



P.O. Box 1749  
Halifax, Nova Scotia  
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**Item No. 5**  
**Halifax Regional Council**  
**June 4, 2024**

**TO:** Mayor Savage and Members of Halifax Regional Council

Original Signed

**SUBMITTED BY:**

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Cathie O'Toole, Chief Administrative Officer

**DATE:** May 24, 2024

**SUBJECT:** **Cogswell District Project Update Report #5**

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**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 fifth project update since tender award. This report highlights construction progress to date, expected activities in the next six months, and updates on benefits realization, budget, schedule, and project risks.

### **DISCUSSION**

#### **A. CONSTRUCTION ACTIVITY**

The following construction activities have been completed since submission of the fourth status report to Regional Council on December 12, 2023:

- Removal of Cogswell Street ramp to enable construction of new Cogswell Street at grade. Commencement of mass excavation and installation of underground services for new street.
- Continued relocation of on-site soil to complete construction of the roundabout and new Barrington Street near the Halifax Wastewater Treatment Plant (WWTP).
- Installation of services in new Barrington Street from Detour Road 1 (DT1) to Cogswell Street including district energy pipe (DES) pipe, completing services installation in this street section.
- Completion of lower portion of Bells Lane, the east-west street being introduced in the vicinity of Scotia Square.
- Installation of first park amenities (walkways, pavers, and decorative lighting) in southern section of Granville Square.
- Completion of pedestrian/cycling crossing, stairs, patio, and landscaping in front of Baton Rouge, marking completion of this section of the project.

- Completion of replacement DND Water Fuel and Environment (WFE) compound at Willow Park as per land sale agreement.

The following construction activities are expected to be completed in the next six months (November 2024):

- Completion of roundabout construction with anticipated opening to traffic at end of year, including Valour Way.
- Re-opening of Albemarle Street at Cogswell Street to traffic and pedestrians
- Completion of construction of DND Parking Lot 2, fulfilling final requirements of land sale agreement.
- Construction and opening of Detour Road 5 (Attachment C) which will facilitate north-south bound traffic through the site, allowing for the closure of Barrington Street from Upper Water Street to Duke Street.
- Reconstruction of Barrington Street including grade alterations, service installations, and construction of the new on-street Transit Hub.
- 50% completion of Granville Park (southern end) with installation of new walkways, park lights, planters, landscaping, performance stage, and reconnection to existing Granville Mall.
- Reinstatement of cobblestones in Granville Mall and opening of connection to pedestrian crossing at Upper Water Street and Hollis streets through Granville Square.
- Completion of upper portion of Bells Lane and connection to Barrington Street.
- Renaming of Bells Lane, Proctor Street, and Poplar Street.

## 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.
  - Data for workforce diversity and supplier diversity is updated and presented monthly to the SBAC for review and discussion. Excerpts from the March 2023 report are included in Attachments A and B.
  - Overall, 36% of the workforce for Dexter have self-identified as belonging to one or more equity-deserving groups in the past 12 months. When sub-contractors are included, this number changes to 33%.
  - In the past 12 months, 13.4% of project work hours have been completed by self-identified African Nova Scotians, which exceeds the target of 5% set out in the project tender and contract. Stats remain below the targeted 5% specified in the construction contract for the Mi'kmaw community. Dexter and the SBAC are committed to increasing this number.
  - \$1.78M of goods and services have been invoiced to diverse suppliers, representing 2.5% of construction spend to date. Work continues toward the 10% minimum specified in the construction contract.
  - Attachment B illustrates the distribution of diverse work hours for the month of March 2023 across occupation groups.
- ii) **Bikeway Integration Projects**
  - Opportunities to extend the Cogswell Greenway from Brunswick Street to the Halifax Common continue to be investigated by Planning & Development staff as part of the

Gateway initiative. Discussion of the potential greenway extension will be discussed in a report on the Gateway project to be presented to Regional Council in Q1 2024/25.

