



WEST HANTS REGIONAL MUNICIPALITY REPORT

Information ☐	Recommendation ☒	Decision Request ☐	Councillor Activity ☐
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To: Committee of the Whole

Submitted by: _____
Todd Richard, Director of Public Works

Date: November 12, 2024

Subject: Addition of King St to Payzant to King Street Connection

LEGISLATIVE AUTHORITY

Nova Scotia Municipal Government Act, Section 23 authorizes Council to make policies for municipal purposes.

RECOMMENDATION or DECISION REQUEST

Committee of the Whole to recommends to Council that:

Council approves giving direction to Design Point to move forward with adding Detailed Design and Competition documents and specifications for a portion of King Street to the Payzant Extension to King Street Connection, Phase 2, at an additional cost of \$16,000 plus applicable taxes, to be funding through the West Hants Operating Reserve.

BACKGROUND

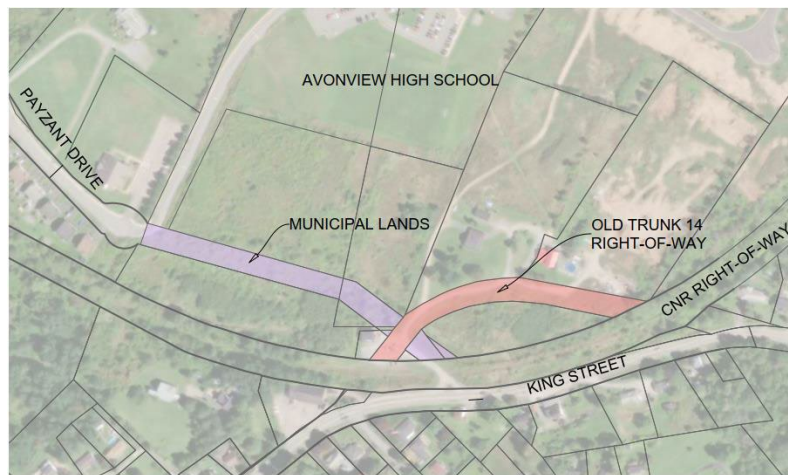
Property ☒	Public Opinion ☐	Environment ☐	Social ☐	Economic ☐	Councillor Activity ☐
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Council approved detailed design for the Payzant to King Street Connection, Phase 2 in April. Design Point submitted a Proposal in August 2024 to do the engineering and surveying services

for the Functional design of the extension and connection including a portion of King Street at the connection.

