



# **AGENDA MATERIAL**

## **COMMITTEE OF THE WHOLE**

**MEETING DATE:**                   **MONDAY, MAY 2, 2022**

**LOCATION:**                       **S. H. BLAKE MEMORIAL AUDITORIUM**  
  **(Council Chambers)**

**TIME:**                               **6:30 P.M.**



**MEETING:** Committee of the Whole

**DATE:** Monday, May 2, 2022

*Reference No. COW - 24/53*

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**CLOSED SESSION in the McNaughton Room/MS Teams at 5:00 p.m.**

Committee of the Whole - Closed Session

Chair: Councillor Aldo Ruberto

Closed Session Agenda will be distributed separately to Members of Council & EMT only.

**OPEN SESSION in S.H. Blake Memorial Auditorium at 6:30 p.m.**

Committee of the Whole - Operations Session

Chair: Councillor Brian McKinnon

***DISCLOSURES OF INTEREST***

***CONFIRMATION OF AGENDA***

Confirmation of Agenda - May 2, 2022 - Committee of the Whole **(Page 8)**

WITH RESPECT to the May 2, 2022 Committee of the Whole meeting, we recommend that the agenda as printed, including any additional information and new business, be confirmed.

***DEPUTATIONS***

**Gone Too Soon Garden**

Correspondence received from Karen Sadler Krzyzewski, Debbie Reed and Carolyn Karle received on March 30, 2022 requesting to appear before Committee to provide a deputation relative to the above noted. **(Pages 9 – 17)**

***ITEMS ARISING FROM CLOSED SESSION***

## ***REPORTS OF COMMITTEES, BOARDS AND OUTSIDE AGENCIES***

### **Clean, Green & Beautiful Committee Minutes**

Minutes of Meeting 02-2022 of the Clean, Green & Beautiful Committee held on March 16, 2022, for information. **(Pages 18 – 24)**

### **Earthcare Advisory Committee Minutes**

Minutes of Meeting 03-2022 of the Earthcare Advisory Committee held on March 1, 2022, for information. **(Pages 25 – 31)**

## ***REPORTS OF MUNICIPAL OFFICERS***

### **External Funding for Various Capital Works**

Report R 26/2022 (Infrastructure & Operations - Central Support) recommending approval of the receipt and expenditure of funding from external sources including Northern Ontario Heritage Fund Corporation, Tree Chipping Revenue from Resolute, Environment and Climate Change Canada, Minister of Transport, Trans Canada Trail, The Friends of Chippewa Park and Conservatory Donations as outlined in this Report. **(Pages 32 – 36)**

WITH RESPECT to Report R 26/2022 (Infrastructure & Operations – Central Support), we recommend approval of the receipt and expenditure of funding from external sources including Northern Ontario Heritage Fund Corporation, Tree Chipping Revenue from Resolute, Environment and Climate Change Canada, Minister of Transport, Trans Canada Trail, The Friends of Chippewa Park and Conservatory Donations as outlined in this Report;

AND THAT Appropriation Change Order No. 34 be approved;

AND THAT the Mayor and the Clerk be authorized to sign any necessary documents relative to receipt of funding from the above noted funding sources;

AND THAT any necessary By-laws be presented to City Council for ratification.

### **Boulevard Lake Dam Gate Controls Single Source**

R 77/2022 (Infrastructure & Operations – Engineering and Operations), recommending that Automation Now be awarded the work involved with automation of the gates at Boulevard Lake Dam at a cost of \$199,738.28 plus HST. **(Pages 37 – 39)**

WITH RESPECT to Report R 77/2022 (Infrastructure & Operations – Engineering and Operations), we recommend that Automation Now be awarded the work involved with automation of the gates at Boulevard Lake Dam at a cost of \$199,738.28 plus HST;

AND THAT the Mayor and City Clerk be authorized to sign all documentation related to these matters;

AND THAT any necessary bylaws be presented to City Council for ratification.

### **Contract 1, 2022 - Asphalt Resurfacing**

Report R 39/2022 (Infrastructure & Operations - Engineering & Operations) recommending that Contract 1, 2022 for Asphalt Resurfacing, involving repaving of various streets within the City of Thunder Bay be awarded to Bruno's Contracting (Thunder Bay) Limited. **(Pages 40 – 42)**

WITH RESPECT to Report R 39/2022 (Infrastructure & Operations – Engineering & Operations), we recommend that Contract 1, 2022 for Asphalt Resurfacing be awarded to Bruno's Contracting [Thunder Bay] Limited, which submitted the lowest tender in the amount of \$4,104,607.48 (inclusive of HST); it being noted that the amount shown is based on estimated quantities; final payment for this Contract will be based on measured quantities for the completed work;

AND THAT the General Manager of Infrastructure and Operations report significant variations in the Contract quantities to City Council;

AND THAT the Mayor and Clerk be authorized to sign all documentation related to this matter;

AND THAT any necessary By-laws be presented to City Council for ratification.

### **Contract 3, 2022 - Sewer & Watermain I**

R 40/2022 (Infrastructure & Operations - Engineering & Operations) recommending that Contract 3, 2022 - Sewer and Watermain I be awarded to Makkinga Contracting and Equipment Rentals, which submitted the lowest tender in the amount of \$6,320,669.13 (inclusive of HST). **(Pages 43 – 47)**

WITH RESPECT to Report R 40/2022 (Infrastructure & Operations – Engineering & Operations), we recommend that Contract 3, 2022 - Sewer and Watermain I be awarded to Makkinga Contracting and Equipment Rentals, which submitted the lowest tender in the amount of \$6,320,669.13 (inclusive of HST); it being noted that the amount shown is based on estimated quantities; final payment for this Contract will be based on measured quantities for the complete work;

AND THAT the General Manager of Infrastructure and Operations report significant variations in the Contract quantities to City Council;

AND THAT the Mayor and Clerk be authorized to sign all documentation related to this matter;

AND THAT Appropriation #10 be approved;

AND THAT any necessary by-laws be presented to City Council for ratification.

### **Contract 5, 2022 - Asphalt Rehabilitation & Storm Sewer**

Report R 47/2022 (Infrastructure & Operations - Engineering & Operations) recommending that Contract 5, 2022 for Asphalt Rehabilitation & Storm Sewer be awarded to Bay City Contractors, which submitted the lowest tender in the amount of \$3,713,071.52 (inclusive of HST).  
**(Pages 48 – 52)**

WITH RESPECT to Report R 47/2022 (Infrastructure & Operations – Engineering & Operations), we recommend that Contract 5, 2022 for Asphalt Rehabilitation & Storm Sewer be awarded to Bay City Contractors, which submitted the lowest tender in the amount of \$3,713,071.52 (inclusive of HST); it being noted that the amount shown is based on estimated quantities; final payment for this Contract will be based on measured quantities for the completed work;

AND THAT the General Manager of Infrastructure and Operations report any circumstances to City Council should significant variation in the contract quantities occur;

AND THAT the Mayor and Clerk be authorized to sign all documentation related to this matter;

AND THAT Appropriation #11 be approved;

AND THAT any necessary By-laws be presented to City Council for ratification.

