


**Item No. 3**  
**Halifax Regional Council**  
**January 25, 2011**  
**Committee of the Whole**

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

**SUBMITTED BY:** Original Signed by   
Wayne Anstey, Acting Chief Administrative Officer

Original Signed by   
Mike Labrecque, Deputy Chief Administrative Officer

**DATE:** January 20, 2011

**SUBJECT:** Dartmouth Bridge Terminal Proposed Tender Changes

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**ORIGIN**

During the January 11th Committee of the Whole session, Council requested that staff provide a copy of the architecture drawings for both the original design and the proposed changes to the Dartmouth Bridge Terminal for Council's review.

**RECOMMENDATION**

It is recommended that Halifax Regional Council direct staff to proceed with the current plan to issue revised tender documents for the Dartmouth Bridge Terminal with the goal of bringing a tender award to Council that is within the current budget allocation.

## **BACKGROUND**

Tenders for the Dartmouth Bridge Terminal project were publicly opened on September 23, 2010. Submissions were received from two proponents, Pomerleau and Dexter Construction. Both tender prices received exceeded the budget allocated to the project.

In keeping with previous communication, the Bridge Terminal project was tendered using a modular approach. With this approach, segments of the design could be removed to bring the project within budget if necessary.

At the January 11, 2011 Committee of the Whole meeting, Regional Council requested that staff provide further information on the proposed changes to the project scope.

## **DISCUSSION**

There are two primary changes from the tendered plan. The building and platform have been raised by approximately five feet in order to reduce excavation costs and the bridge structure from the terminal building roof to the Dartmouth Common has been deleted. The green roof on the terminal building has been retained.

Representative drawings for the revised design and the originally tendered design are attached to this report.

The revised design has not yet undergone a standard pre-tender review by HRM staff and other technical stakeholders. As such, the designs may be subject to revisions that arise from the pre-tender review process.

Staff recommends that Regional Council provide direction to proceed with the revised tender package. This will provide an opportunity to receive tender bids that are in alignment with Metro Transit's project budget plan.

The revised plan maintains all key functional elements of the previous plan. Notably, the pedestrian access lost by removing the bridge structure has been accommodated using other, more cost-efficient methods. The revised terminal plan represents a significant improvement over the current Bridge Terminal and will be among the highest quality transit facilities in HRM and across Canada. Staff will present further renderings of both plans to help inform Council on the best options going forward.

Following Council's consideration of this project, staff has committed to bring the project to Harbour East Community Council for further information/consultation, as necessary.

## **BUDGET IMPLICATIONS**

It is the intent of staff to bring a tender award to Regional Council based on the revised design plan that will be within the current budget allocation. The final cost will not be known until

revised tender bids are received. This amount will be brought forward to Regional Council for consideration to award once the tender bids are received.

### **FINANCIAL MANAGEMENT POLICIES/BUSINESS PLAN**

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

### **COMMUNITY ENGAGEMENT**

Public consultation has been held at numerous points through the Bridge Terminal project. The revised plan for the terminal is in keeping with the constructive feedback received through the project, which has called for a high-quality transit terminal with improved amenities and safety for passengers. It should be noted that there was no specific request from the public for a bridge structure at the terminal. This feature was an interpreted response by the project architects to some of the concerns raised by members of the public.

In the months following the September tender opening, Metro Transit has received unsolicited feedback from many transit customers who look forward to a terminal with the amenities that are still included in the revised plan, and are eager to see construction begin.

### **ALTERNATIVES**

Halifax Regional Council could direct staff to bring a tender award to Council based on the scope for which bids were received on September 23, 2010. The cost to award this tender is approximately \$12.1 million including net HST. This figure does not include the previously awarded \$775,921.30 in design consultants' fees, bringing the total budget requirement to approximately \$12.9 million including net HST. There is not currently sufficient budget for this award and it would be necessary to realign the Metro Transit project budget to include this increased amount at the expense of other planned projects.

