

HALIFAX

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Item No. 15.1.1
Halifax Regional Council
December 10, 2019

TO: Mayor Savage and Members of Halifax Regional Council

SUBMITTED BY: Original Signed by 

Jacques Dubé, Chief Administrative Officer

DATE: November 22, 2019

SUBJECT: **Increase to Contract, RFP-18-302 Consulting Services – Bayers Road
Transit Priority Corridor – Detailed Design**

ORIGIN

This report originates from a need to increase the cost to the consulting services contract (Purchase Order No. 2070796457) with WSP Canada Inc. beyond 20% and \$20,000 of its original award.

LEGISLATIVE AUTHORITY

Under the HRM Charter, Section 79A (1) Subject to subsections (2) to (4), the Municipality may only spend money for municipal purposes if

- (a) The expenditure is included in the Municipality's operating budget or capital budget or is otherwise authorized by the Municipality;

Appendix B of 2016-005-ADM, the Procurement Administrative Order, provides that contract amendments that exceed the greater of 20% of the original award amount or \$20,000, must be approved by Council for funds to be issued.

RECOMMENDATION

It is recommended that Halifax Regional Council approve an increase to contract with WSP Canada Inc. (Purchase Order No. 2070796457) for additional work beyond the original scope in the amount of **\$119,878** (net HST included) with funding from Project Account CM000014 – Transit Priority Measures Corridors as outlined in the Financial Implications section of this report.

BACKGROUND

The Halifax Transit Moving Forward Together Plan (MFTP), approved by Regional Council in April 2016, identifies Bayers Road as a critical choke point for transit service that requires transit priority. Traffic is frequently congested during peak periods, resulting in long delays for all road users, including transit vehicles. To improve transit service on Bayers Road, the MFTP recommends investment in transit priority measures (TPMs) that provide priority to the movement of buses over general traffic. These recommendations have been further reinforced by policy direction in the Integrated Mobility Plan (IMP), which was approved by Regional Council in December 2017.

In May 2017, HRM engaged WSP Canada Inc. to complete a functional design for transit priority improvements on Bayers Road. Following a design process that included extensive stakeholder and public engagement, staff presented the preferred functional design option to the Transportation Standing Committee (TSC) on February 1, 2018. Regional Council subsequently approved the preferred option and directed staff to undertake detailed design at its meeting on February 13th, 2018. The preferred option includes curbside transit lanes (both directions) on Bayers Road between Highway 102 and Windsor Street, a multi-use pathway on the south side of Bayers Road (between Romans Avenue and George Dauphinee Avenue), and reconfiguration of the signalized Halifax Shopping Centre (HSC) driveway intersection. The proposed street reconfiguration requires widening along much of the Bayers Road corridor.

The Approved 2018/19 Capital Budget included funds for the 'Bayers Road Transit Priority Measures Corridor - Detailed Design'. Request for Proposals (RFP) 18-302 was publicly advertised on the Province of Nova Scotia's Procurement website on March 27th, 2018 and closed on April 24th, 2018. Based on the highest scoring proponent, the project was awarded to WSP Canada Inc. in the amount of \$ 114,324 (net HST included).

Detailed design kicked-off in August 2018. The objective of the detailed design process was to advance the functional design approved by Regional Council to tender ready construction drawings. A key aspect of the detailed design was refinement of the reconfiguration concept for the Halifax Shopping Centre driveway. Staff engaged with representatives from the Halifax Shopping Centre through development of a revised design that better accommodates all parties by mitigating access changes to the shopping centre while maintaining an improved level of transit priority.

Additional consulting work beyond the original project scope was required to support the design changes, including traffic data collection / analysis at the intersection of HSC (Order #1), topographic survey outside of the Right of Way (ROW) beyond the survey that was completed within existing ROW for the functional planning (Order #2) and re-defining public engagement service scope of work by additional utility stakeholder engagement and coordination (Order #3). This additional work change was approved by the project management team under Change Order #1, #2 and #3, respectively, as further detailed in the Financial Implications section of this report.