### **Contract 7, 2022 - Balmoral Street Reconstruction Phase III**

Report R 66/2022 (Infrastructure & Operations - Engineering & Operations) relative to the above noted. **(Distributed Separately)**

### **Contract 12, 2022 - Woodcrest Bridge Replacement**

Report R 41/2022 (Infrastructure & Operations - Engineering & Operations) recommending that Contract 12, 2022 for the Woodcrest Road Bridge Replacement, be awarded to LH North Ltd. who submitted the lowest tender in the amount of \$1,921,188.92 [inclusive of HST]. **(Pages 54 – 56)**

WITH RESPECT to Report R 41/2022 (Infrastructure & Operations - Engineering & Operations) we recommend that Contract 12, 2022 for the Woodcrest Road Bridge Replacement, be awarded to LH North Ltd. who submitted the lowest tender in the amount of \$1,921,188.92 [inclusive of HST]; it being noted that the amount shown is based on estimated quantities; final payment for this contract will be based on measured quantities for the completed work;

AND THAT consulting engineering services be awarded to the firm of KGS Consulting Group Ltd. with an agreement approved in the amount of \$94,920.00 [inclusive of HST] for construction administration and inspection associated with this contract;

AND THAT the General Manager of Infrastructure and Operations report any circumstances to City Council should any significant variations in the contract quantities occur;

AND THAT the Mayor and City Clerk be authorized to sign all documentation related to these matters;

AND THAT any necessary bylaws be presented to City Council for ratification.

### **Synergy North - Tree Replacement Strategy**

At the December 11, 2017 Committee of the Whole meeting, a deputation was held relative to the above noted. A resolution was passed recommending that Administration be directed to enter into discussions with Thunder Bay Hydro towards a more robust tree replacement program relative to trees removed in the course of line construction and maintenance and report back to Committee of the Whole including options for delays in removal/trimming to allow for proactive replacement planting including the property identified in the deputation.

Report R 80/2022 (Infrastructure & Operations - Engineering & Operations), recommending that tree reimbursement requirements related to maintenance and construction activities initiated by Synergy North follow the proposed strategy outlined in this report. **(Pages 57 – 60)**

WITH RESPECT to Report R 80/2022 (Infrastructure & Operations - Engineering & Operations), we recommend that tree reimbursement requirements related to maintenance and construction activities initiated by Synergy North follow the proposed strategy outlined in this report;

AND THAT continuous communication and education strategies be utilized by the City of Thunder Bay and Synergy North to advise residents of the potential risk of property buffer tree removals where trees are in close proximity to overhead power lines;

AND THAT Outstanding Item 2017-029-INO Request to Save Trees on City Property be removed from the outstanding list;

AND THAT any by-laws as necessary be presented for ratification.

### **Proposed Line Painting Standards for Multi-Use Trails**

At the August 9, 2021 Committee of the Whole meeting a resolution was passed directing Administration to review and develop a standard for walking trails and paths that increases safety and decreases collisions for users, and report back on or before March 7, 2022.

At the January 10, 2022 Committee of the Whole a resolution was passed directing Administration to defer items on the Outstanding List for all Departments by up to two (2) months.

Report R 82/2022 (Infrastructure & Operations - Engineering & Operations) recommending that the proposed solid yellow Centerline Painting Standard for Multi-Use Trails be adopted.  
**(Pages 61 – 70)**

WITH RESPECT to Report R 82/2022 (Infrastructure & Operations – Engineering & Operations), we recommend that the proposed solid yellow Centerline Painting Standard for Multi-Use Trails recommended by Administration be adopted;

AND THAT costs be included in the 2023 Capital Budget for Council's consideration to implement a solid yellow Centerline Painting Standard on the existing Multi-Use Trail network in 2023;

AND THAT the new Centerline Painting Standard be implemented on all new trails as they are constructed;

AND THAT an increase in Parks & Open Spaces Operating Budget, currently estimated in the range of \$11,000 – \$33,000, be included starting in 2027 for Council's consideration to re-paint approximately one fifth of the Multi-Use Trail centerlines annually;

AND THAT any necessary by-laws be presented to Council for approval.

### **City Council 2022 Remuneration**

Report R 78/2022 (City Manager's Office - Human Resources & Corporate Safety) recommending that the remuneration for City Council be amended for the annual adjustment of half the rate of inflation for 2021 for Thunder Bay. **(Pages 71 – 73)**

WITH RESPECT to Report R 78/2022 (City Manager's Office – Human Resources and Corporate Safety Division) as per the direction of City Council in Report R 29/2018, we recommend that the remuneration for City Council be amended for the annual adjustment of half the rate of inflation for 2021 for Thunder Bay (2.35%);

AND THAT this increase be retroactive to January 1, 2022;

AND THAT Administration continue to present annual adjustments as directed that equal half the rate of inflation for the previous calendar year for Thunder Bay;

AND THAT annual adjustments be presented to City Council for approval in conjunction with the annual review of By-law 164-1989 (Non-union and Managerial Personnel of the Corporation of the City of Thunder Bay);

AND THAT any necessary by-laws be presented to City Council for ratification.

### ***PETITIONS AND COMMUNICATIONS***

## **2022 Capital Contracts Update**

Memorandum from Director - Engineering & Operations Kayla Dixon relative to the above noted.  
**(Distributed Separately)**

## **Engineering Construction Contract Summary**

Memorandum from Director - Engineering & Operations Kayla Dixon, dated April 17, 2022 relative to the above noted, for information. **(Pages 75 – 82)**

## ***OUTSTANDING ITEMS***

### **Outstanding List for Operations as of April 19, 2022**

Memorandum from City Clerk Krista Power, dated April 19, 2022 providing the Operations Outstanding Items List, for information. **(Pages 83 – 85)**

## ***NEW BUSINESS***

## ***ADJOURNMENT***

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***MEETING DATE***      05/02/2022 (mm/dd/yyyy)

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***SUBJECT***              Confirmation of Agenda

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***SUMMARY***

Confirmation of Agenda - May 2, 2022 - Committee of the Whole

***RECOMMENDATION***

WITH RESPECT to the May 2, 2022 Committee of the Whole meeting, we recommend that the agenda as printed, including any additional information and new business, be confirmed.

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***MEETING DATE***      05/02/2022 (mm/dd/yyyy)

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***SUBJECT***              Deputation - Gone Too Soon Garden

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***SUMMARY***

Correspondence received from Karen Sadler Krzyzewski, Debbie Reed and Carolyn Karle received on March 30, 2022 requesting to appear before Committee to provide a deputation relative to the above noted.