### **ATTACHMENTS**

New Proposed Design: Drawing 102 – Platform Layout  
New Proposed Design: Drawing A3.1 – Elevations  
New Proposed Design: Drawing A1.7 – Enlarged Finish Plan  
Previously Tender Design: Drawing SP2 – Layout Lower Platform  
Previously Tender Design: Drawing A3.1 – Elevations  
Previously Tender Design: Drawing A1.2 – Enlarged Lower Floor Plan

**Dartmouth Bridge Terminal  
Proposed Tender Changes  
Council Report**

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- 4 -

**January 25, 2011**

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A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.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: Dave Reage, MCIP, LPP, Supervisor, Service Design & Projects, Metro Transit, 490-5138

Report Approved by:

Lori Patterson, A/General Manager, Metro Transit, 490-6388

Financial Approval by:

Cathie O'Toole, BA, CGA, MBA Director of Finance/CFO, 490-6308

Report Approved by:

Ken Reashor, P.Eng., Director of Transportation and Public Works, 490-4855

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Contractor shall check and verify all dimensions on the job, and report any discrepancies to the Architect before proceeding with the work.

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#### General Notes

FOR GEOMETRIC LAYOUT OF BUS ENTRANCES, SEE THE STANTEC LTD. TRANSPORTATION ENGINEERS PLANS AND DRAWINGS

Description	No.	Date
POST TENDER ADDENDUM	3	DEC 17, 2010
POST TENDER ADDENDUM	2	OCT. 6, 2010
ISSUED FOR TENDER	1	JUNE 29, 2010

