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Item No. 3
Halifax Regional Council
September 12, 2023

TO: Mayor Savage and Members of Halifax Regional Council
Original Signed

SUBMITTED BY: _____
Cathie O'Toole, Chief Administrative Officer

DATE: August 17, 2023

SUBJECT: **Cogswell District Project Update Report #3**

INFORMATION REPORT

ORIGIN

September 14, 2021, Regional Council motion (Item 11.1.6):

MOVED by Councillor Mason, seconded by Councillor Smith

THAT Halifax Regional Council:

1. Suspend the rules of procedure under Schedule 2, the Audit and Finance Standing Committee Terms of Reference, of Administrative Order One, the Procedures of the Council Administrative Order, requiring the Standing Committee to review and make recommendations on proposals coming to the Council outside of the annual budget or tender process;
2. Award Tender No. 21- 003, Request for Tender - Cogswell District Project to the lowest bidder meeting specifications, Dexter Construction Ltd. for a Total Tender Price of \$95,663,633.52 (net HST included) with funding from Capital Account No. CT000007- Cogswell Interchange Redevelopment as outlined in the Financial Implications section of the staff report dated September 6, 2021;
3. Approve an increase to RFP 16-047 (PO# 2070765948) to WSP for design services required to cover additional work to support the extended tender bid period in the amount of \$26,665.93 (net HST included) from Capital Account CT000007- Cogswell Interchange Redevelopment as outlined in the Financial Implications Section of the staff report dated September 6, 2021;
4. Approve an increase to Project CT000007 – Cogswell Interchange Redevelopment in the amount of \$27,531,946 with funding to be provided by debt financing, as outlined in the Financial Implications Section of the staff report dated September 6, 2021;
5. Give First Reading to proposed By-law S-316, amending By-law S-300, Respecting Streets as set out in Attachment A of the staff report dated September 6, 2021, to mandate the undergrounding of utility infrastructure in the Cogswell District; and

6. Direct the Chief Administrative Officer to report back to Regional Council with project status updates on a semi-annual basis.

MOTION PUT AND PASSED

LEGISLATIVE AUTHORITY

Purposes of Municipality

7A The purposes of the Municipality are to

- (a) provide good government;
- (b) provide services, facilities and other things that, in the opinion of the Council, are necessary or desirable for all or part of the Municipality; and
- (c) develop and maintain safe and viable communities.

Council and Chief Administrative Officer relationship

34(1) The Chief Administrative Officer is the head of the administrative branch of the government of the Municipality and is responsible to the Council for the proper administration of the affairs of the Municipality in accordance with the by-laws of the Municipality and the policies adopted by the Council.

Responsibilities of Chief Administrative Officer

35(1) The Chief Administrative Officer shall ... (e) carry out such additional duties and exercise such additional responsibilities as the Council may, from time to time, direct.

SUMMARY

On September 14, 2021, Regional Council awarded Tender 21-003 to Dexter Construction Ltd. for construction of the Cogswell District Project and requested bi-annual updates on the progress of the four-year project. The purpose of this report is to provide the third project update since tender award. This report highlights construction progress to date, anticipated activities in the next six months, and updates on benefits realization, budget, schedule, and project risks.

This report was originally due for submission in June, however, it was delayed to permit discussion of a major change in construction sequencing. This change is outlined in Section C: Schedule/Schedule Impacts. A fourth update report will follow in the coming months to meet Regional Council's requirement of semi-annual reporting on the project. It will primarily be a financial update.

DISCUSSION

A. CONSTRUCTION ACTIVITY

The following construction activities have been completed since submission of the second status report to Regional Council on February 7, 2023:

- Closure of Valour Way at Upper Water Street to facilitate construction of the roundabout.
- Construction of a new truck access for Department of National Defence (DND) Dockyard north of HMCS Scotian.
- Ramp and retaining wall removals (Ramp 3 and Wall 5).
- Commencement of installation of new underground services in off right-of-way work areas created by the detour roads.
- Hard surface removals for roundabout, Valour Way, and "new" Barrington Street near the Halifax Wastewater Treatment Plant (WWTP).
- Relocation of on-site soil to build up grades for the roundabout and new Barrington Street near WWTP. Installation of underground services towards the roundabout.