DISCUSSION

WSP Canada Inc. completed the detailed design, including preparation for the land acquisition tasks that are required prior to tendering the construction work in March 2019. Prior to tendering, a pre-tender review meeting is required, and utility integration and relocations need to be confirmed.

Considering the extent of the proposed construction work including land acquisitions, power and telecom integration, and Halifax Water sewer separation, it is necessary to phase construction and tendering over multiple years. Phase 1 will be between Romans Avenue and Connaught Avenue and Phase 2 will be between Connaught Avenue and Windsor Street. Project phasing, utility integration and coordination with stakeholders has resulted in additional scope of work over and above that requested in the RFP 18-302.

Although HRM and the consultant have been through the design process for this project with the utilities, Nova Scotia Power and the telecom companies have adjusted the design of their proposed relocated infrastructure therefore this work needs to be incorporated into the HRM project work. This requires additional stakeholder consultation and design work by the consultant, including specifically identifying underground power and telecom connections to private property to phase the work appropriately and maintain service.

Halifax Water is looking to separate the combined sewer through this section of Bayers Road. This is an excellent integration opportunity to have the street disrupted for only one project along the same length of street. This additional work needs to be taken into consideration and incorporated into the HRM work to connect the curb and catch basins to the new storm sewer. The pipe design work will be designed and paid for by Halifax Water separately.

Separating the project into phases requires an updated intersection design at Connaught Avenue to make sure that the transition works well until phase 2 is constructed.

Separate phases also require the project be separated into two drawing packages, two tenders, with two estimates and separate estimates of Halifax Water cost sharing for reinstatement.

The scope of construction work related to this integrated project requires significantly more review of constructability, detailed phasing and scheduling including phasing for the utility relocations that were previously unclear. Pedestrian and traffic management plans including work with NSTIR is also required in greater detail due in part to the change in overall work.

The issue for construction drawings were not awarded as part of the design phase services and were intended to be awarded as part of the construction phase services. We are moving them to the design phase to be ready to issue the tender earlier in the year.

Additionally, streetlighting needs to be checked due to utility pole relocations, and additional grading design is needed to tie into properties based on revised grading plans.

The additional scope of work required to advance the project to tendering and construction can be summarized as follows:

- revise plans based on additional NSP, Eastlink and Aliant utility conflicts/pole relocation planning;
- detailed design of the interim concept design required at the Bayers Road - Connaught Avenue intersection to facilitate the transition between construction phases;
- coordination with Halifax Water's proposed sewer separation;
- Attendance at the public open house in the new year;
- compiling design plans estimates and specification for the two separate phases;
- complete site visit and locate/pick up any private underground electrical/telecommunication services within the street, add them to the plans, coordinate with Utilities to reconnect services,

- street lighting review after utility pole relocations are finalized;
- pre-tender review meeting, compile & address comments in the tender packages;
- review constructability & schedule for each sub-phase, including utility phasing, pedestrian & traffic management plans; and
- issued for Construction Drawings, attend the pre-construction meeting & address comments.

In addition, some tasks may be necessary to complete the design but are considered provisional. This provisional work can be summarized as follows:

- revisions to design plans and specification if Halifax Water does not proceed with the sewer separation work;
- street lighting design if required based on review after utility pole relocations are finalized;
- private property reinstatement design options related to land acquisitions;
- additional design work at the Bayers Road – Connaught Avenue intersection has been identified as a provisional budget item. The work will investigate a modified intersection configuration on the Bayers Road eastbound approach and Connaught Avenue southbound approach and is being considered as a means to reduce impacts to adjacent private property. Traffic impact analysis for these changes, which will require a reduction in traffic capacity on the Connaught Avenue southbound approach, will be completed as part of this additional work and presented to HRM for consideration;
- and survey layout of the proposed curb lines may be considered provisional pending final staging of the construction work by the contractor.

