



PO Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 10.1.4

Halifax Regional Council
November 25, 2008

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:

A handwritten signature in cursive script, appearing to read "Dan English".

Dan English, Chief Administrative Officer

A handwritten signature in cursive script, appearing to read "Wayne Anstey".

Wayne Anstey, Deputy Chief Administrative Officer - Operations

DATE: November 12, 2008

SUBJECT: **Dartmouth Harbourfront Trail Canal Bridge Approaches - Request for Funding**

ORIGIN

The Waterfront Development Corporation Limited (WDCL) has requested that HRM participate in funding the bridge approaches associated with the recently installed Canal Pedestrian Bridge on the Dartmouth Harbourfront Trail.

RECOMMENDATION

It is recommended that Regional Council;

- 1) Authorize a payment of \$80,000 to the Waterfront Development Corporation as per the budget implications section of this report; for the completion of the approach to the Dartmouth Harbourfront Trail Canal Bridge.

BACKGROUND

The Dartmouth Harbourfront Trail will stretch 4.6 km from the Woodside Ferry to the MacDonald Bridge. It will convey pedestrians and cyclists along the harbour to and from hospitals, the community college, public transit stations, local neighbourhoods and downtown Dartmouth. Currently 3.1 km have been completed on this phase through the joint efforts of the Dartmouth Harbourfront Trails Association, Halifax Regional Municipality and the Waterfront Development Corporation. One of the current initiatives of the Waterfront Development Corp. is the construction of a pedestrian bridge across the lower portion of the Shubenacadie Canal where the Dartmouth Harbourfront Trail meets the Shubenacadie Trail. This fall the bridge itself was put in place. HRM committed and contributed \$50,000 towards the \$190,000 structure. The WDC has since tendered the bridge approaches which came in at \$160,000. The WDC has requested that HRM contribute \$80,000 (or 50% of the cost) of the approaches and has suggested that HRM use funds from berthing fees as a funding source.

DISCUSSION

The berthing fees are collected by the Waterfront Development Corporation each year for berthing of tour boats and other watercraft at the HRM owned wharf at Nathan Greene Square. It accrues approximately \$4,800 per year and the account currently contains \$52,730.32. Under an agreement between the WDC and HRM the funds are to be used for projects along the waterfront. The Canal Bridge qualifies as such a project.

Since the Finance Business Unit was not aware of the agreement and WDC did not notify HRM that it was collecting the berthing fees, HRM had not been invoicing the Waterfront Development Corporation on an annual basis for these fees, and the WDC had not been remitting them. On a go forward basis, the fees will be invoiced by HRM and collected on an annual basis.

BUDGET IMPLICATIONS

The bridge will be owned and maintained by the WDCL. Funding for this grant will be provided by cost centre I101 in the Infrastructure and Asset Management business unit. The berthing fees shall provide for \$52,730 and the remainder of \$27,270 will be absorbed in the IAM cost centre budget.

Finance has confirmed availability of these funds.

Budget Summary: I101 - IAM Admin

Cumulative Unspent Budget	\$ 200,086
Add: Berthing Fees	\$ 52,730
Less: Grant funding	<u>\$ 80,000*</u>
Balance	\$ 172,816

* **Note** - This is a cost centre in the Operating Budget, versus a capital account. A surplus of \$11,302 is currently projected in this cost centre for fiscal year 2008/09.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

ALTERNATIVES

Council could choose to not approve funding for the bridge approaches in which case the project will not be completed until the WDCL secures additional funding.

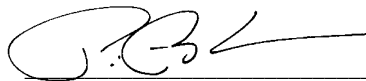
ATTACHMENTS

Photos and drawings of the Canal Bridge.

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/agenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Peter Bigelow, Manager, Real Property Planning, IAM, 490-6047

Report Approved by:



Peter Bigelow, Manager, Real Property Planning, IAM, 490-6047

Financial Approval by:



Catherine Sanderson, Senior Manager, Financial Services, 490-1562



Report Approved by:

Cathie O'Toole, Director, Infrastructure and Asset Management, 490-4825



EKISTICS PLANNING & DESIGN

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THIS DRAWING MUST NOT BE SCALED.
THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS, DATUMS, AND LEVELS PRIOR TO COMMENCEMENT OF WORK. ALL ERRORS AND OMISSIONS TO BE REPORTED TO THE CONTRACT ADMINISTRATOR BEFORE PROCEEDING.
VARIATIONS AND MODIFICATIONS TO WORK SHOWN ON THESE DRAWINGS SHALL NOT BE CARRIED OUT WITHOUT WRITTEN PERMISSION OF THE CONTRACT ADMINISTRATOR.