- iii) MPS/LUB Amendments for Building Design and Affordable Housing Strategy
  - A report to reinstate the Regional Centre Secondary Municipal Planning Strategy / Regional Centre Land Use Bylaw (RCMPS/RCLUB) amendment process for building design and zoning requirements within the project area was approved by Regional Council on December 12, 2023. The report outlined a proposed public engagement process and sought direction from Regional Council on the scope and breadth of the amendment process, including affordable housing.
  - Public engagement will commence in late May, beginning with Public Open House Sessions on May 22<sup>nd</sup>, and wrap-up in mid-June.
  - Staff have been engaging with community organizations, other orders of Government and housing providers on potential affordable housing solutions.
- 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 completed by Parks & Recreation staff, in concert with the Cogswell team, to engage consultants to develop a Cogswell Art & Storytelling Strategy which prioritizes Mi'kmaw and African Nova Scotian art and storytelling opportunities within the Cogswell District.
  - Two facilitators have been hired to consult with Mi'kmaw and African Nova Scotian communities. The first phase of the engagement process is expected to be completed by end of summer 2024.
  - 1% of the Cogswell District budget has been allocated for the Art and Storytelling Program.

#### C. SCHEDULE/SCHEDULE IMPACTS

- In 2022, Dexter submitted a claim 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.
- In May 2023, Dexter 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 agreed to the proposal in principle and worked with Dexter to document it formally via a change order.
- The change order issued permits full closure of Cogswell Street from Brunswick Street to Barrington Street between October 2023 – June 2024, and Barrington Street from Duke to Cogswell Street between June 2024 – December 2024 to facilitate the necessary grade changes and installation of underground infrastructure to reconstruct Barrington Street from Cogswell Street to Duke Street, and complete construction of the new on-street Transit Hub in this area (see Attachment C).
- Phase 1 of the revised schedule is near completion. The Cogswell Street ramp is being replaced with new Cogswell Street constructed at grade with realigned underground services. Cogswell Street will be temporarily connected to Barrington Street at Upper Water Street to enable phase 2 of the schedule change to proceed.
- Phase 2 involves closing Barrington Street from Upper Water Street to Duke Street, relocating the Scotia Square Transit Terminal, and significant rerouting of buses for 8 months. The bus bays will be separated and relocated to Barrington Street between Prince and Duke Street, Granville Street

between George and Duke Street, and Albemarle Street. The closure of Barrington Street is planned for June 17<sup>th</sup>. Relocation of the bus bays and implementation of required route changes will be completed in conjunction with the closure of Barrington Street on June 17<sup>th</sup>.

- A comprehensive communication program, involving various forms of media, is being implemented to notify residents of these changes, with a particular focus on transit users.

D. BUDGET STATUS

- Spend to date (Q3 2023/24) from the approved \$122.6M budget is \$56.5M, representing 46% of the budget.
- Spend to date represents expenditures for the design phase, pre-construction activities, and 21 months of construction.
- Project cost and funding details are outlined in the table and bullets below.
- One hundred and sixteen (116) change orders for the project, with a total value of \$11.5M (net HST included) have been issued to the end of Q3 2023/24. 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, f) project documentation, g) third-party partnership opportunities, and h) internal HRM capital projects. The number of changes orders issued to date is not inordinate for a project of this scope and complexity.
- Five asset renewal projects valued at \$599,781 (net HST included) 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.
- Seven partnership opportunities have been completed with Crombie REIT, Department of National Defence (DND), Bell Aliant, and other HRM business units, to the end of this reporting period. These projects, valued at \$653,272 (net HST included) take advantage of current construction to advance future projects or prepare for future servicing expansions. These opportunities are 100% funded by the third parties therefore not adding to the net cost of the project.
- 79.4% of the project contingency has been committed to date.

Cogswell Interchange Project							
Q3 2023/24							
(in thousands of dollars)							
		Up to and including September 30, 2023	Q3 2023/24	Total Project Actuals	Budget	Additional Cost Share/Asset Renewal	HRM Budget Net of Recoveries
<b>Construction Costs</b>	Dexter Contract	27,248	6,637	33,885	95,664		95,664
	Asset Renewal					600	600
	Third Party Partnerships					653	653
<b>Support Costs</b>	Professional Services	5,764	298	6,062	4,776		4,776
	Fees & Permits	621	-	621	621		621
	Land Acquisition	1,756	-	1,756	2,607		2,607
	Internal PMO Charges	3,458	165	3,623	4,622		4,622
<b>Project Contingency</b>		9,072	1,528	10,600	14,350		14,350
<b>Additional Funding</b>	Cost Shared Funding					(19,735)	(19,735)
	Asset Renewal Recovery					(600)	(600)
	Third Party Partnerships					(653)	(653)
<b>Total Cost Construction (Net of Recovery/Cost Share)</b>		<b>47,919</b>	<b>8,628</b>	<b>56,547</b>	<b>122,640*</b>	<b>(19,735)</b>	<b>102,905</b>