Construction North

Stamp

CONSTRUCTION NORTH

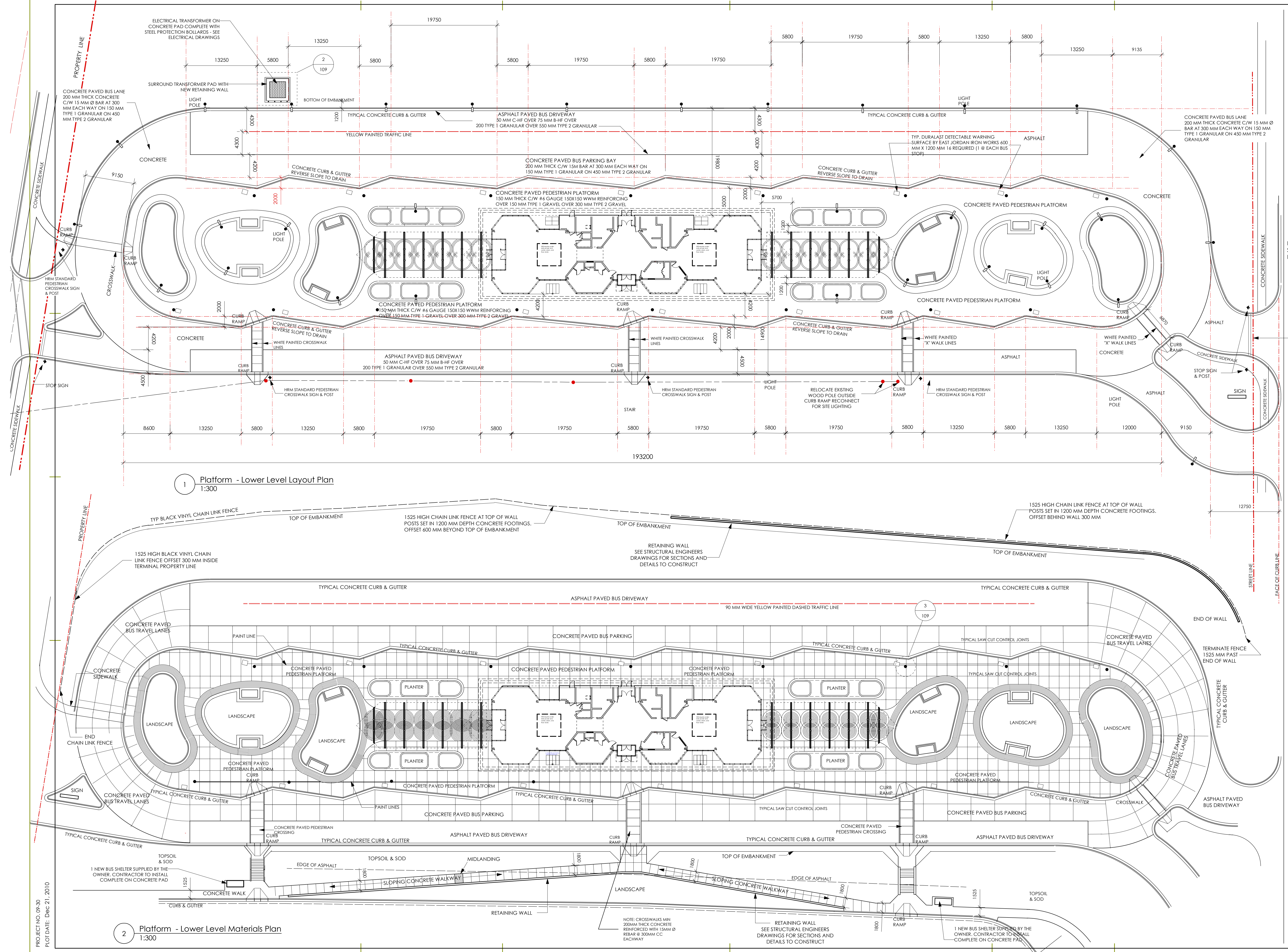
BRIAN DESLOGES

Project Name  
**Dartmouth Bridge Terminal**  
Dartmouth Common Land

Owner  
**Metro Transit**  
HRM

#### Drawing Title **TERMINAL PLATFORM LAYOUT & MATERIALS**

Designed	SJO & TAS
Drawn	BLD
Checked	SJO & TAS
Scale	1:300
Date	DECEMBER 2010
Project No.	09-30
Drawing No.	<b>102</b>

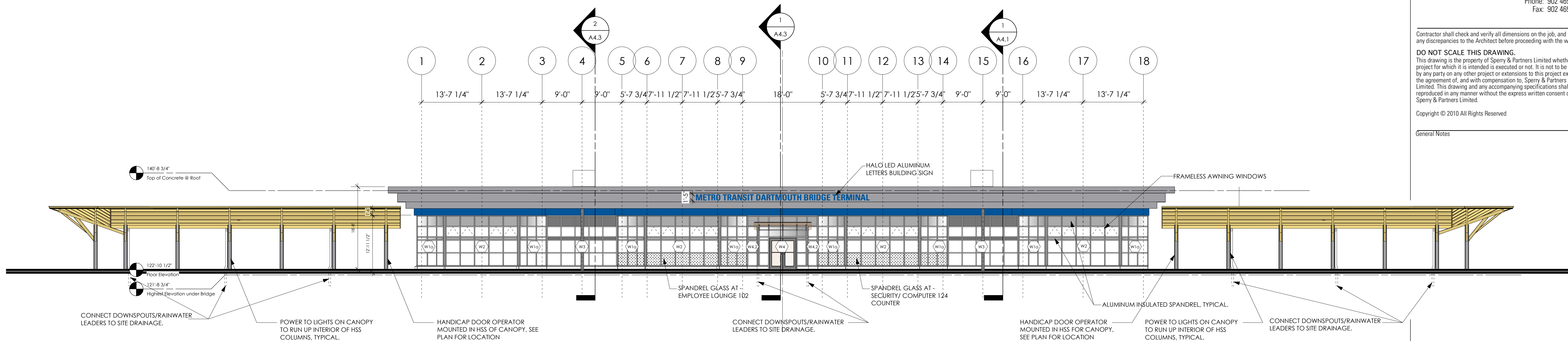


Contractor shall check and verify all dimensions on the job, and report any discrepancies to the Architect before proceeding with the work.

