



Committee of the Whole Excerpts
October 14, 2025

DESIGN EXCEEDANCE - WINDSOR & FALMOUTH INTERCONNECTION EXCERPT

In September Council awarded the design of the Windsor-Falmouth Water Main Interconnection project to CBCL Ltd. for \$178,956 + HST, identifying it as a key infrastructure initiative to support population growth and development in Falmouth, Windsor, and Three Mile Plains. The project's aim was to create a two-way water distribution link between the Windsor and Falmouth systems, increase supply flexibility, meet daily and future demands, and avoid major upgrades to the Falmouth Water Treatment Plant.

Due to some unforeseen challenges the final site at Station Lane required an extended transmission main and additional design work resulting in extra costs, totally \$50,060.

The recommended motion was that Diverse, Equitable and Inclusive Communities Committee recommends ...

COUNCIL APPROVE AN ADDITIONAL \$50,060 BEFORE APPLICABLE TAXES TO CBCL LTD. FOR CHANGES TO THE DESIGN PHASE SCOPE OF THE WINDSOR & FALMOUTH INTERCONNECTION PROJECT.

COUNCIL APPROVE \$10,200 BEFORE APPLICABLE TAXES TO CBCL LTD. FOR TENDER PHASE SERVICES FOR THE WINDSOR & FALMOUTH INTERCONNECTION PROJECT.



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: October 14, 2025

Subject: Design Exceedance — Windsor & Falmouth Interconnection

LEGISLATIVE AUTHORITY

Nova Scotia Municipal Government Act, Section 65 authorizes Council to expend funds for municipal purposes.

RECOMMENDATION or DECISION REQUEST

Committee of the Whole recommends that Council:

- 1. Approve an additional \$50,060 before applicable taxes to CBCL Ltd. for changes to the design phase scope of the Windsor & Falmouth Interconnection project.***
- 2. Approve \$10,200 before applicable taxes to CBCL Ltd. for tender phase services for the Windsor & Falmouth Interconnection project.***

BACKGROUND

Property ☒	Public Opinion ☐	Environment ☒	Social ☐	Economic ☒	Councillor Activity ☐
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On September 26, 2023, Council awarded the design of the Windsor-Falmouth Water Main Interconnection project to CBCL Ltd. for a total estimated design cost of \$178,956 + HST. Council has identified this water infrastructure expansion project as a priority in support of population growth and development. The interconnection is one of the critical path efforts that will support

continued residential and business development within the Falmouth, Windsor and Three Mile Plains growth centres. The main objective for connecting the Windsor and Falmouth water distribution systems is to supplement water supply from the Windsor system to the Falmouth system to support the daily demand along with development growth. The system interconnection will also support regulatory redundancies required for the Falmouth Water Treatment Plant, without the requirement of significant upgrades to the existing system or raising existing dam levels within the French Mill Brook watershed. This interconnection will also have the capability for supplemental water supply to the existing Windsor Water Utility from the Falmouth Water Utility if required with the planned design for a two-way infrastructure system.

DISCUSSION

CBCL's original design scope consisted of the design of a booster station with a pressure-reducing valve (PRV), capable of supplying water between the Windsor and Falmouth systems from either direction. The original scope allowed for the design of 800m of interconnecting pipe between the two systems.

The siting analysis for the booster station was significantly more complicated than originally anticipated. Three different sites (one in Windsor and two in Falmouth) were analyzed with various degrees of geotechnical review, engineering modeling and stakeholder engagement. Ultimately, none of these sites were deemed to be suitable, and a decision was made to determine the feasibility of siting the booster station at the end of Station Lane in Falmouth. This location is 815m further than originally planned for (doubling the length of the transmission main) but met the geotechnical and hydraulic requirements for the booster station. The new location also has the advantage of being owned by WHRM and was chosen as the selected site.