- Construction of retaining walls near WWTP to support increased elevation of new Barrington Street and creation of southeastern “leg” of roundabout (RAB). Reconfigure parking lot for WWTP.
- Installation of services in lower section of Proctor Street and rough grading of new street.
- Completion of upper portion of Proctor Street.
- Installation of new NSP power vault on Albemarle at Cogswell Street.
- Mass excavation for lower section of Bells Lane.
- Installation of new sidewalk, curb and bike lane on Upper Water Street in front of the Marriott Hotel.
- Extension of bike lane south on Upper Water Street to Duke Street providing integration to future Lower Water Street bike lane.
- Installation of underground services in Granville Park.
- Commencement of construction of a new DND Water Fuel and Environment (WFE) compound at Willow Park as per land sale agreement.
- Completion of land acquisition from Metropolitan Entertainment Group (MEG) Holdings and parkade and easement agreements with Great West Life Realty Advisors (GWLRA).

The following construction activities are expected to be completed by end of calendar year:

- Continuation of ramp and retaining wall removals.
- Completion of construction of DND Parking Lot 2.
- Installation of underground services on new Barrington Street between Detour Road 1 (DT1) and Cogswell Street.
- Mass excavation of Cogswell Street and installation of underground services.
- Commence construction of Multi-Use Path (MUP) between Proctor Street and Cogswell Street.
- Commence construction of Detour Road #5.
- Installation of underground services in lower portion of Bells Lane and relocation of Barrington Hotel service access.
- Finalization of pedestrian/bike crossing, landscaping, and hardscaping north of Baton Rouge restaurant.
- Partial completion of Granville Park.
- Completion of construction of a new DND Water Fuel and Environment (WFE) compound at Willow Park as per land sale agreement.

B. BENEFITS REALIZATION UPDATES

There are numerous initiatives directly or indirectly tied to the construction project that will provide broader benefits beyond those associated with the removal and replacement of the Cogswell interchange infrastructure. The following is an update on those benefits:

- i) **Social Benefits**
 - The Social Benefits Advisory Committee (SBAC) continues to meet monthly with the Cogswell Team, Diversity & Inclusion staff, and Dexter.
 - Job fairs have been held in concert with the Mi'kmaw Friendship Center, ISANS, and the Sipekne'katik First Nation. These job fairs have resulted in hires from several equity-deserving groups. Additional job fairs are planned for the fall.
 - Data for workforce diversity and supplier diversity is updated and presented monthly to the SBAC for review and discussion. Excerpts from the June 2023 report are included in Attachments A and B.
 - Overall, 32% of the workforce for Dexter have self-identified as belonging to one or more equity-deserving groups since commencement of the project in September 2021. When sub-contractors are included, this number changes to 30.5%.
 - To date, 10.1% of project work hours have been completed by self-identified African Nova Scotians, which exceeds the target of 5% set out in the tender and contract. While project work hours have increased over the past five months due to targeted efforts with the

- Mi'kmaw community, the stats remain below the targeted 5% specified in the construction contract. Dexter and the SBAC are committed to working to increase this number.
- Attachment B illustrates the distribution of diverse work hours for the month of June 2023 across occupation groups.
- ii) Bikeway Integration Projects
- Construction of the bike lane on Upper Water Street near the Marriott Hotel has been extended beyond the project boundary to Duke Street, ensuring integration with the planned Lower Water Street bikeway.
 - Opportunities to extend the Cogswell Greenway from Brunswick Street to the Halifax Common continue to be investigated by Planning & Development staff. A separate report on this issue will be presented to Regional Council in Q4 2023/24.
- iii) MPS/LUB Amendments for Building Design
- A report to reinstate the Municipal Planning Strategy/ Land Use Bylaw (MPS/LUB) amendment process for building design and zoning requirements within the project area is being prepared by Planning & Development staff. The report will be presented to Regional Council in Q2 2024/25. The report will outline a proposed public engagement process and seek direction from Regional Council on the scope and breadth of the amendment process.
 - Recommendations regarding the provision of affordable housing within the Cogswell District will be considered as part of the planning process; necessary street closures for the project also will be presented in the proposed amendment package.
- iv) Rick Hansen Gold Certification
- Work continues towards the designation of Rick Hansen Gold Certification for the Cogswell District. Changes to the design because of construction are monitored considering Rick Hansen accessibility criteria.
- v) Art & Storytelling Program
- An RFP has been drafted by Parks & Recreation staff in concert with the Cogswell team to engage a consultant to develop a Cogswell Art & Storytelling Strategy which prioritizes Mi'kmaw and African Nova Scotian art and storytelling opportunities within the Cogswell District. The project will create engagement opportunities that are uniquely tailored to identifying and facilitating the Mi'kmaw and African Nova Scotian art, stories, and histories that should be celebrated throughout the Cogswell District, including the most meaningful ways to present and locate these features within existing construction plans.
 - The RFP is currently under review and is expected to be issued in Q3.
 - 1% of the Cogswell District budget has been allocated for the Art and Storytelling Program.
- vi) Granville Park Interactive Fountain
- The interactive fountain, identified during the 90% design process, is intended to animate Granville Square and contribute to its identity as an active and memorable urban gathering place furthering Regional Council's goal of creating inspirational public spaces and realm in the Cogswell District. Additionally, a key feature of the fountain is the inclusion of a fog/mist component which will enable it to act as a cooling area for residents and visitors particularly during periods of extreme summer temperatures.
 - Prior to tender, a scoping exercise was undertaken to determine a cash allowance for construction of the interactive fountain. \$600,000 was included as a cost allowance in the tender based on a Class D estimate (+/-30%). Detailed design was to be completed after award of contract.
 - Detailed design of the fountain has been completed. A revised Class A cost estimate confirms the cost of the fountain has increased to \$1.4M. The escalation in cost is not unexpected given the original estimate was Class D and the estimate did not consider the escalating impact of COVID and recent inflation trends on construction costs. Further, the