***ATTACHMENTS***

1. Deputation Request letter - Gone Too Soon Garden

**April 25, 2022**

**Attention:**

Office of the City Clerk  
City Hall, 500 Donald Street East, 3rd floor  
Thunder Bay, Ontario P7E 5V3  
Krista Power, City Clerk  
([krista.power@thunderbay.ca](mailto:krista.power@thunderbay.ca)) fax 807-623-5468

**Re: Request to present a Deputation to Thunder Bay City Council**

**Karen Sadler Krzyzewski**

(Email) [karenkrzyzewski@hotmail.com](mailto:karenkrzyzewski@hotmail.com)

**Debbie Reed**

(Email) [debbra.reed@gmail.com](mailto:debbra.reed@gmail.com)

**Carolyn Karle**

(Email) [carolynkarle@gmail.com](mailto:carolynkarle@gmail.com)

**Proposed date of Deputation:**

May 2, 2022

**Who we are:**

Gone Too Soon Bereavement, Thunder Bay

**What we are requesting:**

Gone Too Soon Memorial Garden at the foot of Donald Street at the Kam Overlook Park

The following programmatic elements were previously discussed with the Parks and Open Spaces Planning Unit on March 24<sup>th</sup>, 2022.

## **PROPOSED:**

- 1) A weeping tree – (suggested a birch or willow tree)
- 2) Boulders or benches to be able to sit and reflect
- 3) A proper plaque/ sign to identify and message (there is a small ground plaque under the crab-apple tree)
- 4) Something to hang ribbons from.
- 5) An opportunity for the community at large to add names of those lost into the garden (ie, paving stone, or on some kind of panel)
- 6) Engagement with the vulnerable populations that currently use the park and the opportunity to involve the wider community that has been affected by the Opioid crisis in Thunder Bay.
- 7) Opportunity for a place to reflect and heal through the course of the garden development.

The City Parks and Open Spaces Planning unit supports the development of the **Gone Too Soon Garden** in principle and the following is an overview of proposed next steps that were discussed during the March 24<sup>th</sup> meeting with Administration.

## **Request:**

We request that City Council supports the proposed site enhancement and puts a motion on the floor to refer to the Administration of City Parks and Open Spaces Planning Unit.

## **Administration next steps:**

- 1) The Parks & Open Spaces Planning Unit would let their Supervisors as well as the Drug Strategy know of the discussion.
- 2) the Parks & Open Spaces Section would create a concept plan of the proposed garden layout for discussion.

The mothers of those gone too soon have utilized the site at the Kam Overview Park to honor our loved ones lost and engage with the most vulnerable population in the area.

We display tributes to those who are gone on the existing crab apple tree and the site has been respected with no damage done other than contributing environmental factors.

We view the development of this site as an opportunity to heal while sharing our strength and resilience's with others who are grieving.

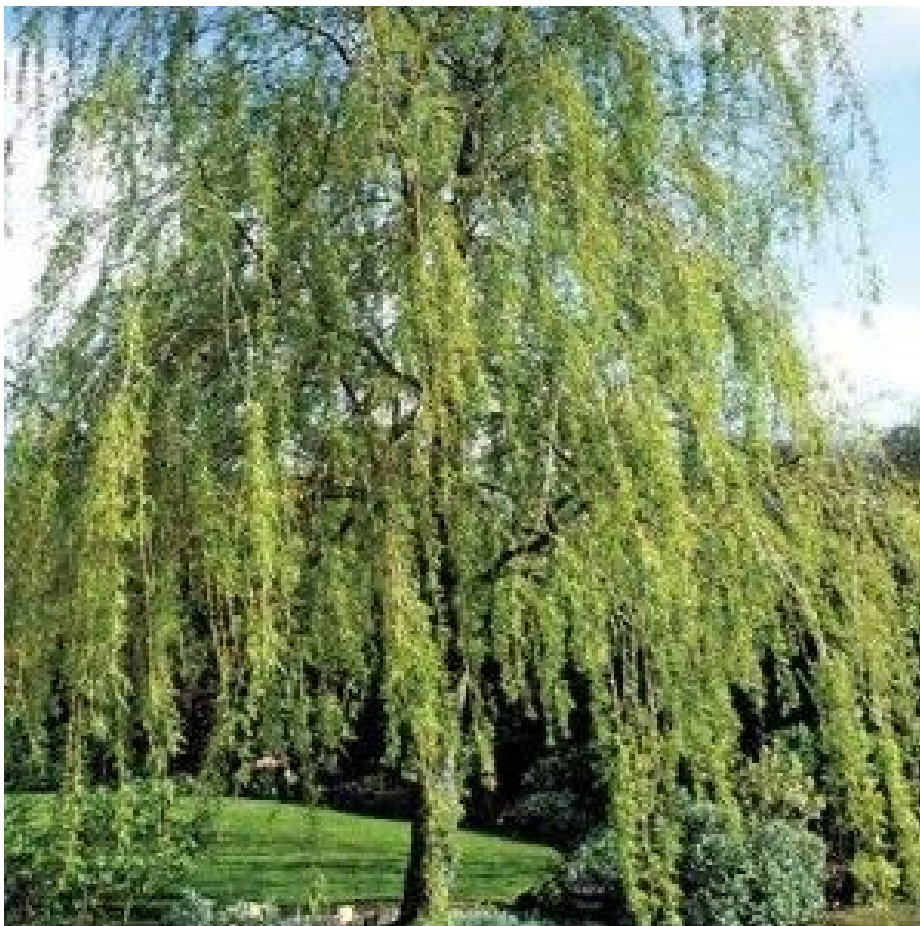
Development of this site to honor those we have lost will bring a renewed sense of purpose and support, not only for the family's of the lost, but also a place for those who have lost their friends fighting the disease of addiction.