Due to the prolonged process leading to Station Lane as the selected site, CBCL incurred additional costs related to siting analysis, geotechnical investigation, surveying/traffic control and detailed design. There were also additional costs associated with planning for contaminated soil, and incorporating the existing bulk water station at the end of Station Lane into the new booster station. CBCL's additional costs are outlined in more detail in their letter request outlined in Appendix A. The original request was for an additional amount of \$84,060 + HST. Although this cost represents actual costs incurred, CBCL agreed to lower their request to \$50,060 following a detailed review and negotiations with Public Works management. The recommendation is to approve this reduced fee increase, since the scope changes are valid and could not have been anticipated during the proposal stage. CBCL has shown good faith in working with WHRM through the design and financial challenges posed to date.

CBCL's original proposal included \$10,200 + HST for tender phase services. This project is expected to go to tender later this fall or in the early winter. CBCL's tender phase services are being included as a secondary recommendation in this report, and their construction administration services will be included along with the construction award recommendation in a future report.

FINANCIAL IMPLICATIONS

September 2023 Report

2023-24 Capital Budget – Windsor-Falmouth Water Interconnection – Phase 1

<i>Tender Pricing</i>	<i>\$178,956.00</i>
<i>Non-Recoverable Tax (4.29%)</i>	<i><u>\$7,677.21</u></i>
<i>Tender Total</i>	<i>\$186,633.21</i>
<i>2023-24 Budget Value</i>	<i>\$200,000</i>
<i>Variance (over budget)</i>	<i>\$13,366.79</i>

ALTERNATIVES

- No other alternatives are recommended. Although CBCL's request should have ideally been made earlier, the changes to the project scope are valid and were required to bring the design project to completion.

ATTACHMENTS

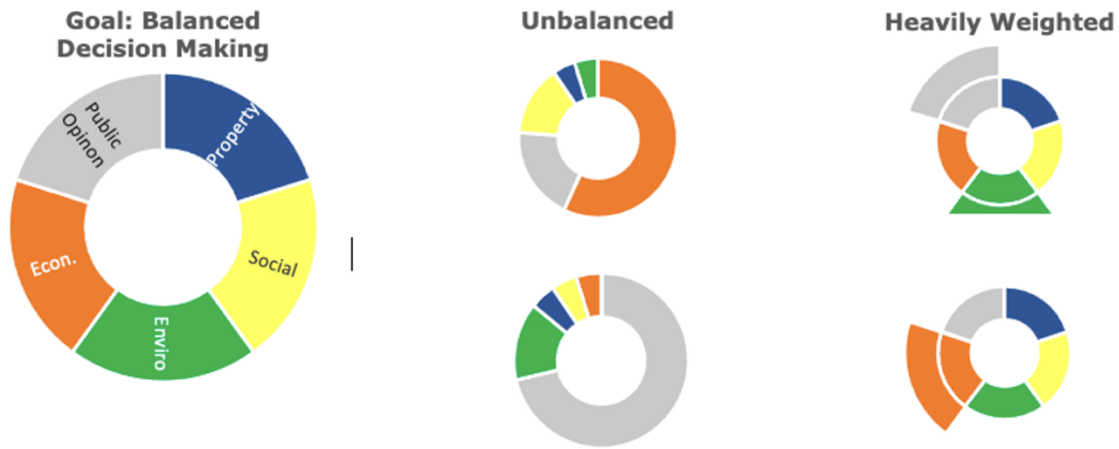
- Appendix A — Additional Design Phase Scope Request

CHIEF ADMINISTRATIVE OFFICER REVIEW

After reviewing the initial report from September 12, 2023 compared to the increased costs noted in this report, the information rationalizes the request. The location of the booster station as noted is the primary reason for the increased costs.

I support the recommendation.

Council has been provided with a reference taken from the Meeting and Committee Procedural Policy , Appendix C “Decision Making by Council and Committee of the Whole” as a reminder of the principles highlighted for good decision making.