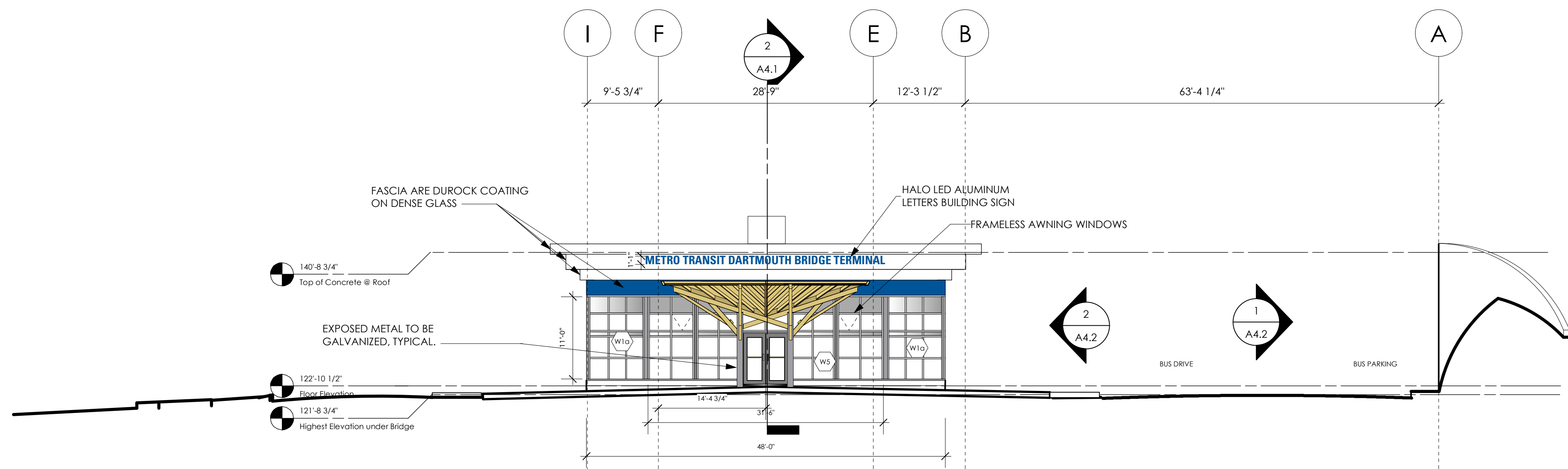
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General Notes



1 Front Elevation  
A1.2 Scale: 3/32" = 1'-0"



2 Side Elevation  
A1.2 Scale: 3/32" = 1'-0"

NOTE: CONFIRM BENCH LOCATIONS WITH UPPER FLOOR PLAN AND ELEVATION DRAWINGS

Description	No.	Date
POST TENDER ADDENDUM	2	OCT. 6, 2010
ISSUED FOR TENDER	1	JUNE 29, 2010

Construction North	Stamp

Project Name  
Dartmouth Bridge Terminal  
Dartmouth Common Land

Owner  
Metro Transit  
HRM

Drawing Title  
Building Elevations &  
Upper Level Details

Designed	SJO & TAS
Drawn	TAS
Checked	SJO & TAS
Scale	AS NOTED
Date	DECEMBER 2010
Project No.	09-30
Drawing No.	A3.1

Contractor shall check and verify all dimensions on the job, and report any discrepancies to the Architect before proceeding with the work.

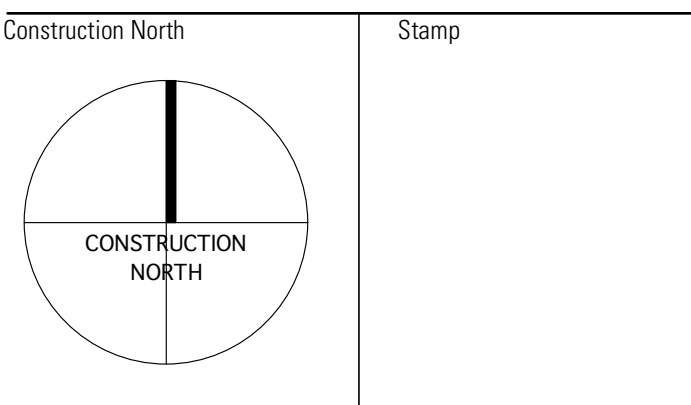
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General Notes