## 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, bus shelters, general construction materials, in addition to HRM purchased materials such as streetlight cabling, controllers and fixtures. 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.
- 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 earlier 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 was a significant 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. Identification of an appropriate HRM owned site in Ragged Lake Industrial Park has enabled the project team to mitigate this risk. Soil from the Cogswell site is now being transported, deposited, and compacted on the Ragged Lake lot. This in turn has the added benefit of enhancing the lot's layout and market value. Mitigation of this risk has resulted in the avoidance of net extra project costs in the vicinity of \$8 million.
- The breaking of trench rock is a significant unfunded cost to the Cogswell District Project particularly around the realigned new Barrington Street south of Detour Road 1 and new Cogswell Street. The Cogswell team has negotiated an acceptable rate and calculation method for rock breaking activities with Dexter. This method 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. The costs to date for rock breaking have been \$2.5M with an added \$1M still expected to come. In addition, the project, as part of the excavation work, has encounter pyritic slate deposits. These have been disposed of either with the Port of Halifax or more generally with the more expensive option of offsite neutralization and disposal with Dexter Construction. The cost to date is around \$700,000 with a similar amount to be expected over the next year of excavation works. These costs have not been incorporated in the original project budget, however, the cost share agreement with Halifax Water will have them contributing 50% offset to these costs.
- 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 over budget currently by \$860,000 with an expected further \$1M in costs to come by project completion and are 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 hold the escalation 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 allow 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 ultimately will be 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. Lot CI-B was not created by the end of 2023 and therefore higher license fees are being incurred. This additional project cost is currently being covered by

project contingency. The revised date for creation of Parcel CI-B is November 30, 2024, which will increase overall licensing costs to Crombie by approximately \$150,000.

- Sales of land made available through the project are expected to be used to pay down the debt used to fund this project. The majority of the \$122.6M project budget is expected 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 Q3 2024/25, and finalizing a mature lot construction completion schedule, staff will develop in Q2 2025 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. As well, asset renewals and third-party partnership works are impacting the authority limits of the construction purchase order as well as project contingency. Given these budgetary pressures, staff are preparing a Regional Council report to discuss purchase order authority limits, asset renewals and third-party partnership recoveries, cost sharing recoveries, and dwindling contingency due to risk factors. The report will be presented to Regional Council in Q2 2024.

## **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 key partners (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 and social media.
- Regular social media posts are issued to update the public on construction activity, highlight interesting developments, and announce project milestones.
- Five time lapse cameras continue to record the progress of the project.
- Site tours are arranged for key partners, and conference attendees as requested.
- The Cogswell team continue to do outreach presentations on the project. During the past six months, presentations were made to PROBUS Halifax, NS Asphalt Users and Producers Association (NSUPA), Real Estate Institute of Canada (REIC)- NS chapter, and the Canadian Urban Transit Association (CUTA).

## **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. As referenced in the RISKS section, a report summarizing the current budget pressures and their implications will be presented in Regional Council in Q2 2024.

## **COMMUNITY ENGAGEMENT**

See "Communication updates" in Discussion section.