EARTHWORK

All Earthwork and materials to be in accordance with HRM Standard Specification Section 02200: Earthwork

- Excavate at each abutment to top of slab for installation of dowels for concrete block pilaster bases, anchor bolts for bridge support columns and manhole for air release valve.
- Brace excavations to prevent undermining of pipes and edge of railway right-of-way.
- Backfill underside of timber walls, new concrete slabs and manhole with Type 1 gravel. Compact in 150 layers to 100% SPD.
- Backfill around manhole with 80 Clear Stone. Place 300 thick layer of 80 Clear Stone in bottom of west abutment chamber.
- Backfill behind timber walls with Select Material compacted to 98% SPD.
- Reinstate all disturbed areas to original condition.

GRADING

- Existing elevation points in meters. Contours at 0.3m intervals. All proposed elevations represent finished surface grades in metres (m)
- Rough grade to levels, profiles, and contours allowing for surface treatment as indicated.
- Uniformly slope surfaces between grades indicated, unless otherwise noted.
- All surfaces to be flush with adjacent surfaces unless noted otherwise on drawings. Maximum slope to be 33% on sod areas.

ASPHALT CONCRETE PAVING

All Asphalt paving to be in accordance with HRM Standard Specification Section 02640: Asphalt Concrete Paving and as noted on Drawings.

- Place 100 Type 1 gravel and 200 Type 2 gravel, each compacted to 100% SPD in pathway. Prime and surface with 75 Type B asphalt.

SODDING

All sodding work to be in accordance with HRM Standard Specification Section 02650: Seeding and Sodding. Reinstate all sod areas disturbed by construction.

2	ISSUED FOR TENDER/CONSTRUCTION	10/01/2008
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1	99% COMPLETION	08/01/2007
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NO.	REVISION	DATE
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REVISIONS	DATE
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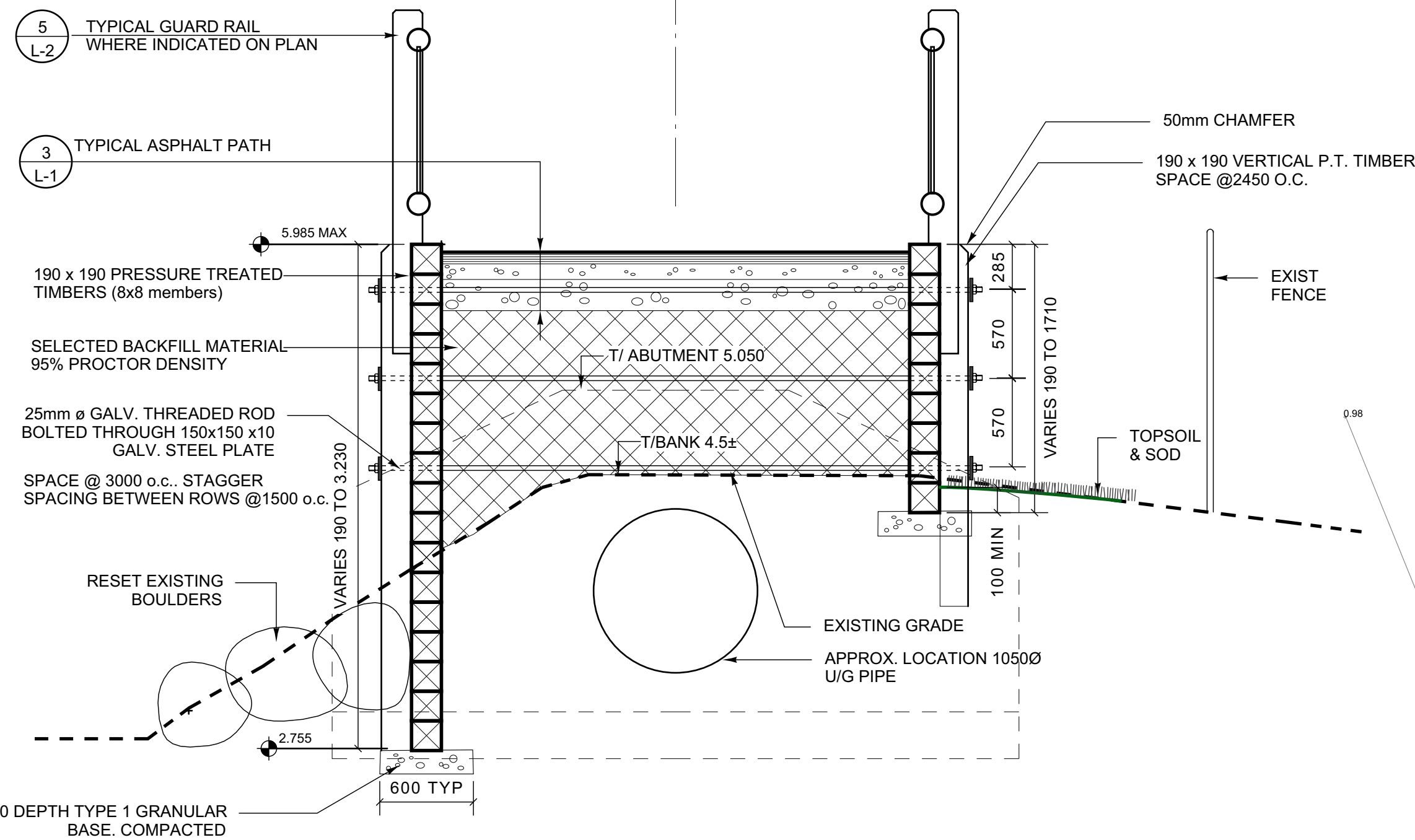
A	A - Detail No.
B	B - Drawing No.

