering consultant already working for Halifax Water on the water main project to determine the feasibility and cost of adding bicycle lanes as part of the project. Halifax Water included the scope for these bike lanes as a provisional item in their tendering process for the Fall River Water Service Extension Project.

DISCUSSION

The Tender (T09.2017) for Fall River Water Main Extension was publicly advertised on the Province of Nova Scotia’s Procurement website by Halifax Water on April 13, 2017 and closed on May 10, 2017.

Halifax Water had evaluated three (3) successful bids from Mid Valley Construction (1997) Limited, Atlantic Road Construction Paving Limited and Dexter Construction Company Limited. Based on the lowest bidder, the cost sharing component for the construction of items associated with the bike lanes construction will be completed by Dexter Construction Company Limited at a cost of \$386,129 (including net HST).

There would also be construction administration & inspection services related to the construction of the AT Trail of \$12,128 (refer to Table below), and overhead (1%) of \$3,983 (refer to Table below) for a total cost of \$402,240. It is anticipated that work will commence, weather permitting, as the construction progresses in the spring of 2018.

Table 1. Cost Breakdown of Bicycle Lanes as part of Fall River Water Service Extension Project

Bike Lane Construction (incl. net tax of 4.286%)	\$386,129
Construction Administration and Inspection Services (incl. net tax of 4.286%) – DesignPoint Engineering and Surveying	\$12,128
Subtotal	\$398,257
Overhead (1%) – Halifax Water	\$3,983
Total:	\$402,240

Funding in the amount of \$265,000 was identified in the 2017-18 HRM Capital Budget CTU00420 Active Transportation – Strategic Projects for this work. The additional cost of \$137,240 above the budgeted amount of \$265,000 can be managed by using funds identified for “Miscellaneous AT Integration” and surplus from the 2017/18 Active Transportation account (CTU00420). The Budget availability has been confirmed by Finance.

FINANCIAL IMPLICATIONS

Budget Summary:	<u>Capital Account No. CTU00420, Active Transportation Strategies</u>	
	Cumulative Unspent Budget	\$3,213,417
	Less: Fall River Bike Lanes	<u>(\$ 402,240)</u>
	Balance	\$2,811,177

The balance of funds will be used for further Active Transportation initiatives as defined in the Capital Budget.

RISK CONSIDERATION

There are no significant risks associated with the recommendations in the Report. The risks considered rate low. To reach this conclusion, consideration was given to financial, legal and compliance, and service delivery risks.

COMMUNITY ENGAGEMENT

The Active Transportation Priorities Plan requires engagement for bike lane projects inside the Regional Centre. HRM conducted public engagement on the Fall River Water Service Extension Project in February 2017. There was a request for the inclusion of bike lanes as part of the project during this engagement.

ENVIRONMENTAL IMPLICATIONS

The development of bicycle lanes in the central part of Fall River will help to encourage the use of sustainable, less polluting, modes of transportation.

ALTERNATIVES

Council may decide not to support this expenditure to develop bicycle lanes in conjunction with the Fall River Water Service Extension Project. This is not recommended as this is an important active transportation corridor and link. Adding these facilities outside of the Water Service Extension Project would likely involve higher costs and may not be feasible independent of an integration opportunity.

ATTACHMENTS

Attachment A – Cost Share Agreement with Halifax Water
Attachment B – Project Area Map

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: David MacIsaac, Active Transportation Supervisor, Project Planning and Design,
902.490-1665



Halifax Regional Water Commission

450 Cowie Hill Road, P.O. Box 8388 RPO CSC, Halifax, Nova Scotia B3K 5M1 phone 902 490-4820 fax 902 490-4808

Attachments A & B

November 16, 2017

Via email: macisad@halifax.ca

Halifax Regional Municipality
Transportation & Public Works
21 Mount Hope Avenue
Dartmouth, NS
B2Y 4R4

Attention: David MacIsaac, Active Transportation Supervisor

Re: Tender No. T09.2017 - Fall River Water Main Extension

Tender No. T09.2017, "Fall River Water Main Extension" closed on May 10, 2017, and prior to tender award of the provisional AT Trail Construction, a cost share agreement must be finalized between Halifax Water and the Halifax Regional Municipality.

Based on the lowest overall bid, Phase 1 of the contract was awarded to Dexter Construction Company Limited for \$7,220,640.00 excluding tax. The Municipality's portion for the AT Trail Construction is \$370,260.00 for construction and \$11,630.00 for construction administration and inspection services both excluding tax. Halifax Water must also recoup overhead (1%) costs incurred as a result of integrating the AT Trail Construction with our contract.