**ATTACHMENTS**

Attachment A: Diverse Workforce Hours Summary March 2024

Attachment B: Diverse Workforce Occupation Summary March 2024

Attachment C: Detour Road 5

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A copy of this report can be obtained online at [halifax.ca](http://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

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# Cogswell District Project Update Report No. 5 - ATTACHMENT A

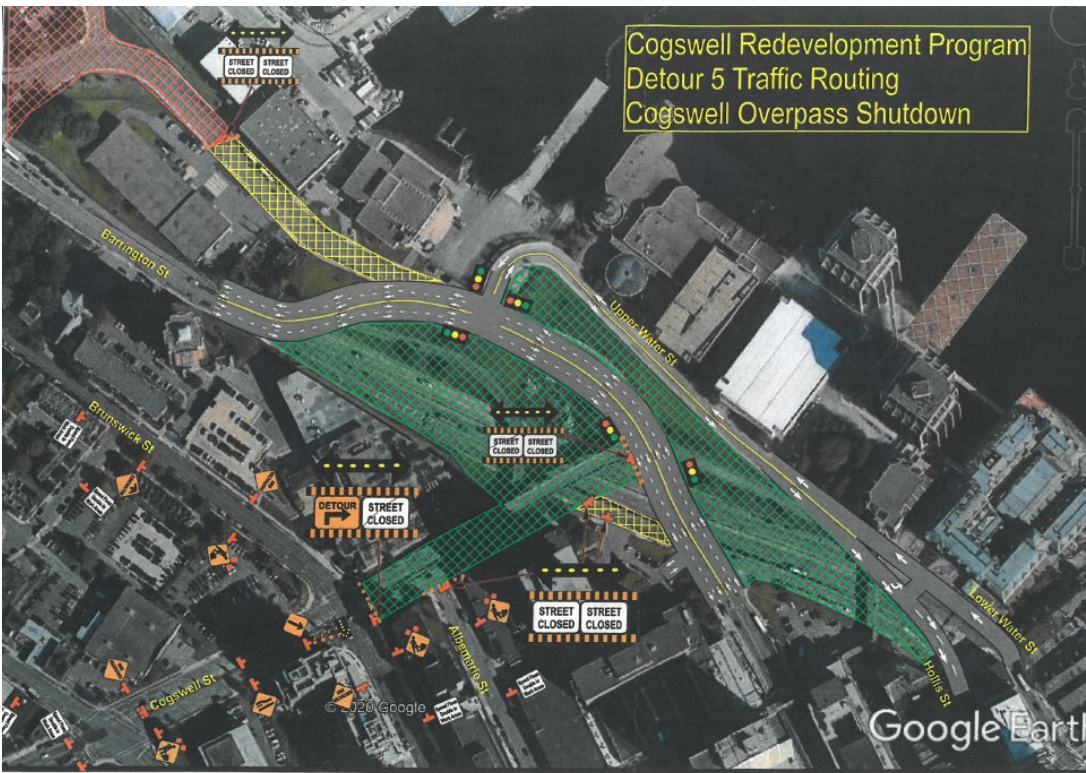
Cogswell District Redevelopment Program - Workforce Equity Seeking Report																									
Diverse Workforce Hours Summary - March 2024																									
Company	Trade	Time Period	Mi'kmaq		Indigenous		African Nova Scotian		Black or Persons of African Heritage		Racially Visible Persons		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	Apr-23	157.0	1.8%	82.0	0.6%	2152.0	14.8%	57.0	0.4%	821.3	5.7%	1563.7	10.8%	158.4	1.1%	931.1	6.4%	1156.0	8.0%	0.0	0.0%	6,237	14,511	43%
		May-23	288.0	1.6%	80.0	0.5%	3621.2	20.4%	46.0	0.3%	914.0	5.1%	1304.5	7.3%	18.0	0.1%	1040.5	5.9%	1517.0	8.5%	0.0	0.0%	7,880	17,757	44%
		Jun-23	273.5	1.7%	120.0	0.8%	3119.0	19.6%	17.0	0.1%	1221.5	7.7%	894.5	5.6%	0.0	0.0%	729.5	4.6%	1778.5	11.2%	0.0	0.0%	6,579	15,523	44%
		Jul-23	239.6	1.7%	80.0	0.6%	2421.2	17.1%	14.0	0.1%	650.8	4.6%	880.5	6.2%	0.0	0.0%	731.8	5.2%	1209.8	8.5%	0.0	0.0%	5,611	14,186	40%
		Aug-23	247.0	1.5%	80.0	0.5%	2342.8	13.8%	47.5	0.3%	1576.0	9.3%	842.5	5.0%	0.0	0.0%	757.5	4.5%	2198.5	13.0%	0.0	0.0%	6,538	16,967	39%
		Sep-23	58.7	0.5%	80.0	0.7%	1712.6	14.1%	0.0	0.0%	1025.5	8.4%	526.3	4.3%	0.0	0.0%	543.0	4.5%	1647.3	13.6%	0.0	0.0%	4,522	12,152	37%
		Oct-23	0.0	0.0%	80.0	0.6%	1964.0	14.1%	0.0	0.0%	920.0	6.6%	671.0	4.8%	0.0	0.0%	701.0	5.0%	1537.0	11.0%	0.0	0.0%	4,882	13,915	35%
		Nov-23	0.0	0.0%	80.0	0.5%	2207.0	13.8%	53.0	0.3%	1253.0	7.9%	753.0	4.7%	0.0	0.0%	756.5	4.7%	1709.0	10.7%	0.0	0.0%	5,497	15,961	34%
		Dec-23	0.0	0.0%	120.0	0.9%	1264.0	9.4%	23.0	0.2%	1367.5	10.1%	677.5	5.0%	0.0	0.0%	525.0	3.9%	1572.5	11.6%	0.0	0.0%	4,158	13,499	31%
		Jan-24	0.0	0.0%	80.0	0.8%	570.0	5.6%	0.0	0.0%	444.0	4.3%	488.0	4.8%	0.0	0.0%	629.0	6.1%	854.0	8.3%	0.0	0.0%	2,541	10,242	25%