magnitude of the cost increase is in line with or less than increases associated with other cost allowance items in the contract.

- The interactive fountain is the only component of public realm that was not fully designed and costed prior to tender. All other public realm elements were included in the original contract; therefore, it is not anticipated any additional change orders will be necessary to address public realm components in the project except those from the Art & Storytelling Program yet to be identified, designed and costed. The required additional monies for the fountain are one of few changes to date that will be spent on a visible above ground component of public realm.
- The underground services have been installed to the feature. Dexter is now ready to begin construction of the fountain and the supporting servicing building/ chamber. Staff are proceeding with construction of the fountain with the added costs being covered from the project contingency.

C. SCHEDULE/SCHEDULE IMPACTS

- As referenced in the previous project update report, Dexter submitted a claim in 2022 seeking additional compensation and a 5.5-month delay to the construction schedule due to unforeseen site conditions and alleged delays in the issuance of permits.
- Dexter has recently approached the municipality proposing a change to the project sequencing, which if approved, would result in Dexter waiving its delay claim and would allow the project to be completed by its originally agreed upon completion date. Staff have agreed to the proposal in principle and will work with Dexter to document it formally via a change order.
- Dexter's proposal is based on constructability concerns related to Detour 5 as designed in the tender. As designed, the tender contract requires detour roads on this project (i.e., 4 lanes) while building the new section of Barrington and keeping the transit terminal functioning without delays.
- Further review of the original Detour Road 5 by the design consultants reveals the construction of the original detour road would indeed be challenging from a constructability perspective. Many micro phases would be necessary, resulting in regular traffic shifts for an extended period of time, reduced lanes with stop and go traffic for up to 12 months, and restricted peak movements extending the time to construct the road.
- Dexter's proposal is predicated on fully closing Cogswell Street from Brunswick Street to Barrington Street between October 2023 - May 2024, and Barrington Street from Duke to Cogswell Street between May 2024 – December 2024 to facilitate the necessary grade changes and installation of underground infrastructure in this area (see Attachment C).
- Modelling has been completed to understand traffic impacts through this closure, the results of which indicate the existing network can accommodate this closure.
- The proposal will require significant rerouting of buses and relocating the Scotia Square Transit Terminal for a period of 8 months. It is recommended that bus bays be separated and relocated to Barrington Street between Prince and Duke Street, Granville Street between George and Duke Street, and Albemarle Street. The operational impacts and passenger impacts of the relocation are being determined and discussed between the Cogswell Team and Transit staff.
- Extensive communication of the proposed changes to bus routing and bus bay locations will be required. Staff is preparing a comprehensive communication program, involving various forms of media, to notify residents of these changes, with a particular focus on transit users.
- The required detours will result in an estimated six additional minutes of travel time for buses serving the area. This additional travel time represents a reallocation of approximately \$1.05M - \$1.58M of transit operating budget over the course of this phase of the project (October 2023 – December 2024), due to the high volume of transit service present. Transit resources will be required to be temporarily reallocated to accommodate the detours (including the approximate equivalent of five Operators, fuel, maintenance, etc.), resulting in delay in implementing other services changes (i.e., some proposed route changes as part of the Moving Forward Together Plan, reinstatement of some trips removed from service in February 2023).