Report Prepared by: Tim B
Tim Bouter, Project Engineer

Report Reviewed by: T. Richard
Todd Richard, Director of Public Works

Report Approved by: Mark Phillips
Mark Phillips, Chief Administrative Officer

**Appendix A —
Additional Design Phase Scope Request**

September 9, 2025

Tim Bouter, P.Eng
Project Engineer
West Hants Regional Municipality
100 King Street
Windsor, NS B0N 2T0

Dear Mr. Bouter:

RE: WHRM Windsor-Falmouth Water System Interconnection – Additional Design Phase Scope

The design development of the project is 90% complete and a review package has been issued to WHRM on August 22. As discussed, development of the design resulted in changes to the scope that results in additional engineering effort not originally captured in our proposal. The additional design phase scope generally includes:

- ▶ Siting analysis for multiple sites for the booster station. Our revised fee proposal letter (Dated ~~\$30,420~~ August 17, 2023) stated we did not include a building siting analysis. However, we have spent ~~\$10,420~~ considerable effort working with WHRM to arrive at a suitable site given the development and property constraints that exist, particularly in Falmouth. This included reviewing land-use bylaws, additional meetings, sitting plans and subsequent revisions. Time was also spent developing the design for a potential site in Windsor which was ultimately abandoned as a result of geotechnical conditions.
- ▶ Traffic control for the surveys within the traveled way of Highway 1 as per NSPDW Traffic ~~\$4,940~~ Manual. Traffic control was not included in our fee as per our original proposal (Dated June 15, 2023).
- ▶ Additional effort for the design development and drawing for water main on Highway 1 in ~~\$26,620~~ Falmouth. Our original proposal (Dated June 15, 2023) assumed that the end of the ~~\$16,620~~ interconnecting watermain termination of the existing 150 diameter AC water main in Falmouth (Civic 2130 Highway 1). Due to the selected building location, the watermain now terminates on Station Lane which is 815 m of additional watermain added to the project. The additional water main required additional survey, engineering and plan and profile drawings.
- ▶ Additional geotechnical investigation. The original proposal allowed for a geotechnical ~~\$4,940~~ investigation based on a single (6m deep) borehole on the booster station site. Two boreholes were drilled (one to 8.4m and the other to 9.5m deep) at the proposed booster station site on Water Street in Windsor in 2024. Based on these boreholes it was found that the soils were not favorable, and the site was abandoned. (note that drilling of the second borehole was approved prior to the work for an estimated fee of \$1,476). Following selection of the Station Lane building site, it was agreed that the geotechnical investigation would consist of CBCL witnessing the excavation of a test pit performed by WHRM forces.

- ▶ It is expected that contaminated soil will be encountered along Highway 1 in Falmouth.
\$7,840 Addressing contaminated soil in the design requires additional engineering effort to select compatible pipe materials and appurtenances as well as capturing the contaminated soil risk in the project budget and contract documents. A separate fee to testing soils at the booster station site for contamination was submitted separately and as in not included in this price. As well, additional monitoring and testing will be needed during construction which is not included in this additional scope and fee.
- ▶ Incorporation of the existing Station Lane truck fill piping and control system into the new pump station building.
\$5,300

~~Contingency: \$4,000~~

\$50,060

We are requesting a budget increase of ~~\$84,060~~ for this additional scope. Including this budget increase, the total design phase budget is:

Original Design Phase Budget		\$178,956
Additional Design Phase Scope	\$50,060	\$84,060
Total Project Budget (excl. HST)	\$229,016	\$263,016

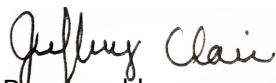
Spent to Date: \$230,000

Tender and construction phase fees are separate from this budget and were excluded from the project award. There will be additional fees for that phase of work which can be provided later after the full scope of the project and our services is defined. Note that additional fee may be required should relocation or modification of the booster station building be necessary to accommodate the existing overhead power.

We look forward to completing the project and thank you for the opportunity to work on this important project.

Yours very truly,

CBCL Limited



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Report No: 231042.00

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