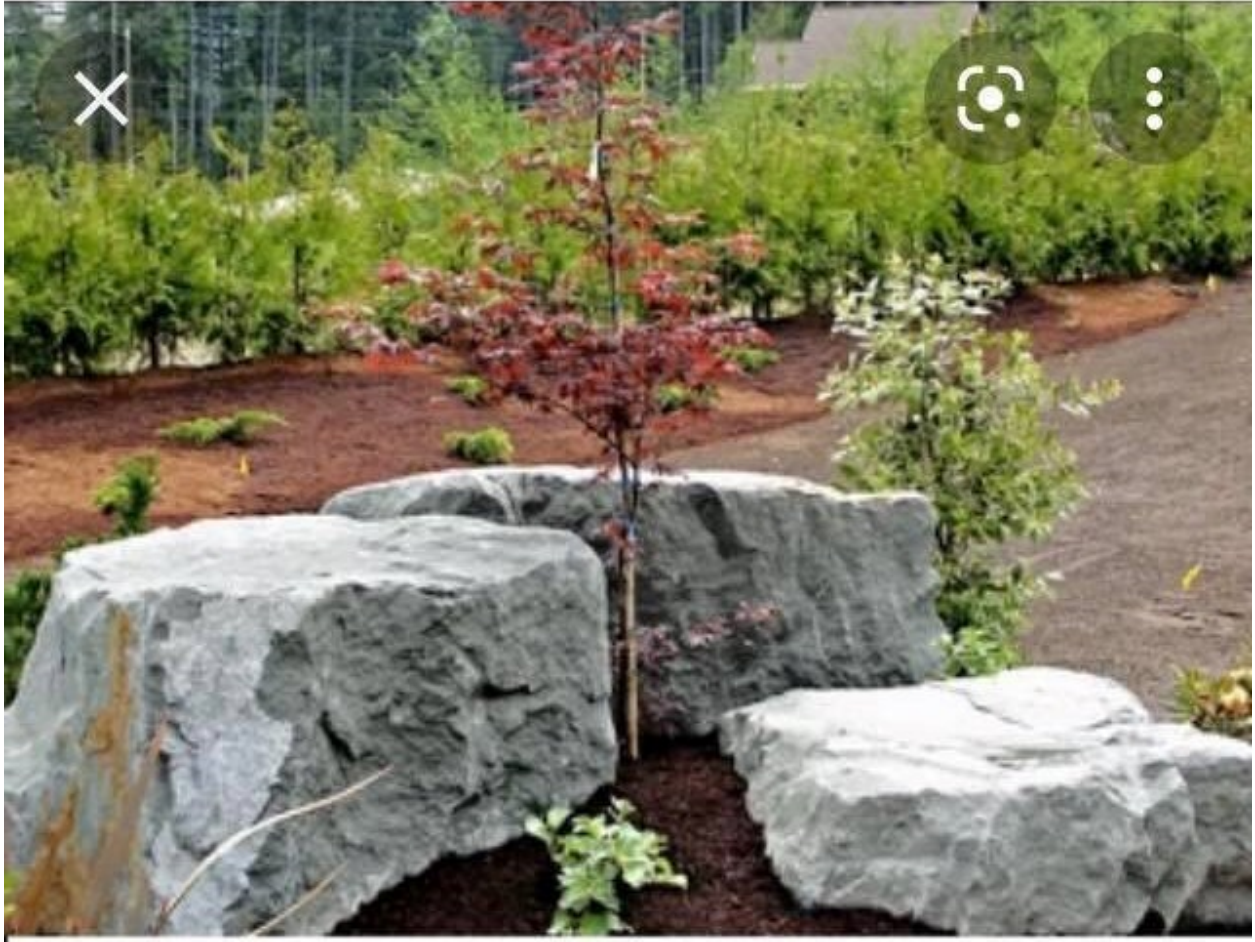
More and more often, the families of those who die from addiction are choosing to tell those stories publicly, in grief, but without shame, hoping that a true recounting of these personal stories might help others find a different path.

Many individuals suffering a loss related to substance use, often experience feelings of stigma. These feelings can be isolating for the person grieving if they encounter a sense of stigma related to the death. We propose this site will be a place of mutual understanding and acceptance. Being part of a group where you feel accepted and validated is important. Grief is not a club anyone wants to belong to. Being with others who understand the experience has great benefit to healing.

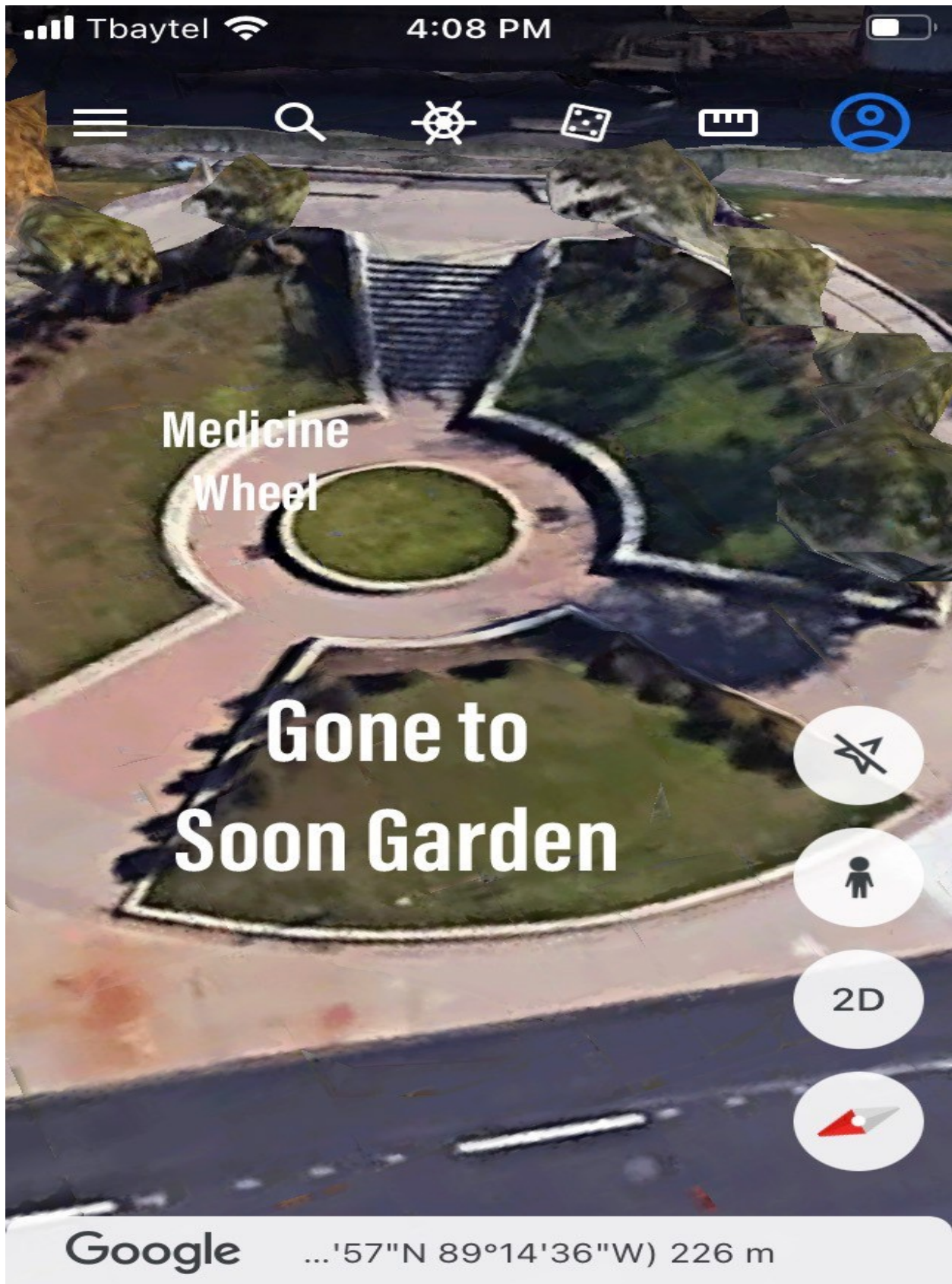
We believe that development of a Gone Too Soon Healing Garden will promote a sense of healing and hope.

**Some visions of development:**









**The proposed site of Gone Too Soon Memorial space:**





**Thank you for your consideration.**

**Respectfully,**

**Debbie Reed**

**Karen Krzyzewski**

**Carolyn Karle**

**For:**

**Gone Too Soon Bereavement, Thunder Bay**



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**MEETING DATE**     05/02/2022 (mm/dd/yyyy)

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**SUBJECT**             Clean, Green & Beautiful Committee Minutes

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***SUMMARY***

Minutes of Meeting 02-2022 of the Clean, Green & Beautiful Committee held on March 16, 2022, for information.