		Feb-24	0.0	0.0%	112.0	1.1%	520.0	5.3%	0.0	0.0%	360.0	3.6%	548.0	5.6%	0.0	0.0%	501.9	5.1%	784.4	8.0%	0.0	0.0%	2,345	9,864	24%
		Mar-24	0.0	0.0%	88.0	0.9%	669.4	6.7%	0.0	0.0%	378.0	3.8%	370.0	3.7%	0.0	0.0%	488.5	4.9%	782.0	7.8%	0.0	0.0%	2,310	9,971	23%
		Project To Date		1826.7	0.6%	3431.0	1.1%	49296.8	13.4%	574.8	0.2%	17125.8	5.3%	28175.4	8.7%	2000.9	0.6%	15974.2	4.9%	24925.5	7.7%	0.0	0.0%	115,199	323,781
Atlantica	Electrical	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	16.9%	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%	200	1,180	17%
		Jun-23	0.0	0.0%	120.0	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%	120	1,202	10%
		Jul-23	0.0	0.0%	190.0	11.4%	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	1,670	11%
		Aug-23	0.0	0.0%	180.0	30.0%	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%	180	360	50%
		Sep-23	0.0	0.0%	200.0	14.1%	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%	200	1,420	14%
		Oct-23	0.0	0.0%	210.0	9.3%	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%	210	2,250	9%
		Nov-23	0.0	0.0%	210.0	11.6%	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%	210	1,811	12%
		Dec-23	0.0	0.0%	170.0	14.1%	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%	170	1,206	14%
		Jan-24	0.0	0.0%	60.0	4.5%	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%	60	1,340	4%
		Feb-24	0.0	0.0%	20.0	2.6%	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	760	3%
		Mar-24	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%	0.0	0.0%	0.0	0.0%	0	1,180	0%
		Project To Date		0.0	0.0%	3538.0	12.5%	0.0	0.0%	0.0	0.0%	0.0	0.0%	347.5	1.9%	518.0	1.8%	0.0	0.0%	0.0	0.0%	0.0	0.0%	3,568	28,211
All Star Rebar	Reinforcing Steel	Last Month	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%	0.0	0.0%	0.0	0.0%	0	0	0%
		Project To Date	0.0	0.0%	5.0	1.0%	55.0	11.3%	0.0	0.0%	0.0	0.0%	49.0	10.1%	15.0	3.1%	0.0	0.0%	9.0	1.9%	0.0	0.0%	40	485	8%
Harbourside	QA/QC	Last Month	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%	0.0	0.0%	0.0	0.0%	0	0	0%
		Project To Date	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	218.0	5.3%	0.0	0.0%	0.0	0.0%	0.0	0.0%	0.0	0.0%	230	4,085	6%
<b>TOTALS</b>			1826.74	0.5%	6974	2.6%	43341.8	12.3%	574.75	0.2%	17125.8	4.6%	28989.9	8.2%	2533.9	0.7%	15974.2	4.5%	24934.5	7.1%	0	0.0%	119,037	357,377.53	33.3%