PROJECT
SHUBENACADIE CANAL
Pedestrian Bridge Crossing
Dartmouth, Nova Scotia

DRAWING

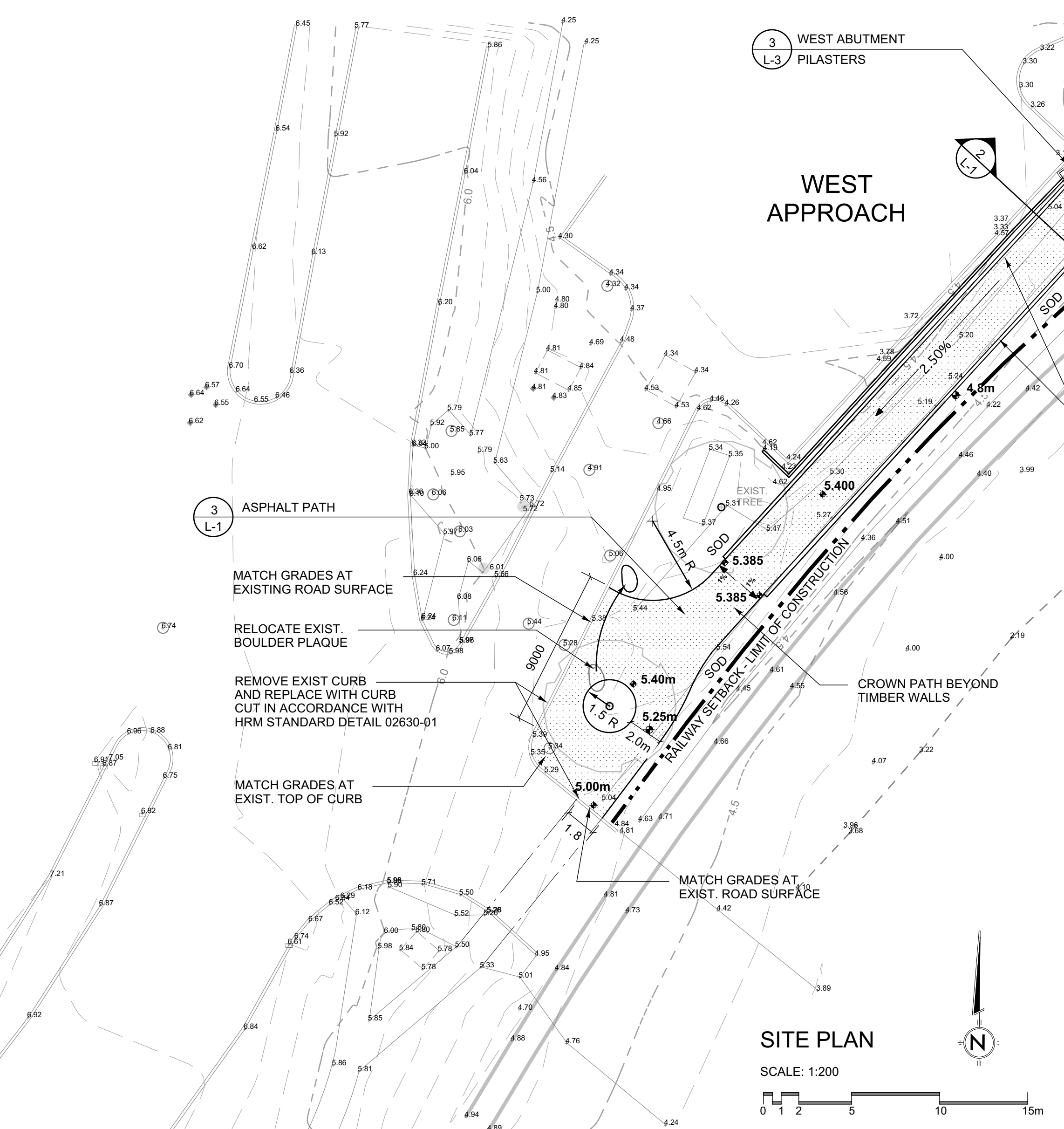
SITE LAYOUT PLAN

SCALE 1:200	DATE AUGUST 1, 2007
DRAWN BY CKR	CHECKED CKR
APPROVED	DEPT. APPROVAL RTL
SEAL	SEAL ROBERT T. LEBLANC