- TILE INSTALLER TO NOTE THAT THE TILE BASE IS 4" HIGH.
- TILE INSTALLER IS NOT PERMITTED TO USE DRY GRINDERS. CUTS ARE TO BE WET CUT OR PURPOSE MADE TILE CUTTERS.
- GRINDERS ARE PERMITTED FOR CIRCULAR CUTS ONLY
- TILES ARE TO BE LAID LEVEL; TILES ARE ALSO TO BE FLUSH WITH ADJACENT TILES
- PURPOSE MADE EDGING IS TO BE USED AT CORNERS AND OVER EXPOSED CUT ENDS, MITER CORNERS.
- FLOOR AND BASE GROUT LINES ARE 1/4".
- WALL TILE GROUT LINES ARE 1/8".
- TILES WITHIN 1 SF AREA ARE TO BE SINGLE PIECE ONLY.
- TYPICAL WALL FINISH, EXPOSED CEILINGS, DOORS ETC. IS PAINT FINISH UNLESS NOTED OTHERWISE.
- PAINTER IS TO CAULK FRAMES PRIOR RO PAINTING DOOR FRAMES, AND ADJACENT WALL AREA.

Description	No.	Date
POST TENDER ADDENDUM	2	OCT. 6, 2010
ISSUED FOR TENDER	1	JUNE 29, 2010