- The detours will be built into transit schedules beginning into November 2023, resulting in the longer trip times being reflected in printed rider guides, and on digital platforms. However, as transit schedule changes can only occur on pre-determined quarterly dates, it is expected that there will be a period of time from the implementation of the detours in October 2023, to the date of schedule changes in late November 2023, where the detours are not reflected, and system-wide lateness is experienced. It will also be critical that the change to detours planned in May 2024, which includes the removal of the existing Scotia Square Transit Terminal, align with the quarterly May schedule change to mitigate this challenge.
- This change will result in a new transit terminal being delivered over a year early while holding the completion date for the project. The original timeline for reconstruction of the Scotia Square terminal was 2025/2026 and envisioned traffic control through the area to facilitate construction around the buses. Due to the nature of the work required, transit operations in that scenario would be significantly disrupted with possible relocations required, and ongoing safety concerns for passengers and operators moving through the work zone over a period of many months. The degree of impact on the existing transit terminal during this time was not fully understood at the time of final design of the project.
- In the coming months staff will be working with Dexter on implementation of the amended detour road plan and finalization of the revised project schedule, and with Transit on the temporary terminal relocation details.

D. BUDGET STATUS

- Spend to date (Q4 2022/23) from the approved \$122.6M budget is \$32.8M, representing 27% of the budget.
- Spend to date represents expenditures for the design phase, pre-construction activities, and 12 months of construction.
- Project cost and funding details are outlined in the table and bullets below.

Cogswell Interchange Project Q3 and Q4 2022/23 (in thousands of dollars)							
		Up to and including December 31, 2022	Q3 and Q4 2022/23	Total Project Actuals	Budget	Additional Cost Share/Asset Renewal	HRM Budget Net of Recoveries
Construction Costs	Dexter Contract	8,269	8,692	16,961	95,664		95,664
	Asset Renewal					401	401
Support Costs	Professional Services	4,123	939	5,062	4,776		4,776
	Fees & Permits	621	-	621	621		621
	Land Acquisition	1,615	-	1,615	2,607		2,607
	Internal PMO Charges	2,702	405	3,107	4,622		4,622
Project Contingency		2,467	2,991	5,458	14,350		14,350
Additional Funding	Cost Shared Funding					(19,600)	(19,600)
	Asset Renewal Recovery					(401)	(401)
Total Cost Construction (Net of Recovery/Cost Share)		19,797	13,027	32,824	122,600*	(19,600)	103,040

*The 2023-24 Capital Budget book contains an error for the Cogswell capital project, reflecting a budget of \$121.4M, rather than \$122.6M. This will be restated in the 2024/25 Capital Budget.

- Fifty change orders for the project, with a total value of \$5.16M have been issued to the end of Q4 2022/23. The change orders relate to the following categories: a) DND land agreement, b) communication/ power infrastructure, c) Halifax Water infrastructure, including asset renewals, d)

material disposal, e) design clarifications, and f) project documentation. The number of change orders issued to date is not inordinate for a project of this scope and complexity.

- All cost sharing commitments have been finalized with utilities for new and relocated underground infrastructure. The total value of the cost share commitments from utilities is \$19.6M, which results in a potential net project cost of \$103M.
- Four asset renewal projects valued at \$ 401,269 have been completed on behalf of Halifax Water. Replacement of these end-of-life assets during the project is effective since overall costs are reduced. Costs for the asset renewal projects will be reimbursed by Halifax Water, therefore not adding to the net cost of the project.
- 38% of the project contingency has been committed to date.

E. RISKS

A risk register was developed for the project during the design phase and is now being maintained for the construction phase. Key risks identified and being managed include:

- Supply chain issues continue to be a risk for the project, particularly underground pipe and service fixtures, streetlight cabling, controllers and fixtures, bus shelters, and general construction materials. Managing this risk is the responsibility of the contractor and has been managed to date by placing early orders for materials and reusing existing equipment, on a temporary basis, where possible. To date, supply chain issues have not specifically contributed to the purported delays to the schedule referenced above.
- The quality and completeness of existing underground infrastructure information continues to be a challenge. While this issue was identified as a risk, the extent to which errors and omissions in existing underground infrastructure data has exceeded previous expectations. This risk is being managed by the constructor completing advance exploratory work to the maximum extent possible.
- The management of 70,000 cubic meters of surplus contaminated soil within the project is a risk. Soil contamination profiles were unquantifiable prior to construction excavation and therefore not included in the contract. To date, significant amounts of tier 2 and to a lesser extent, tier 3 level contaminated soils have been discovered which have required offsite specialized disposal. The Cogswell team has investigated several locations for possible disposal, but provincial regulations have prevented any as an acceptable solution which means that all soil could require treatment prior to disposal. HRM executive staff will be meeting with key provincial staff to pursue further alternative options to help mitigate potential disposal costs.
- The breaking of trench rock within the project represents a significant unfunded cost to the Cogswell project particularly around realigned new Barrington Street south of Detour Road 1. The Cogswell team has been working for several months with Dexter to come to an acceptable rate and calculation methodology for rock breaking activities. Once agreed, the methodology will carry forward into future years with only cost of living allowance escalations and will provide a level of control and cost certainty for this cost concern.
- Several of the project's major consultants have billing trends that have or will exceed the original expectations by a significant margin. Of major concern is the project's Contract Administrator who provides critical financial, design, and inspection services for Cogswell. These costs have escalated partly due to the unknown conditions which have increased the level of oversight and involvement for these functions. The Cogswell project management team has been working to contain these escalations by limiting their availability to the construction contractor as well as requiring more detailed hourly breakdowns of their labor assignments. The Cogswell team will continue to monitor and contain these expenses, but the cost escalations are closely linked to the unknown sub grade and utilities discoveries which are expected to continue as the project progresses.
- The Crombie Land Exchange Agreement provides for a license to permit early access and construction on their lands prior to closing of the land transaction. The closing is tied to timing of creation of Lot CI-B, the lot which will be ultimately transferred to Crombie as part of the land exchange. HRM pays Crombie a monthly license fee until the closing date, which was originally intended to occur by December 31, 2023. There is a risk that Lot CI-B will not be created by the