DEPT. PROJECT NO.	DRAWING NO. L-1
CONSULTANT'S NO.	
TENDER NO.	DATE PLOTTED: 8/3/07



1 TYPICAL CROSS SECTION – EAST APPROACH

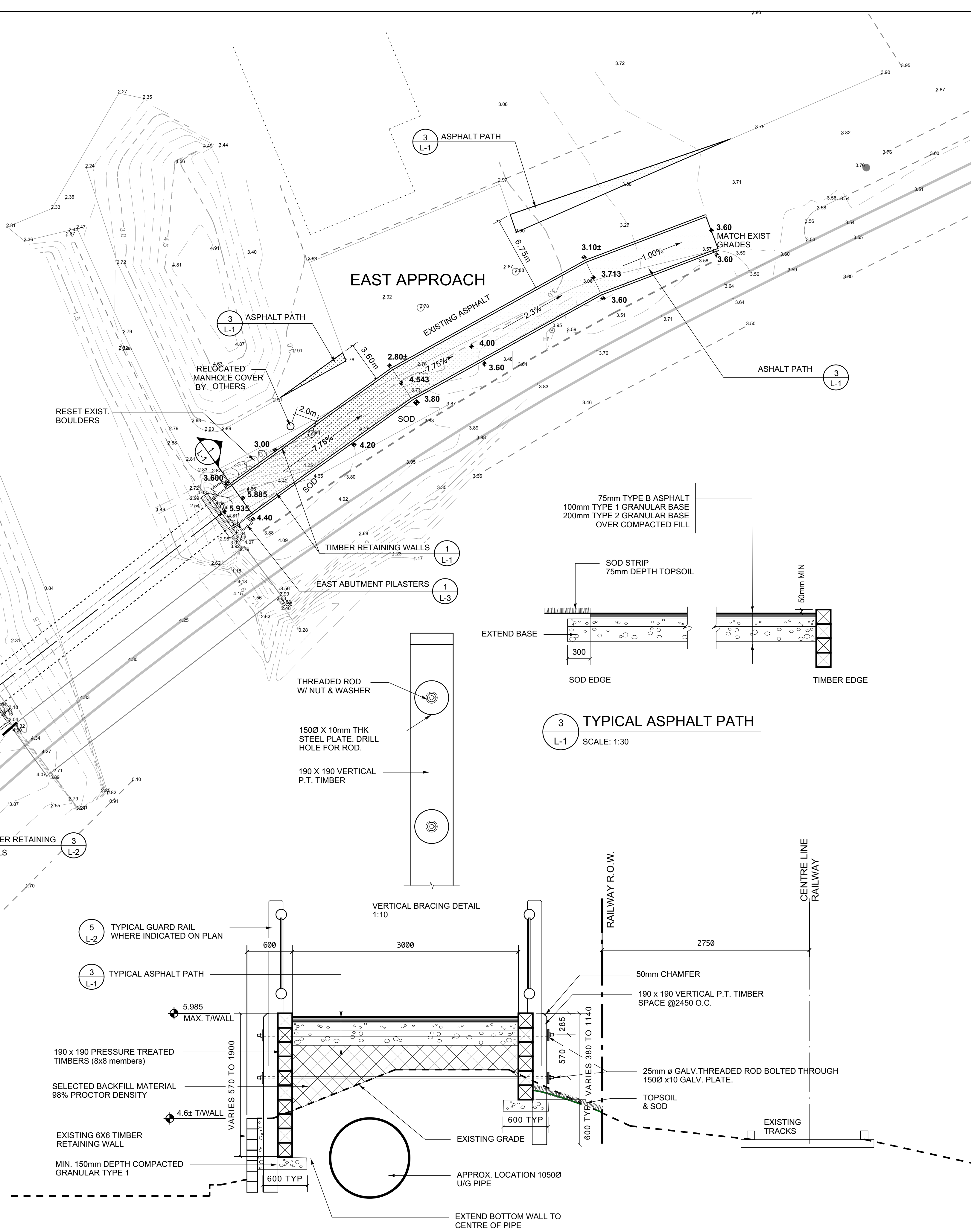
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SITE PLAN