Staff recommends awarding this work provisionally now to minimize potential delay to project design and tendering which will directly impact the construction schedule and adds risk that the work will not be started this next season.

The current request for additional work can be summarized as follows:

Phase 1	\$ 58,421
Phase 2	\$ 34,406
Provisional work	\$ 22,125
Total	\$114,951 (plus net HST) = \$119, 878

As a result of the above additional scope, the cumulative increase of consultant design fees is \$136,481 (net HST included). A summary of the changes to the original contract award of \$114,324 (net HST included) are as follows:

Current Request for Increase (net HST included)	\$ 119,878
Change Order #1 increases approved to date (Net HST included)	\$ 866
Change Order #2 increases approved to date (Net HST included)	\$ 15,737
Change Order #3 revised scope cost neutral (Net HST included)	<u>\$ 0.00.00</u>
Cumulative Increase to Date (net HST included)	\$ 136,481
Plus original contract amount	<u>\$ 114,324</u>
New Contract Value (Net HST included)	<u>\$ 250,805</u>

This request for increase represents a cumulative increase of 119% to the original contract of \$114,324.

A copy of the cost proposal from WSP Canada Inc. for additional work is attached to this report.

FINANCIAL IMPLICATIONS

Funding in the amount of **\$114,951** plus net HST of **\$4,927** for a net total of **\$119,878**, is available from Project Account No. CM000014 – Transit Priority Measures Corridors. The budget availability has been confirmed by Finance.

Budget Summary: **Project Account No. CM000014 – TPM Corridors**

Cumulative Unspent Budget	\$3,501,126
Less: Increase to RFP No. 18-302	<u>\$ 119,878</u>
Balance	\$3,381,248

The balance of funds will be used to implement the TPM Corridor projects approved by Council.

RISK CONSIDERATION

There are no significant risks associated with the recommendations in this report. Additional design and utility coordination time will be adjusted in project planning and tendering schedule to meet Phase 1 construction in 2020. To reach this conclusion, consideration was given to financial, legal and compliance, and service delivery risks.

ENVIRONMENTAL IMPLICATIONS

N/A

ALTERNATIVES

Halifax Regional Council could choose not to increase the budget for this contract. This is not recommended by staff as the additional work is required to complete the detailed design of the Bayers Road Transit Priority Corridor prior to tendering.

ATTACHMENTS

Attachment A: WSP Canada Inc. Cost Proposal for Additional Scope

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: Dylan Hayne, P. Eng., Design Engineer, Project Planning and Design, 902.490.4373

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November 22, 2019

Dylan Hayne, P.Eng.
Design Engineer - Project Planning & Design, TPW
Halifax Regional Municipality

[via email: hayned@halifax.ca]

**RE: Proposal for Bayers Road Transit Priority Corridor - Detailed Design
Additional Scope of Sencices - Cost Quote Request**

Dear Mr. Hayne:

Further to your request for Cost Quote on October 16, 2019, this letter outlines the scope of work, exclusions and associated cost for the proposed tasks for the Bayers Road Transit Priority Corridor Detailed Design project.

INTRODUCTION

Detailed design was completed by WSP in March of 2019 however further planning, design services and project management are required to separate the project for a phased construction and to progress the project to tendering. The additional work relates to coordination with utility stakeholders revised work plan, detailed design of interim measure at Bayers Road/ Connaught Avenue intersection, construction planning reviews, and separating the plans into two phases which will be implemented over multiple years.

SCOPE OF WORK

The proposed scope of work is outlined below and separated into construction phases 1 and 2 with provisional items. Phase 1 includes up to Connaught Avenue and Phase 2 includes from Phase 1 to Windsor Street. The below tasks are as described in your request letter (attached) and have been separated for construction phases 1 and 2 along with provisional items as requested.