end of 2023 and therefore higher license fees may be incurred. All options are being explored to mitigate this risk, however, if left unmitigated, this risk could result in an additional project cost.

- Sales of land made available through the project are expected to be used to pay down the debt used to fund this project. Of the \$122.6M budget, \$19.6M is expected to be funded through cost sharing agreements, leaving \$103M of the project to be funded through debt. If the sales of land do not materialize, this debt, both the principle and the resulting interest, will have to be repaid through the General Rate and will require an increase in taxes to fund. Following Council's consideration of the initiation report for the Municipal Planning Strategy/ Land Use Bylaw (MPS/LUB) amendment process in Q2 2024/25, and finalizing a mature lot construction completion schedule, staff will develop in Q3 2024 a disposal plan and schedule which will outline the sales process, expected lot availability and projected sale proceeds.
- The risks outlined in this section carry financial implications and will impact the project contingency depending on the degree of mitigation achieved for each. If the project contingency is exhausted, a portion of the \$19.6M cost sharing funding may be required to cover the costs associated with the risks that materialize and keep the project within the approved budget of \$122.6M.

F. COMMUNICATION

Communication continues to be a very important component of the project. The following communication approaches / mechanisms have been utilized during this reporting period:

- Weekly construction meetings with the constructor to ensure close coordination and responsiveness.
- Monthly meetings (virtual) with stakeholders (abutting property owners and those who have specific interest in the project) to provide project updates and discuss issues and concerns specific to each property. Currently, these meetings are open to 120+ people.
- Weekly meetings are held, often on site, with property owners when construction directly impacts their property.
- Public Service Announcements (PSAs) are issued for all modifications to travel routes through the project and for project milestones. PSAs are accompanied with visual assets (i.e., maps, photos) where possible and are posted on halifax.ca, social media, and the Cogswell District mobile app.
- Regular social media posts are issued to update the public on construction activity, highlight interesting developments, and announce project milestones.
- Drone aerial coverage has been arranged for the project. As well, three-time lapse cameras have been installed to record the progress of the project.
- The Cogswell District mobile application provides navigation function and current information on the project to 2000+ users.
- Site tours of the project are being arranged for Regional Council and members of the media. These will be held throughout the month of September.
- The Cogswell team continue to do outreach presentations on the project. During the past six months, presentations were made to the Transportation Association of Canada (TAC), TechNova, NS Asphalt Users and Producers Association (NSUPA), Dartmouth Rotary Club, Canadian Institute of Planners, Canadian Institute of Transportation Engineers (CITE), Spice Condo AGM.

FINANCIAL IMPLICATIONS

There are no financial implications arising from this report as this is an information report and does not contain any recommendations. An update on the project budget is provided in the Discussion section.

COMMUNITY ENGAGEMENT

See "Communication updates" in Discussion section.