Based on the foregoing, the Municipality's total costs are summarized as follows:

AT Trail Construction	\$370,260.00
Construction Administration and Inspection Services	\$11,630.00
Net Tax (4.286%)	\$16,367.81
Subtotal	\$398,257.81
Overhead (1%)	\$3,982.58
Total:	\$402,240.39

During construction, scope and cost changes to the Municipality's portion of the work will be addressed through a change management process in consensus with Municipal project representatives. Final cost sharing will be based on the original bid for the AT Trail Construction (as above) plus any approved changes during construction.

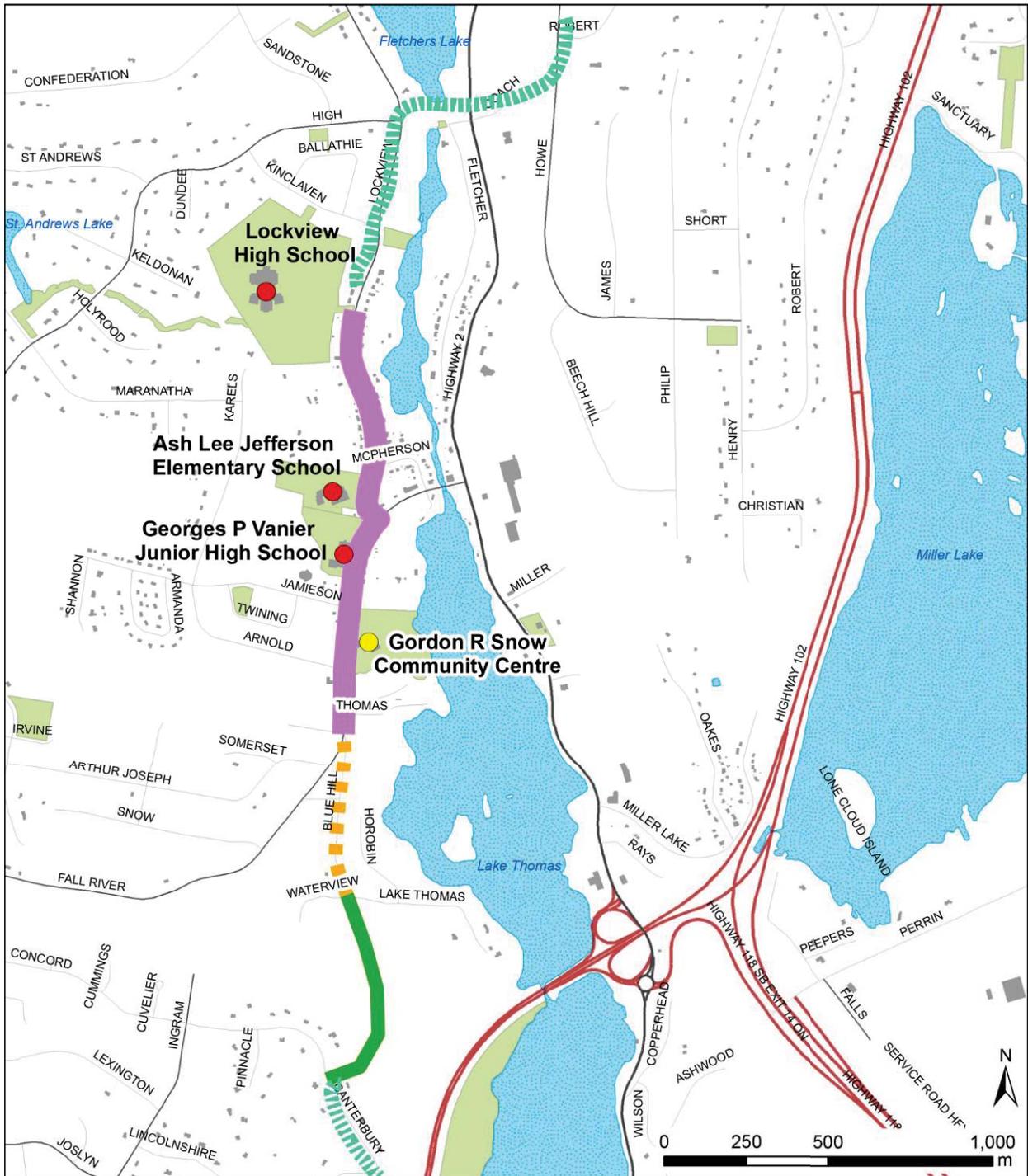
By signing below, the Municipality agrees to reimburse Halifax Water for the above amount, adjusted by any approved changes during construction.

If you have any questions regarding the above, please do not hesitate to contact the undersigned.

Yours truly,

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Attachment B

Project Area Map

- Schools
- Community Facilities
- Building Footprints
- HRM Parkland
- Location of Bike Lanes Proposed in the Report
- Existing Blue Hill AT Trail
- Proposed Local Street Bikeway from AT Plan
- Future Continuation of River-Lakes Greenway