PHASE 1 TASKS (ROMANS AVENUE TO CONNAUGHT AVENUE):

- Phase 1 survey layout of proposed curbs for utility planning.
- Revise plans based on additional NSP, Eastlink and Aliant utility conflicts/pole relocations (north side) planning (up to 5 stakeholder meetings have been accounted for in cost proposal).
- Finalize project phasing interim concept at intersection of Bayers Road and Connaught Ave into the detailed designs for each sub-phase. Compile final designs, estimates and specifications for Romans Avenue to Connaught Avenue.
- Replacement design of two existing catch basins at toe of slopes roadside each side of Romans Avenue.
- Coordination with Halifax Water work integration related to sewer separation program and revise plans to existing system.
- Lighting review after utility pole relocations are finalized.
- Complete a site walk and locate/pick up any private underground electrical/telecommunication services, add to the plans, coordinate with Utilities to reconnect services.
- Constructability review and construction schedule for each sub-phase, including utility phasing and pedestrian & traffic management plans. Potential options for contractor to include is street closures, night work and lane closures.
- Attend and collect data from Hydrovac sites for potential underground conflicts (10 locations).
- Two WSP project members to be present for an HRM led open house session including preparation meeting with HRM prior to attending.
- Phase 1 pre-tender review meeting; compile & address comments.
- Issued for Construction Drawings (IFC) to HRM.
- Attend the pre-construction meeting.
- Liaise with HRM, Contractor and other stakeholders during construction (three site meetings have been included in the cost proposal).
- Review options to reduce impact to church property at intersection of Bayers Rd/Connaught Ave. Review will consider reducing southbound through movements to one lane, shifting the designed right-turn channel.



**Proposal for Bayers Road Transit Priority Corridor - Detailed Design
Additional Scope of Services - Cost Quote Request**

PHASE 2 TASKS (PHASE I TO WINDSOR STREET):

- Phase 2 survey layout of proposed curbs for utility planning (future year, 2021)
- Revise plans based on additional NSP, Eastlink and Aliant utility conflicts/pole relocations (north side) planning (up to 5 stakeholder meetings have been accounted for in cost proposal).
- Finalize project detailed designs for each sub-phase. Compile final designs, estimates and specifications for Phase 1 to Windsor Street.
- Coordination with Halifax Water work integration related to sewer separation program and revise plans to existing system.
- Complete a site walk and locate/pick up any private underground electrical/telecommunication services, add to the plans, coordinate with Utilities to reconnect services
- Constructability review and construction schedule for each sub-phase, including utility phasing and pedestrian & traffic management plans. Potential options for contractor to include is street closures, night work and lane closures.
- Phase 2 pre-tender review meeting; compile & address comments (future year, 2021)
- Issued for Construction Drawings (IFC) to HRM
- Attend the pre-construction meeting
- Liaise with HRM, Contractor and other stakeholders during construction (three site meetings have been included in the cost proposal)

PROVISIONAL TASKS:

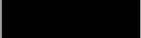
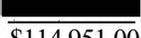
- Provide storm sewer design connected to existing storm system.
- Separate Halifax Water integrated work cost estimates.
- Street lighting design.
- Private property reinstatement design options provision including cross-sections, retaining wall design, reinstatement of existing features (steps, rails, etc). It includes adding details to the design plans and/or sketches for property owners.

EXCLUSIONS:

- Equipment rental and excavation of Hydrovac sites.
- Hold back remains for legal plans of survey & tendering phase within existing contract purchase order.
- Construction Services are not being awarded at this time. Construction schedules, phasing, and cost sharing needs to be determined and these services will be considered at time of the construction tender.

COST OF SERVICES

We estimate that our consulting services, as described above, can be completed for a total budget, excluding HST, of:

• Phase 1	
• Phase 2	
• Provisional	
Total= \$114,951.00	

A resource allocation and budget estimate is attached. If you have any questions or comments, please contact me by email at  or by telephone at -

Sincerely,


 Greg O'Brien, P.Eng.
 Atlantic Practice Manager - Transportation Engineer
 WSP Canada Inc.