ATTACHMENTS

Attachment A: Diverse Workforce Hours Summary June 2023

Attachment B: Diverse Workforce Occupation Summary June 2023

Attachment C: Detour Road 5

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: Donna Davis, Project Manager- Cogswell District Project, 902.476.8486

ATTACHMENT A: Diverse Workforce Hours Summary June 2023

Cogswell District Redevelopment Program - Workforce Equity Seeking Report																									
Diverse Workforce Hours Summary - July 2023																									
Company	Trade	Time Period	Mi'kmaq		Indigenous		African Nova Scotian		Black or Persons of African Heritage		Racially Visible Persons		Women		2SLGBTQIA+		Person with Disability		Immigrant / Newcomer		Other		Diverse Workforce	Total Workforce	Diverse Workforce
			Hours	%	Hours	%	Hours	%	Hours	%	Hours	%	Hours	%	Hours	%	Hours	%	Hours	%	Hours	%	Hours	Hours	%
Dexter Construction Ltd	Civil/ Utilities/ Paving	Aug-22	0.0	0.0%	36.0	0.3%	1075.0	8.4%	8.0	0.1%	414.5	3.2%	811.5	6.4%	191.5	1.5%	555.0	4.4%	306.0	2.4%	0.0	0.0%	2,900	12,756	23%
		Sep-22	0.0	0.0%	144.0	1.2%	1922.2	16.0%	9.3	0.1%	99.5	0.8%	1274.8	10.6%	212.5	1.8%	701.3	5.8%	18.5	0.2%	0.0	0.0%	3,926	12,039	33%
		Oct-22	0.0	0.0%	224.0	1.4%	2471.3	14.3%	0.0	0.0%	505.5	2.9%	1217.5	7.1%	180.0	1.0%	888.0	5.1%	347.5	2.0%	0.0	0.0%	5,141	17,252	30%
		Nov-22	0.0	0.0%	224.0	2.2%	2602.7	13.2%	72.0	0.4%	1145.0	5.8%	1243.0	6.3%	216.0	1.1%	1095.0	5.5%	553.5	2.8%	0.0	0.0%	6,398	19,792	32%
		Dec-22	0.0	0.0%	336.0	5.1%	933.1	8.4%	15.0	0.1%	337.0	3.0%	1006.3	9.0%	123.5	1.1%	581.0	5.2%	105.5	0.9%	0.0	0.0%	3,031	11,137	27%
		Jan-23	21.0	0.2%	224.0	5.3%	791.7	8.7%	0.0	0.0%	662.0	7.2%	1291.0	14.1%	51.5	0.6%	741.5	8.1%	288.0	3.2%	0.0	0.0%	3,526	9,142	39%
		Feb-23	212.0	2.3%	237.0	5.4%	587.8	6.2%	0.0	0.0%	779.0	8.3%	1190.5	12.6%	145.5	1.5%	748.8	7.9%	372.0	3.9%	0.0	0.0%	3,533	9,421	38%
		Mar-23	230.0	2.0%	124.0	3.5%	1044.1	9.1%	0.0	0.0%	795.5	7.0%	1126.0	9.9%	208.0	1.8%	755.5	6.6%	414.5	3.6%	0.0	0.0%	4,062	11,429	36%
		Apr-23	257.0	1.8%	82.0	2.4%	1808.3	12.5%	57.0	0.4%	815.3	5.6%	1563.7	10.8%	158.4	1.1%	931.1	6.4%	736.5	5.1%	0.0	0.0%	5,675	14,511	39%
		May-23	288.0	1.6%	80.0	2.0%	2909.7	16.4%	46.0	0.3%	914.0	5.1%	1304.5	7.3%	18.0	0.1%	1040.5	5.9%	1089.5	6.1%	0.0	0.0%	6,915	17,757	39%
		Jun-23	273.5	1.7%	120.0	2.5%	2500.0	15.7%	17.0	0.1%	1221.5	7.7%	894.5	5.6%	0.0	0.0%	729.5	4.6%	1297.0	8.1%	0.0	0.0%	6,111	15,923	38%
		Jul-23	239.6	1.7%	80.0	2.5%	1731.0	12.4%	14.0	0.1%	626.8	4.5%	833.5	6.0%	0.0	0.0%	710.8	5.1%	761.7	5.5%	0.0	0.0%	4,606	13,920	33%
		Project To Date	1521.1	0.7%	2711.0	1.9%	22977.7	10.4%	451.3	0.2%	9771.8	4.4%	23252.1	10.5%	2000.9	0.9%	11039.8	5.0%	7484.7	3.4%	0.0	0.0%	71,169	220,662	32%
Atlantica	Electrical	Aug-22	0.0	0.0%	197.5	34.4%	0.0	0.0%	0.0	0.0%	0.0	0.0%	117.5	20.5%	117.5	20.5%	0.0	0.0%	0.0	0.0%	0.0	0.0%	198	574	34%
		Sep-22	0.0	0.0%	116.0	22.8%	0.0	0.0%	0.0	0.0%	0.0	0.0%	84.0	16.5%	76.0	14.9%	0.0	0.0%	0.0	0.0%	0.0	0.0%	124	510	24%
		Oct-22	0.0	0.0%	20.0	4.7%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	20	430	5%
		Nov-22	0.0	0.0%	40.0	2.9%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	40	1,380	3%
		Dec-22	0.0	0.0%	270.0	15.5%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	270	1,740	16%
		Jan-23	0.0	0.0%	160.0	10.3%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	160	1,560	10%
		Feb-23	0.0	0.0%	190.0	10.9%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	190	1,750	11%
		Mar-23	0.0	0.0%	220.0	10.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	220	2,190	10%
		Apr-23	0.0	0.0%	190.0	12.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	190	1,580	12%
		May-23	0.0	0.0%	200.0	15.2%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	200	1,320	15%
		Jun-23	0.0	0.0%	120.0	9.1%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	120	1,322	9%
		Jul-23	0.0	0.0%	190.0	10.2%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	190	1,860	10%
		Project To Date	0.0	0.0%	2488.0	13.6%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	547.5	3.0%	518.0	2.8%	0.0	0.0%	0.0	0.0%	0.0	0.0%	2,518
TOTALS			1521.05	0.6%	5204	2.2%	22977.7	9.6%	451.25	0.2%	9771.8	4.1%	23810.6	9.9%	2518.9	1.1%	11039.8	4.6%	7484.65	3.1%	0	0.0%	73,703	239,871.76	30.7%