***ATTACHMENTS***

1. Minutes - CGB - March 16, 2022

**DATE:** MARCH 16, 2022**MEETING: 02-2022****TIME:** 10:01 AM**PLACE:** MICROSOFT TEAMS**CHAIR:** COUNCILLOR REBECCA JOHNSON**MEMBERS:**

Mayor Bill Mauro, *City Council*  
Councillor Rebecca Johnson, *City Council*  
Kerry Berlinquette, *Small Business Representative*  
Jean Charette, *Ministry of Tourism Culture & Sport*  
Kendall Donahue, *Citizen Representative*  
Sharon Godwin, *Thunder Bay Art Gallery*  
Jesse Hamilton, *EcoSuperior*  
Daniel Hansen, *Public Art Committee*  
Kyle Jessiman, *Medium Business Representative*  
Stephen Margarit, *Large Industrial Representative*  
Peter Mersch, *Landscape Designer*  
Diana Pallen, *Heritage Advisory Committee*  
Andy Puiatti, *Architectural*  
Albertus Viljoen, *Citizen Representative*

**OFFICIALS:**

Louisa Costanzo, *Supervisor – Cultural Development & Events*  
Lori Wiitala, *Council & Committee Clerk – Office of the City Clerk*

**1. WELCOME & DISCLOSURES OF INTEREST**

The Chair, Councillor Rebecca Johnson, called the meeting to order at 10:01 a.m. There were no disclosures of interest declared at this time.

**2. AGENDA APPROVAL**

It was the consensus of the Committee that the agenda for Meeting No. 02-2022 of the Clean, Green & Beautiful Committee held on Wednesday, March 16, 2022 be confirmed.

3. MINUTES OF PREVIOUS MEETING

It was consensus of the Committee to confirm the Minutes of Meeting 01-2022 held on February 16, 2022.

4. REVIEW OF POLICY AND TERMS OF REFERENCE

The Chair asked the committee if there are any recommended changes to the Clean, Green & Beautiful Policy and the following was presented:

Recommendation was made to remove the words “through the arts and architecture” under Policy Statement as it is stated under Principles as follows:

“A beautiful city is one that celebrates its cultural diversity and history through the design of its built form (streets, bridges, buildings and neighbourhoods) as well as through the arts (visual, performance and public spaces).”

It was the consensus of the committee to approve the above-mentioned change.

Discussion was held to clarify a part of the 2007 policy statement which read – “on an annual basis a minimum of 1 % of a typical gross capital budget will be included in the annual budget for Clean, Green & Beautiful initiatives”; this part of the policy was removed as Clean, Green & Beautiful Committee works with an annual budget assignment.

At 10:41 a.m. the Chair advised she had to step away from the meeting and Albertus Viljoen, Vice-Chair resumed meeting proceedings.

The Vice-Chair asked the committee if there are any recommended changes to the Terms of Reference and it was the consensus of the committee to approve the terms with no changes.

5. REVIEW OF EMERGING PROJECTS CRITERIA

The Vice-Chair asked the committee if there were any recommended changes to the Emerging Projects Application and it was the consensus of the committee to approve the application with no changes.

Discussion was held regarding who the administrative person would be to accept the applications and it was noted it would be discussed with the Office of the City Clerk and the committee would be informed.

The Vice-Chair asked the committee if there were any recommended changes to the School Grant Application and it was the consensus of the committee to approve the application with no changes.

6. ESTABLISH EMERGING PROJECTS WORKING GROUP

The Vice-Chair asked if committee members would commit to the Emerging Projects working group and the following members volunteered:

Kyle Jessiman  
Stephen Margarit  
Kendal Donahue

The Vice-Chair advised the committee he would forward the invitation to those not in attendance at the meeting.

Discussion was held regarding timelines of the working group and it was advised an answer would be provided at the next committee meeting.

The Chair later advised that prior to the meeting Biljana Baker submitted her name to work with the Emerging Projects Working Group and will include Biljana as a fourth member.

7. CLEAN, GREEN & BEAUTIFUL AWARD UPDATE

Kyle Jessiman provided the following update relative to the above-noted.

The extended deadline to receive applications was March 7, 2022; have received three (3) nominations to date and the committee will meet to discuss after April 18, 2022.

8. PUBLIC ART COMMITTEE UPDATE

Daniel Hansen provided the following update relative to the above noted.

- Maamawe Art Bus unveiling event: February 28, 2022 was well received and well attended; Mayor Bill Mauro and Albert Viljoen spoke at event
- Snow sculptures: 6 total carved, 1 winner – Henrietta Hermit Crab
  - just under 1500 votes online and in person
  - People's choice voting participation possibly record high
- Utility box wraps continue as weather improves

9. HERITAGE ADVISORY COMMITTEE UPDATE

Diana Pallen provided the following update relative to the above noted.

- Matt Szybalski & Laurie Abthorpe presentation provided an overview of HAC history; homeowners were invited as looking to put properties on register
- Library facility renewal plan – Lighthouse Consulting preparing information for 20 – 30 year facility plan
- First Nation Elder consultation – group supportive and interested in having Indigenous culture captured and respected, concern of finding potential un marked grave(s) in Vickers Park and were advised HAC would work with group to support
- Chippewa park carousel fund raising continues
- Heritage property anniversary celebration: sub-committee met and developed selection criteria
- Work continues with Doors Open
- Walleye articles will continue

10. EARTHCARE UPDATE

Kyle Jessiman provided the following update relative to the above noted.

- Summer Stevenson – new Sustainability Coordinator, Amy Coombs moving to Project Manager with Infrastructure & Operations
- New sustainability plan being developed, City survey provided 100 replies
- SWOT analysis being done, some groups overlap, work will continue, next step - public engagement
- Mike Dixon Retired, continue working with Robert Scott and Doug Picard
- LRCA work with Eco Superior: invasive species removal, volunteer opportunity available
- By-law on biodiversity – work being done to amend existing by-law regarding boulevard gardens, may look to focus on private property instead

11. DOWNTOWN FORT WILLIAM REVITALIZATION COMMITTEE UPDATE

Stephen Margarit provided the following update relative to the above noted.

Urban Systems questionnaire provided insight on commonalities between committees vision for area:

- preservation of architecture and history
- new investments
- work with Indigenous community to create presence
- traffic – vehicular and non-vehicular
- tourism promotion
- promote more residential
- Simpson Street and what part it plays in vision

- Parking being an issue
- Programming and events

Committee is looking to have an in person meeting including a neighbourhood walking tour.

Discussion was held regarding addressing social issues in the Downtown Fort William area prior to revitalization and it was confirmed that addressing social issues was part of the rationale for the creation of the committee and is part of the strategic plan.

- The following examples were provided regarding work being done to assist with social issues: Downtown North core saw significant improvement once revitalization began
- The City of Thunder Bay contributes \$400,000 annually to the local Shelter House
- Red River housing project was approved to include 75 mental health & addiction beds
- Working with Big City Mayors, Mayor Mauro assisted the City of Thunder Bay to receive approval for 34 mental health & addiction beds

Discussion was held around new additions to the Waterfront which also assist with bringing people to Thunder Bay and include: Pool 6 revitalization including cruise ship offerings, Science North project and the Thunder Bay Art Gallery project.