Project Name

Dartmouth Bridge Terminal  
Dartmouth Common Land

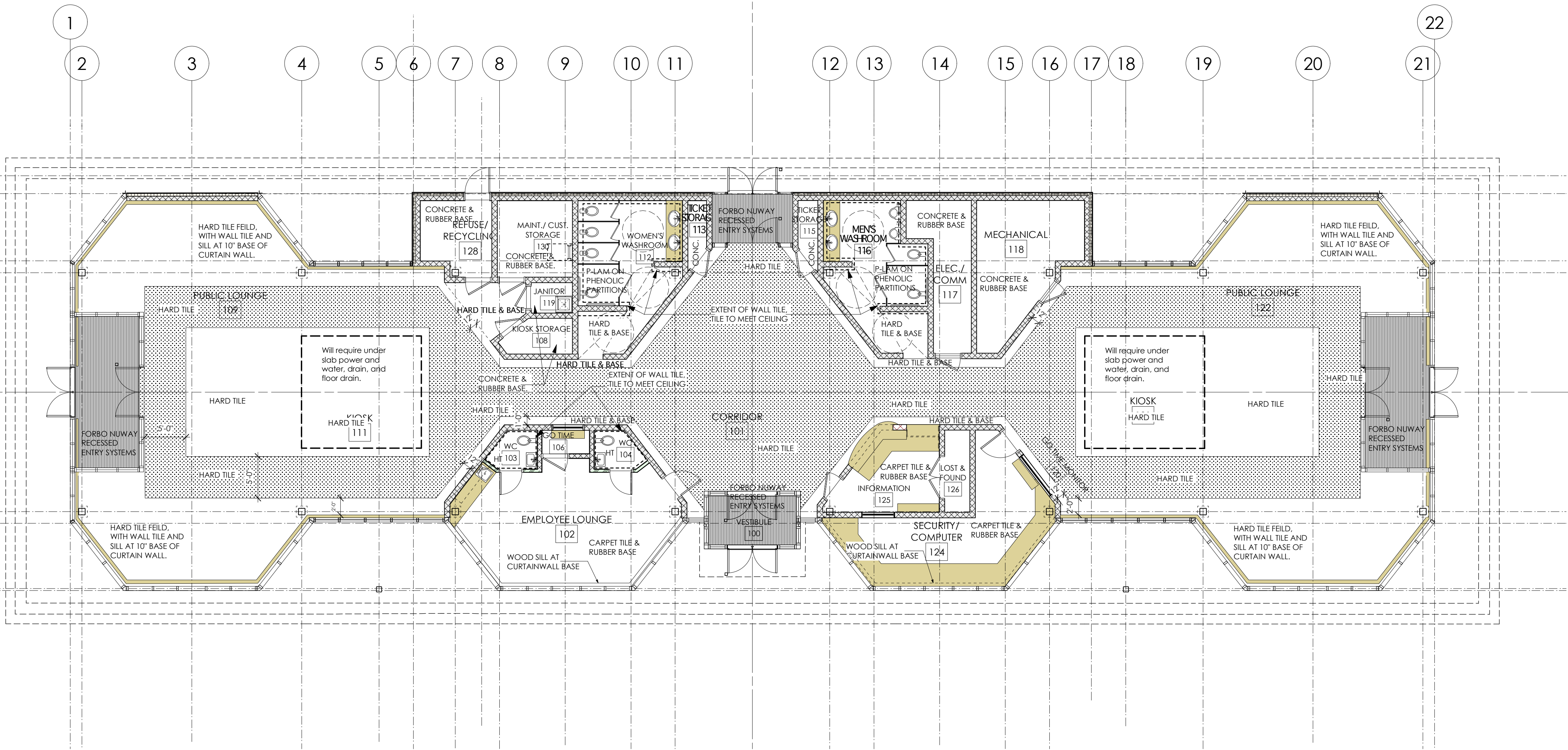
Owner

Metro Transit  
HRM

Drawing Title

Enlarged Finish Plan

Designed	SJO & TAS
Drawn	TAS
Checked	SJO & TAS
Scale	1/8"=1'-0"
Date	DECEMBER 2010
Project No.	09-30
Drawing No.	<b>A1.7</b>



2 Enlarged Lower Level Building  
A1.7 1/8" = 1'-0"

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### General Notes

Description	No.	Date
ISSUED FOR TENDER	1	JUNE 29, 2010

Project Name \_\_\_\_\_

Owner

Metro Transit  
HRM

Designed	SJO & TAS
Drawn	BLD
Checked	SJO & TAS
Scale	1:300
Date	JUNE 2010
Project No.	09-30
Drawing No.	SP 2

SP-2



Contractor shall check and verify all dimensions on the job, and report any discrepancies to the Architect before proceeding with the work.