*Project To Date Hours reporting from Project Commencement (September 2021) to end of Current Reporting Period (July 31st, 2023)

Cogswell District Redevelopment Program - Workforce Equity Seeking Report

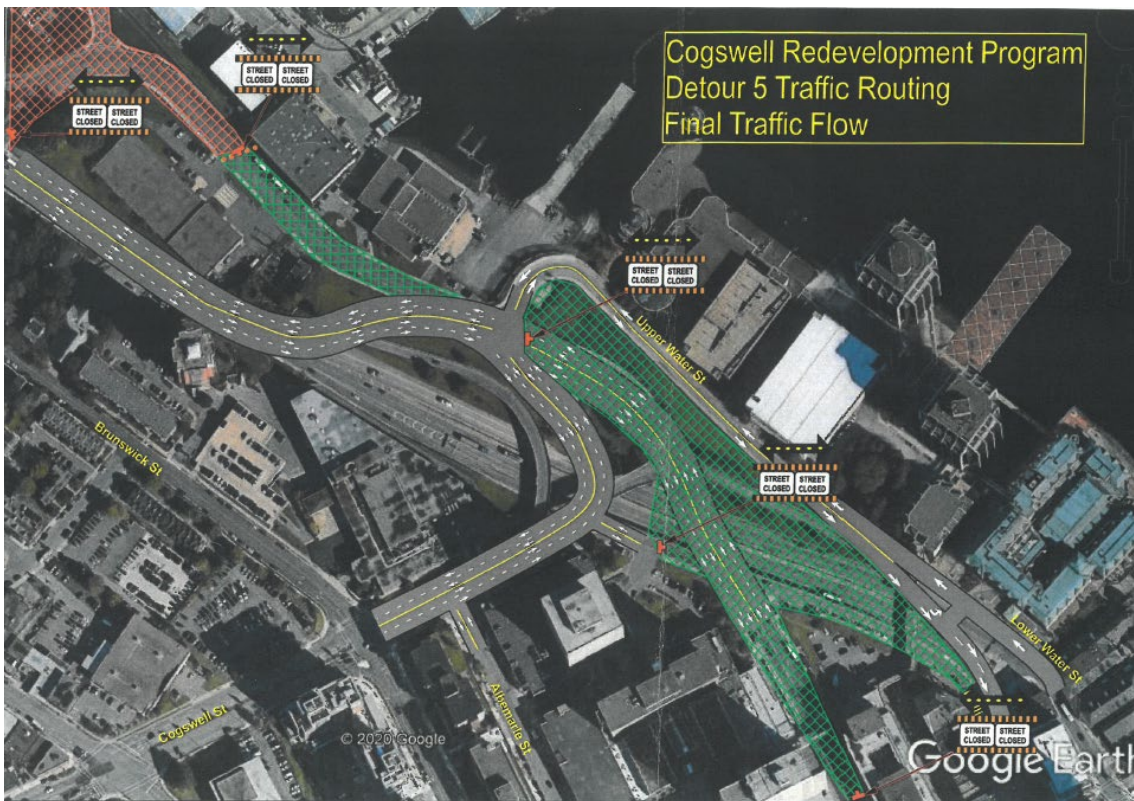
Diverse Workforce Occupation Summary - July 2023