Discussion was held regarding turning Red River Road into a one-way street and the committee was advised that traffic studies have been completed and next steps would be public engagement.

11:06 p.m. The Vice-Chair left the meeting and The Chair resumed to oversee the meeting.

## 12. ROUNDTABLE & ANNOUNCEMENTS

Diana Pallen advised committee that she is stepping down from the Museum board and will no longer be a representative of Heritage Advisory Committee on Clean, Green & Beautiful Committee.

The Chair extended thanks for Diana's participation and involvement with the committee over the years and well wishes going forward.

## 13. NEXT MEETING

- Wednesday, April 20, 2022
- Wednesday, May 18, 2022
- Wednesday, June 15, 2022 (tentative lunch meeting at Art Gallery)
- July – Project Tour
- Wednesday, December 14, 2022

14. ADJOURNMENT

The meeting adjourned at 11:19 a.m.

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***MEETING DATE***      05/02/2022 (mm/dd/yyyy)

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***SUBJECT***              Earthcare Advisory Committee Minutes

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***SUMMARY***

Minutes of Meeting 03-2022 of the Earthcare Advisory Committee held on March 1, 2022, for information.

***ATTACHMENTS***

1. Minutes - Earthcare Advisory Committee - March 1, 2022

**DATE:** March 1 , 2022**MEETING NO.:** 03-2022**TIME:** 4:03 P.M.**PLACE:** Microsoft Teams Meeting**CHAIR:** Councillor Andrew Foulds

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**PRESENT:**

Councillor Andrew Foulds  
Margaret Wanlin  
Shannon Costigan  
Jane Todd  
Courtney Strutt

**OFFICIALS:**

Amy Coomes, Sustainability Coordinator  
Summer Stevenson, Net Zero Strategy Coordinator  
Jacob Porter – Climate Adaptation Coordinator  
Michelle Warywoda, Director – Environment Division  
Lynae Grace – Administrative Assistant - Environment

**GUESTS:**

Jodi Wright, Communications Specialist – Corporate  
Communications & Community Engagement  
Gillian Leitch – Minogin Gitigaanis Society  
Verlin James – Minogin Gitigaanis Society

**1.0 WELCOME AND DISCLOSURES OF INTEREST**

The meeting was called to order at 4:03 p.m. There were no disclosures of interest declared at that time.

**2.0 APPROVAL OF AGENDA**

Amy Coomes requested a revision to the agenda – under item 5.0 Business arising from previous minutes – change “Local Tree Nursery Memo to Zoning By-law Memo.

THAT the revised Agenda for Meeting No. 01-2022 of the EarthCare Advisory Committee, held January 4, 2022, including any additional information and new business, be confirmed.

**MOVED BY:** Margaret Wanlin

**SECONDED BY:** Jane Todd

**CARRIED**

### 3.0 PRESENTATIONS

- 3.1 Jodi Wright of Corporate Communications & Community Engagement gave a presentation on the Public Engagement Program, followed by Q&A.
- 3.2 The Minogin Gitigaanis Society is a Thunder Bay group of First Nations youth, Elders and language teachers who share food and medicine growing from seed and cultural, language and ecological restoration skills. Together they have funded, designed, installed and maintained the Dennis Franklin Cromarty HS Garden Complex since 2018. Members Myla and Kieran created the Orange Flower Memorial project and have shared it with a host of municipalities, schools and community groups who have really responded deeply with the experiences shared. A Q&A period followed.

### 4.0 MINUTES OF PREVIOUS MEETING

THAT the Minutes of Meeting No. 02-2022 of the EarthCare Advisory Committee, held February 8, 2022, to be confirmed.

MOVED BY: Shannon Costigan

SECONDED BY: Jane Todd

CARRIED

### 5.0 BUSINESS ARISING FROM PREVIOUS MINUTES

#### 5.1 Zoning By-Law Memo

THAT the Zoning By-Law review memo be sent to City Council for approval.

MOVED BY: Shannon Costigan

SECONDED BY: Margaret Wanlin

CARRIED

### 6.0 NET ZERO UPDATE

1. **LEAD: Provide civic leadership to advance mutual respect, equal opportunity and hope.**
- a. Community Efficiency Financing Feasibility Study
    - i. Designed Risk Assessment Workshop for internal PAT. Workshop to be held on March 7 to assess LIC financing risks.
    - ii. Initiated engagement with local credit unions.

- iii. Get Involved page has been designed and will be publicly available this month. Work on engagement strategy and communications plan continues.
  - iv. Selected to present at AMO Municipal Energy Symposium on March 31.
  - b. Supported ongoing initiatives
    - i. Follow-up for DE pre-feasibility study.
    - ii. Initiated scan of corporate reports delivered since approval of Net-Zero Strategy to support NZS reporting. Developing reporting framework.
2. **SERVE: Advance service excellence through a citizen focus and best use of technology.**
- i. March Engagement:
    - AMO Municipal Energy Symposium, March 31 – April 1.
3. **GROW: Focus on city building and social infrastructure to strengthen our economy, lifestyle and wellbeing & RENEW: Focus on essential infrastructure, revitalize our cores and enhance our Image Routes.**

## 7.0 SUSTAINABILITY UPDATE

### 1. **LEAD: Provide civic leadership to advance mutual respect, equal opportunity and hope.**

- a. Review and propose updates to the Sustainability Plan to further the Community's commitments to sustainability and climate adaptation
  - i. SWOT workshops have begun with the working groups to review how members feel the group is functioning and present opportunities
  - ii. Next working group meetings will do a deep dive into goals and objectives for the group and ways to potentially meet those goals.
  - iii. Working with Indigenous Relations Office on engagement strategies and possibility of collaborating on several events in the spring/summer.
  - iv. Following working group workshops, we will develop engagement workshops for community groups.

### 2. **SERVE: Advance service excellence through a citizen focus and best use of technology**

- a. Working Groups/Partner projects:
  - i. Working with the CTB Wellness Coordinator and Parks on a naturalization garden project for city employees with education on why native species are important and what you can do in your yard to increase biodiversity.
  - ii. Research and Innovation Week at Lakehead University March 7 to 11: Theme - Planetary stewardship is the act of respecting and caring for our home, Earth. It is clear that humans need to change their ways if

we are to be honest stewards. Some areas, like addressing climate change, require more action now. This change ranges from local to global settings, to enhance the combined sustainability of human well-being and the planet's ecosystems. As we are confronted with environmental and social inequalities, this is a time to listen, learn, explore, discover and act. This is our planet, our home, and research and innovation can be a catalyst for change.

- iii. LRCA – Fisherman's Park West project is wrapping up with an educational sign going in the space.
- iv. Community Greening is finishing an article for the Walleye Green Issue regarding the benefits of trees and Arbor Day. Applying to CGB for pollinator garden signs which would highlight the different plants present in the gardens, the pollinators that may be present, and how residents can encourage the same benefits on their own property. Orange Flower Project with Parks and Indigenous Relations Office.
- v. Waste - Call2Recycle® has selected The City of Thunder Bay to receive their Leader in Sustainability Award.