Project To Date Hours reporting from Project Commencement (September 2022) to end of Current Reporting Period (March 31st, 2024)

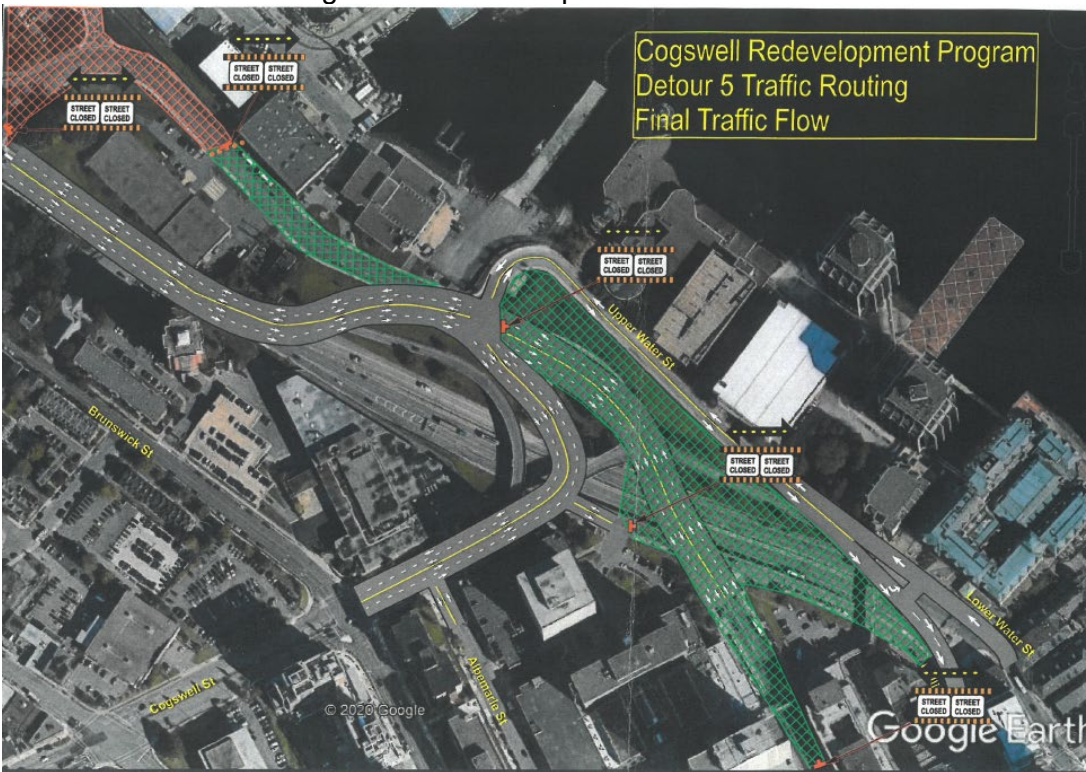
## Cogswell District Project Update Report No. 5 - ATTACHMENT B

Cogswell District Redevelopment Program - Workforce Equity Seeking Report													
Diverse Workforce Occupation Summary - March 2024													
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	0	0	2	0	2	0	0	1	4	0	9	37	24.3%
Operator	0	0	2	0	0	0	0	0	0	0	2	11	18.2%
Supervisor/ Management	0	2	0	0	1	4	0	1	1	0	9	24	37.5%
Traffic Control	0	0	0	0	0	3	0	1	0	0	4	9	44.4%
<b>TOTALS</b>	0	2	4	0	3	7	0	3	5	0	24	81	29.6%

\*Project To Date Hours reporting from Project Commencement (September 2021) to end of Current Reporting Period (March 31st, 2024)



Phase 1- Removal of Cogswell Street Overpass



Phase 2- Barrington Street to Duke Street Closure





Finalized Barrington and Cogswell Streets