Occupation	Mi'kmaq	Indigenous	African Nova Scotian	Black or Persons of African Heritage	Racially Visible Persons	Women	2SLGBTQIA+	Person with Disability	Immigrant / Newcomer	Other _____	Diverse Workforce	Total Workforce	Diverse Workforce
	Personnel	Personnel	Personnel	Personnel	Personnel	Personnel	Personnel	Personnel	Personnel	Personnel	Unique Personnel	Unique Personnel	%
Labourer	1	0	5	2	12	1	0	1	12	0	24	70	34.3%
Operator	0	0	4	0	0	0	0	0	0	0	4	26	15.4%
Supervisor/ Management	0	3	1	0	1	4	0	1	1	0	9	35	25.7%
Traffic Control	0	0	1	0	7	7	0	2	7	0	18	39	46.2%
TOTALS	1	3	11	2	20	12	0	4	20	0	55	170	32.4%

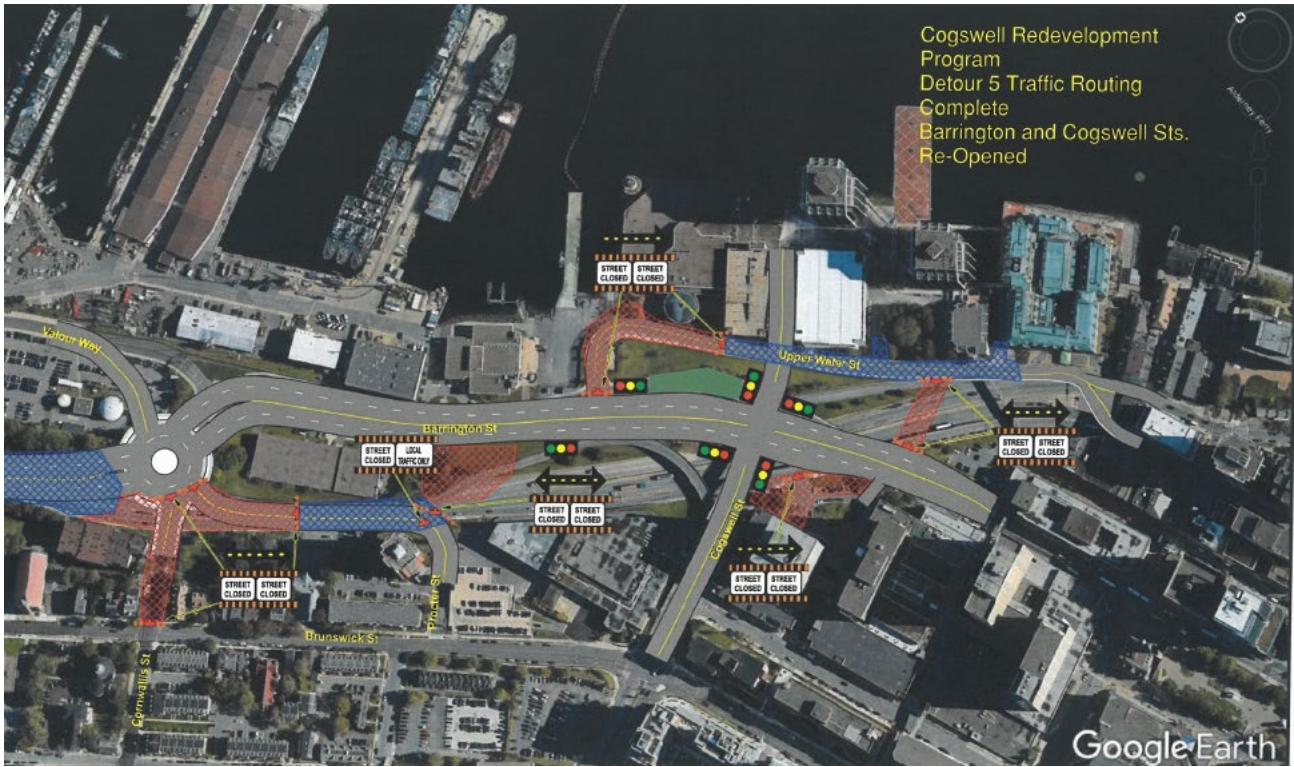
*Project To Date Hours reporting from Project Commencement (September 2021) to end of Current Reporting Period (July 31st, 2023)



Removal of Cogswell Street Overpass



Barrington Street to Duke Street Closure



Cogswell Redevelopment Program
Detour 5 Traffic Routing Complete
Barrington and Cogswell Sts. Re-Opened

Finalized Barrington and Cogswell Streets