**3. GROW: Focus on city building and social infrastructure to strengthen our economy, lifestyle and well-being & RENEW: Focus on essential infrastructure, revitalize our cores and enhance our Image Routes**

- a. Researching the Low Carbon Economy Fund and what projects might be eligible to apply for.
- b. Researching for grant opportunities for changing Golf carts over to electric and the infrastructure required to do so.
- c. Submitted an application to ICLEI Canada to pilot a volunteer project providing education at local events.
- d. Working with Dr. Rebecca Schiff at Lakehead University on the voluntary local review of Sustainable Development Goals presentation at the Together 2022 conference on March 4th, how the City and Partner organizations are environmental sustainability goals and track progress.
- e. Invited to present at Asset Management Ontario's Climate Change and Asset Management Committee Meeting for March on RPWCO's Roadmap to Climate Resilience and how Thunder Bay is incorporating Climate Change into Asset Management.
- f. Social media posts every day this week about Invasive Species for National Invasive Species Week.
- g. Emily Posteraro, from the Invasive Species Centre would like to present to the EarthCare Advisory Committee in April.

**8.0 CLIMATE ADAPTATION UPDATE**

**1. LEAD: Provide civic leadership to advance mutual respect, equal opportunity and hope.**

**2. SERVE: Advance service excellence through a citizen focus and best use of technology**

- i. Presented to the First Nations Emergency Management Symposium on Tuesday on the topic of Climate Resilience on February 15

**3. GROW: Focus on city building and social infrastructure to strengthen our economy, lifestyle and well-being & RENEW: Focus on essential infrastructure, revitalize our cores and enhance our Image Routes**

- i. RPWCO Roadmap for assessing climate vulnerabilities is being piloted on urban flooding risk on a section of intercity, one of the first ones assessed in phase 2 of the intercity flood study, and we are supporting Risk Sciences International with feedback on newly implemented tools.  
<http://www.rpwco.ca/climate-roadmap-webinars>
- ii. Second climate-related emergency exercise project planning is underway, engaging some of the broader emergency partnerships formed in COVID-19 response
- iii. Participating in Advancing adaptation partnership program with ICLEI Canada. Will be investigating topic of resilience hubs. Supporting ICLEI Canada on a related application that could support additional long term implementation

9.0 WORKING GROUP UPDATE FOR LIAISONS – No report

10.0 UPCOMING EVENTS

Canada Water Week – March 21-27, 2022

11.0 NEW BUSINESS

Discussion on whether the EAC should support an invitation to invite Charles Marohn back to do a presentation to the community on Strong Forums. It was decided that the EAC would not be supporting this.

12.0 NEXT MEETING

Committee meetings are held on the first Tuesday of each month, except July and August, at 4:00 p.m. in the McNaughton Room, City Hall, 500 Donald Street E. unless otherwise notified.

The 2022 meeting schedule is as follows:

- April 5, 2022
- May 3, 2022
- June 7, 2022

- September 6, 2022
- October 4, 2022
- November 1, 2022
- December 6, 2022

### 13.0 ADJOURNMENT

The meeting was adjourned at 5:30 p.m.

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# Corporate Report

<b>DEPARTMENT/ DIVISION</b>	Infrastructure & Operations/Central Support	<b>REPORT NO.</b>	R 26/2022
<b>DATE PREPARED</b>	02/11/2022	<b>FILE NO.</b>	
<b>MEETING DATE</b>	05/02/2022 (mm/dd/yyyy)		
<b>SUBJECT</b>	External Funding for Various Capital Works		

## **RECOMMENDATION**

WITH RESPECT to Report R 26/2022 (Infrastructure & Operations – Central Support), we recommend approval of the receipt and expenditure of funding from external sources including Northern Ontario Heritage Fund Corporation, Tree Chipping Revenue from Resolute, Environment and Climate Change Canada, Minister of Transport, Trans Canada Trail, The Friends of Chippewa Park and Conservatory Donations as outlined in this Report;

AND THAT Appropriation Change Order No. 34 be approved;

AND THAT the Mayor and the Clerk be authorized to sign any necessary documents relative to receipt of funding from the above noted funding sources;

AND THAT any necessary By-laws be presented to City Council for ratification.

## **LINK TO STRATEGIC PLAN**

This report supports the Vision and Priorities of the 2019-2022 Corporate Strategic plan to foster partnerships and prioritize financial sustainability to provide and maintain service levels and infrastructure. This report outlines eight projects where Infrastructure & Operations has accessed external funding directly and with the support of partner organizations.

## **EXECUTIVE SUMMARY**

This report provides information to City Council about funding received outside of the 2021 Budget process. It addresses funds received from external sources including Northern Ontario Heritage Fund Corporation, Tree Chipping Revenue from Resolute, Environment and Climate Change Canada, Minister of Transport, Trans Canada Trail, The Friends of Chippewa Park and Conservatory Donations and outlines its use for Capital and Operating works within the Infrastructure & Operations Department.

## ***DISCUSSION***

### **Trowbridge Forest Trails – Black Sheep Mountain Bike Club**

Northern Ontario Heritage Fund Corporation (NOHFC) has provided a financial contribution of \$760,000, CEDC MAT support totalling \$250,000, and Client Contributions totalling \$450,000. These funds are used to develop a year round mountain bike trail network and multi-use trails that cover 21.5 km in the Trowbridge Forest. The project will create a unique sports tourism asset that will provide local mountain bike riders and mountain bike tourists with trails designed and constructed to internationally recognized standards.

### **Resolute Forest Products Inc. – Biomass Supply Agreement**

Resolute Forest Products Inc. provided a financial contribution of \$16,593.82 for deliveries of biomass chips sourced from local City trees to the Thunder Bay Pulp and Paper Mill, including Ash trees removed as part of the Emerald Ash Borer Management Plan. Applications for additional Biomass Supply Agreements will be made yearly.

### **Access / Egress Study**

National Disaster Mitigation Program (NDMP) provided financial contributions of \$57,500. These funds support a study determining the most appropriate and cost effective mitigation measures for safe access and egress for bridges, roads, and culverts that over-top during regional flood events. The proposed project will focus on the McIntyre River, Neebing River, McVicar Creek, and Pennock Creek areas of the City of Thunder Bay

### **Intercity Drainage Storm Model**

NDMP financial contributions of \$250,000 funds phase two of the Flood Mitigation Plan, including completing the final modeling and detailed design for several of the Larger Scale Flood Mitigation Options, namely the John Street Outfall Ditch (& associated storm sewer improvements), Lyons Pond (& associated storm sewer improvements), and the Ontario Street (Trestle Area) Pump Station upgrades (& associated storm sewer improvements). This project will include a critical assessment of priority flood prone areas, and is intended to reduce the impact and likelihood of disasters associated with flood and more frequent and intense rainfall events by increasing system capacity and resilience.

### **The Friends of Chippewa Park – Chippewa Carousel**

The Friends of Chippewa Park provided \$15,296.05 towards renewal of the Chippewa Carousel to cover expenses incurred in 2021.