DISCUSSION

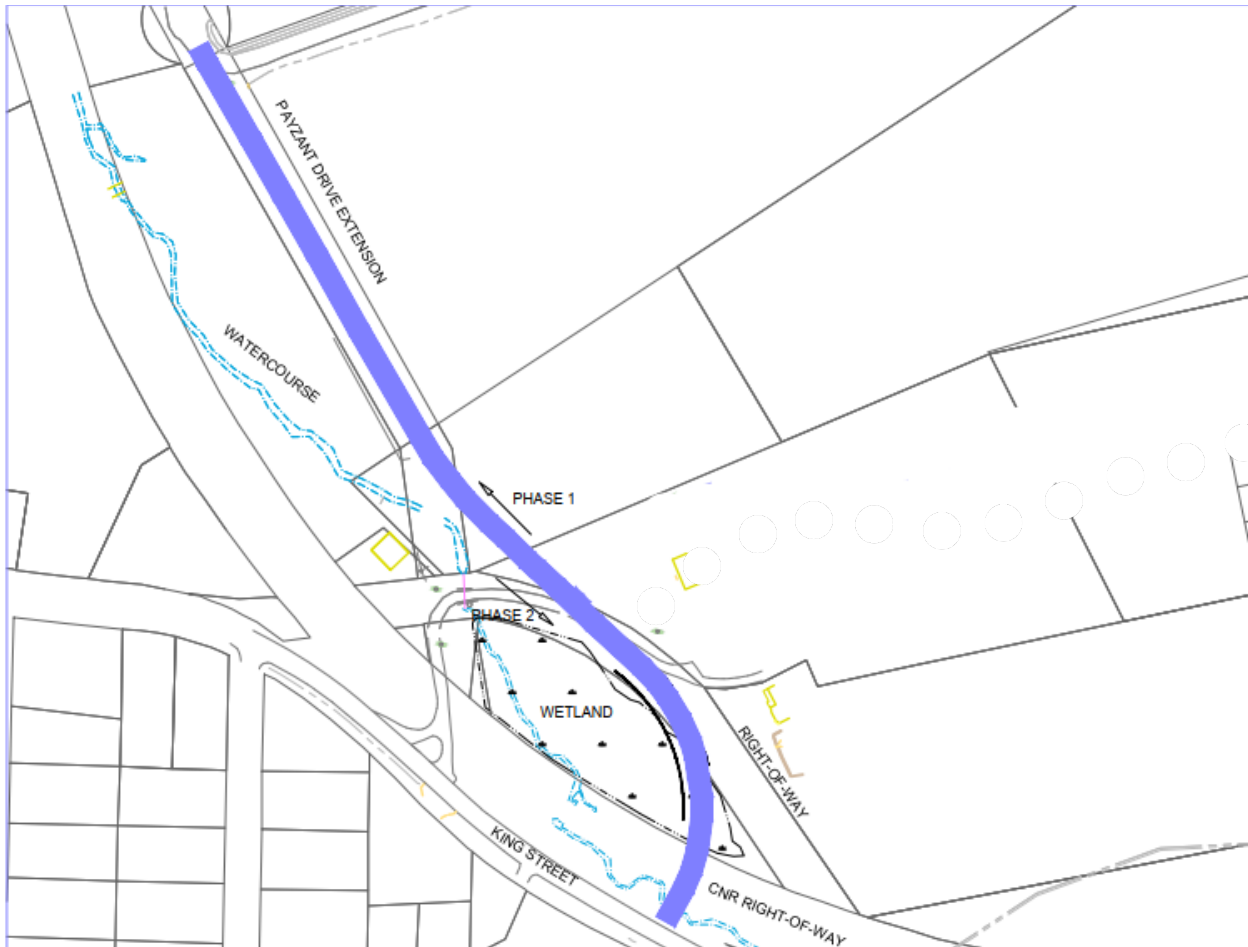
The original objective was for Design Point to provide options for the proposed Alignment. Design Point started detailed design on the Payzant extension and it was recognized that a portion of King Street where the connection would happen also needed to be included in the design to ensure proper alignment and grades at the connection, along with linear infrastructure and storm water design.



Layout of Existing Land

Design Point assumed the project will be two phases. The first phase “The Extension” would extend Payzant Drive from the Avon View High School driveway by approximately 255 meters, and the second phase, “The Connection” would extend to connect with King Street, approximately 230 meters. Phase one has a relatively easy alignment and so options were required for Phase 2.

Currently there is a Development Agreement for PID 45053030 and PID 45343894, which would be Phase 1, and the developer is responsible for this portion of the road construction.



Proposed Alignment by Design Point

The original proposal was to develop options for a Functional design and now that an option has been decided on, it is necessary to complete detailed design so the project can be tendered for construction. It is also necessary to complete detailed design for the portion of King Street.

NEXT STEPS

Upon approval by Council, staff will direct Design Point to move forward with the detailed design for the King Street portion and potentially be ready to tender for construction by Spring of 2025 (ideal schedule) for a 2026 construction. The design will be for an urban street, c/w curb and gutter, concrete sidewalk, sanitary sewer, storm system and new water main.

FINANCIAL IMPLICATIONS

Pending Council's decision, the additional amount is of \$16,000 to include the King Street portion for the detailed design including applicable taxes is suggested to come from West Hants Operating Reserve. The WHRM operating reserve is estimated to have a balance of \$2,088,610 on March 31, 2024.

ALTERNATIVES

1. Council may choose not to proceed with this portion of the design work.

Option 1 would inevitably miss some of the design aspects of King Street required and rework would need to be done at a later date.