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General Notes

NOTE: CONFIRM BENCH LOCATIONS WITH UPPER FLOOR PLAN AND ELEVATION DRAWINGS

Description	No.	Date

ISSUED FOR TENDER 1 JUNE 29, 2010

Construction North	Stamp

Project Name

Dartmouth Bridge Terminal  
Dartmouth Common Land

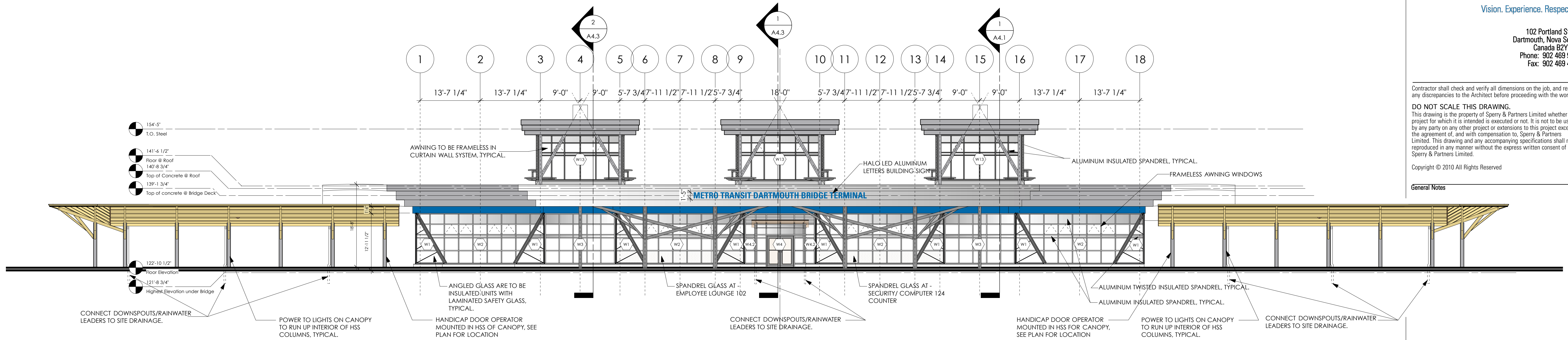
Owner

Metro Transit  
HRM

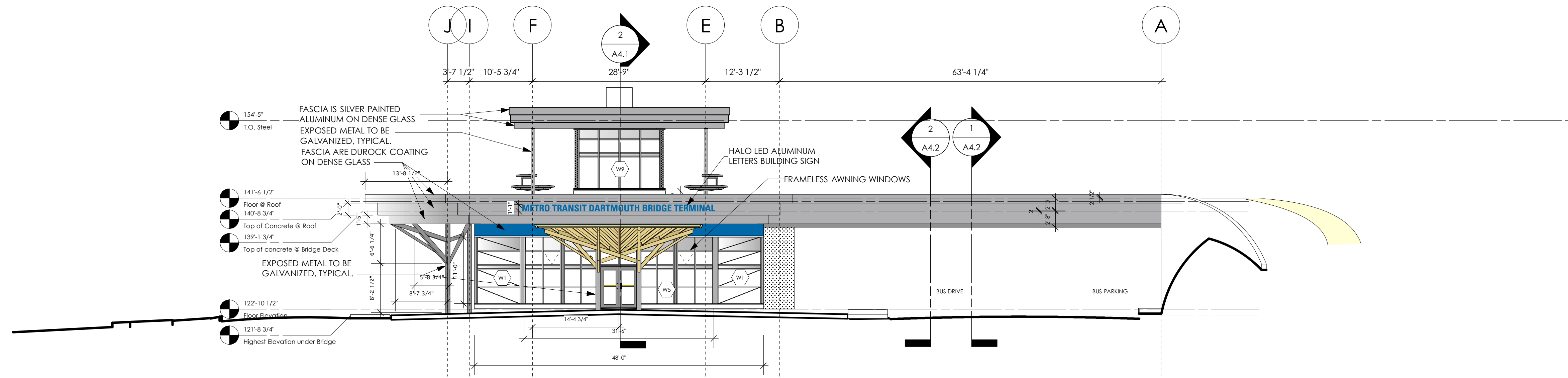
Drawing Title

Building Elevations &  
Upper Level Details

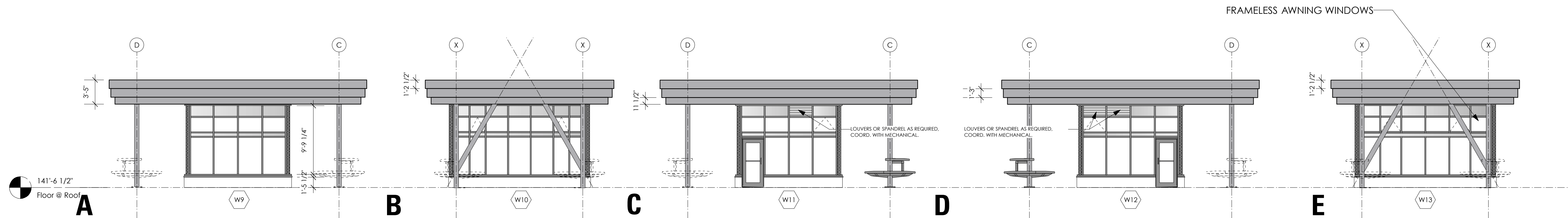
Designed	SJO & TAS
Drawn	TAS
Checked	SJO & TAS
Scale	AS NOTED
Date	JUNE 2010
Project No.	09-30
Drawing No.	<b>A3.1</b>



1 Front Elevation  
A1.2 Scale: 3/32" = 1'-0"



2 Side Elevation  
A1.2 Scale: 3/32" = 1'-0"



3 Enlarged Lantern Elevation Types  
A1.3 Scale: 1/8" = 1'-0"

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### General Notes

-MASON TO NOTE THAT THE STARTER BLOCKS ARE TO BE 4" HALF BLOCK WITH STANDARD 90° CORNERS, NOT BULLNOSE (BN) WHERE THERE IS HARD TILE BASE. ALSO NOTE THAT WHERE BLOCK MEETS CEILING THE BLOCKS ARE TO BE STANDARD BLOCKS WITH 90° CORNERS AS WELL. COORDINATE WITH RCP AND FINISH PLAN.

-MASONRY IS TO BE LAID LEVEL.

ISSUED FOR TENDER	1	JUNE 29, 2010
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stamp



Dartmouth Bridge Terminal  
Dartmouth Common Land

Metro Transit  
HRM

### Enlarged Lower Floor Plan

## A1.2