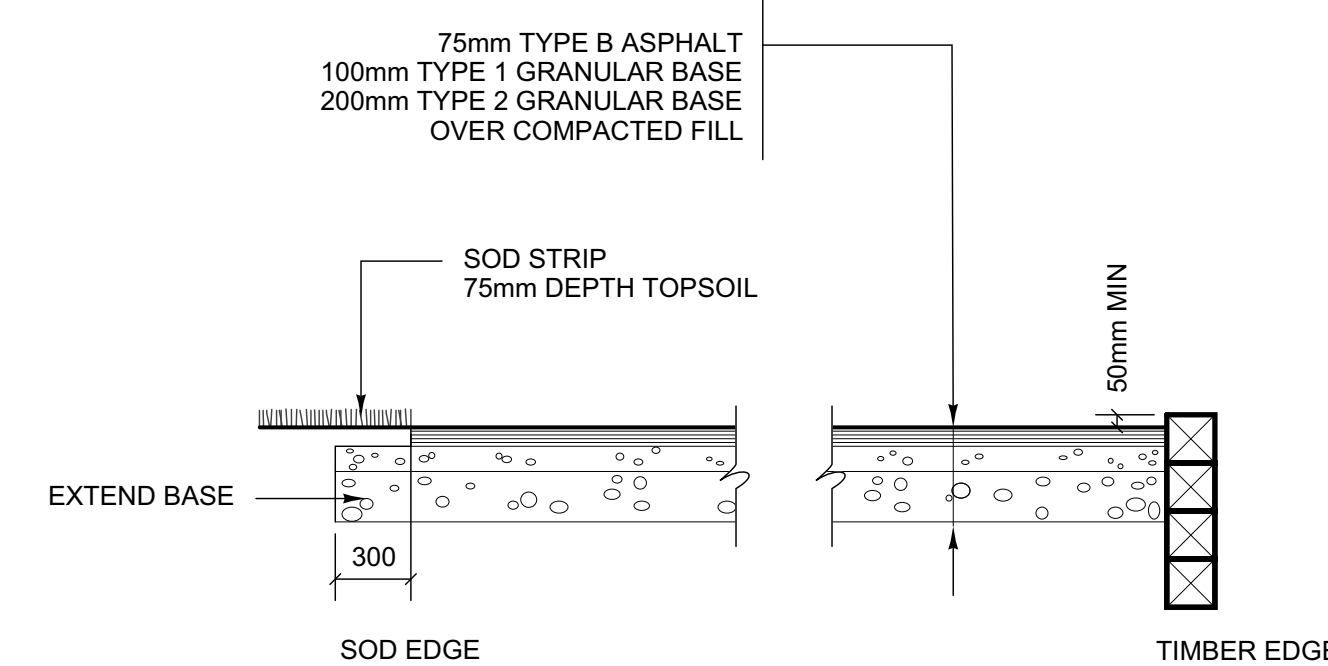
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0 1 2 5 10 15m



2 CROSS SECTION – WEST APPROACH

L-1 SCALE: 1:30



3 TYPICAL ASPHALT PATH

L-1 SCALE: 1:30