ATTACHMENTS

1. Map of Proposed area of Additional Design on King Street

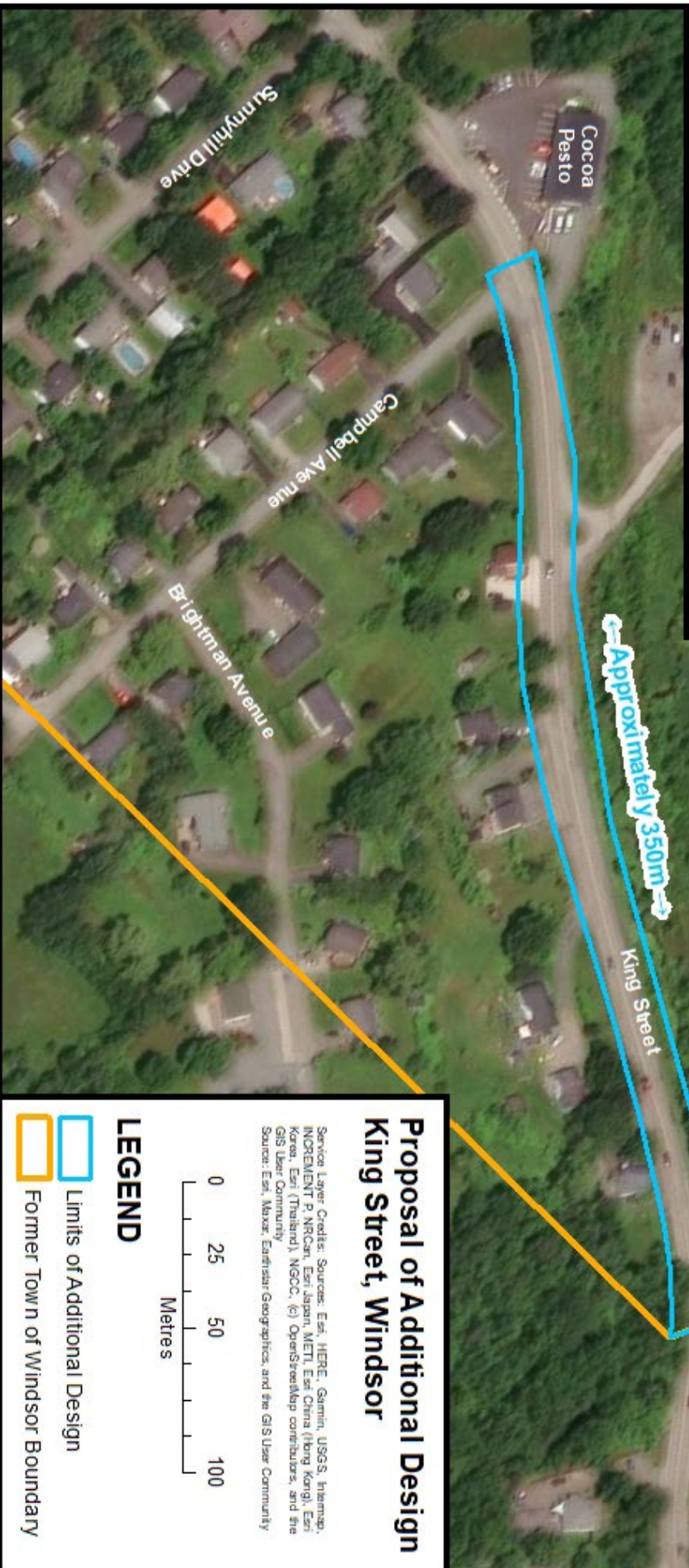
CHIEF ADMINISTRATIVE OFFICER REVIEW

I support the recommendation.

Report Prepared by: 
Erin Amirault, P.Eng. Project Engineer Public Works

Report Reviewed by: _____

Report Approved by: 
Mark Phillips, Chief Administrative Officer



Proposal of Additional Design King Street, Windsor



LEGEND

- Limits of Additional Design
- Former Town of Windsor Boundary

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Source: Esri, Mexico, Earthstar Geographics, and the GIS User Community