### **Conservatory**

The Conservatory received donations of \$7,550.00.

### **Prince Arthur's Landing**

Costs of \$154,913.14 for work completed for the hotel and condo development during the construction of Prince Arthur's Landing were recuperated.

### **Emergency Response**

Minister of the Environment, Conservation and Parks (MECP) will provide financial contributions of \$30,000.00 to develop a framework to carry out regional emergency exercises that tests and validates plans, policies, procedures, and interagency agreements; train personnel and clarify roles and responsibilities; improve interagency coordination and communication; as well as identify gaps in resources and areas for improvements.

### **Resilience Roadmap**

The Ministry of Environment, Conservation and Parks (MECP) will provide financial contributions of \$85,000.00. The objective of the Project is to train, pilot and promote a novel climate resilience roadmap/guidance document for municipal infrastructure systems in order to improve the understanding of climate change vulnerabilities for communities in the Great Lakes Basin. Informing the training will be the guidance document "A Climate Resilience Roadmap for Ontario Municipal Infrastructure and Systems" ("the roadmap"), recently commissioned and completed by the Regional Public Works Commissioners of Ontario (RPWCO) Climate Change Subcommittee.

### **City of Thunder Bay Community Efficiency Financing Feasibility Study**

Federation Canadian Municipalities (FCM) will provide financial contributions of \$116,800.00. The purpose of this feasibility study is to identify the opportunities and challenges that may arise during the development of a residential energy efficiency financing program for homeowners in the City of Thunder Bay using a Local Improvement Charge (LIC) or Property Assessed Clean Energy (PACE) financing model.

### ***LINK TO EARTHCARE SUSTAINABILITY PLAN***

One of the projects outlined in this report responds to specific Waste challenges faced by the City of Thunder Bay. The Resolute Forest Products Inc. Agreement allows Resolute to purchase waste wood chips creating a revenue source for the City. This will reduce waste through an integrated waste management approach that provides benefit to both the City and Resolute Forest Products Inc. Other projects receiving funding support green infrastructure and mitigation of invasive species which also support goals of the EarthCare Sustainability Plan and work groups.

### ***FINANCIAL IMPLICATION***

Administration of these projects will be carried out within existing resources, with funding as outlined in Appropriation Change Order No. 34 and funds deposited to the Infrastructure & Operation Capital and Operating accounts.

## ***CONCLUSION***

It is concluded that the Appropriation Change Order No.34 should be approved for Infrastructure & Operations Capital Projects as outlined in this Report.

## ***BACKGROUND***

The Infrastructure & Operations Department oversees the management of various public assets and makes applications where appropriate and available, for support from various levels of government and other agencies to support the operation and maintenance of sustainable infrastructure.

## ***REFERENCE MATERIAL ATTACHED:***

Attachment A - Appropriation Change Order No. 34

***PREPARED BY: Laurie Fors – Supervisor Budgets & Capital Programs – Central Support***

THIS REPORT SIGNED AND VERIFIED BY: (NAME OF GENERAL MANAGER)	DATE:
Kerri Marshall, General Manager – Infrastructure & Operations	April 22, 2022

<b>The City of Thunder Bay</b>		DATE: <u>December 31, 2021</u>
DEPARTMENT: Infrastructure & Operations	<b>REQUEST FOR APPROPRIATION CHANGE</b>	<div style="border: 1px solid black; width: 60px; height: 20px; margin: 0 auto;"></div>
DIVISION: Engineering /Parks	<b>REQUEST FOR ADDITIONAL APPROPRIATION</b>	<div style="border: 1px solid black; width: 60px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">X</div> <div style="border: 1px solid black; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 10px auto;">34</div> APPROP NO.

WBS ELEMENT	DESCRIPTION	BUDGET AVAILABLE	INCREASE	DECREASE	ADMIN USE	
					IM Position	Fund Code
IOT-PKS-210003-RT-02-2	Trowbridge Forest Trails - NOHFC	-	760,000.00		5.4	11
	NOHFC			760,000.00		
IOT-PKS-210003-RT-02-3	Trowbridge Forest Trails	-	450,000.00		5.4	66
	Client Contribution - Blacksheep FEDNOR			450,000.00		
IOT-PKS-210003-RT-02-4	Trowbridge Forest Trails	-	250,000.00		5.4	66
	Client Contribution - Blacksheep CEDC MAT			250,000.00		
IOT-ENG-190001-PF-09-2	Access/Egress Study		57,500.00		5.2	75
	NDMP			57,500.00		
IOT-ENG-210001-PF-10-1	Market Square/Sleeping Giant Parkway		154,913.14		5.2	66
	Client Contribution			154,913.14		
IOT-ENV-210001-ST-14-2	Intercity Drainage Storm Model		250,000.00		5.3.1	75
	NDMP			250,000.00		
IOT-PKS-210001-GP-14-1	Chippewa Carousel		15,296.05		5.4	66
	TFOCP			15,296.05		
IOT-PKS-210001-GP-11-1	Conservatory Donations		7,550.00		5.4	66
	Client Contribution			7,550.00		
IOT-PKS-210005-UF-05-1	Forestry Chipping		16,593.82		5.4	66
	Resolute			16,593.82		
			1,961,853.01	1,961,853.01		

EXPLANATIONS/REASONS:  Coporate Report 26/2022 External Funding for Various Capital Works	EFFECT ON LEVEL OF SERVICE:  <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">DECREASE <div style="border: 1px solid black; width: 60px; height: 20px; margin: 0 auto;"></div></div> <div style="text-align: center;">INCREASE <div style="border: 1px solid black; width: 60px; height: 20px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">X</div></div> <div style="text-align: center;">MAINTAINED <div style="border: 1px solid black; width: 60px; height: 20px; margin: 0 auto;"></div></div> </div> <div style="border: 1px solid black; height: 100px; margin-top: 10px;"></div>
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PREPARED BY: _____ Shari Dykeman  REVIEWED BY: <i>Kerri Marshall</i> K. Marshall GENERAL MANAGER Infrastructure & Operations	VERIFIED BY <b>FINANCE:</b> <i>M Gallagher</i> Moira Gallagher, CPA, CMA Budget & Planning Accountant Corporate Services & Long Term Care Department	<b>COMMITTEE OF THE WHOLE</b>  <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 2px;">APPROVED</div> <div style="border: 1px solid black; padding: 2px;">NOT APPROVED</div> </div> <div style="border: 1px solid black; height: 20px; margin: 2px auto; width: 100px;"></div> DATE: _____
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# Corporate Report

<b>DEPARTMENT/ DIVISION</b>	Infrastructure & Operations - Engineering & Operations	<b>REPORT NO.</b>	R 77/2022
<b>DATE PREPARED</b>	04/12/2022	<b>FILE NO.</b>	
<b>MEETING DATE</b>	05/02/2022 (mm/dd/yyyy)		
<b>SUBJECT</b>	Boulevard Lake Dam Gate Controls Single Source		

## **RECOMMENDATION**

WITH RESPECT to Report R 77/2022 (Infrastructure & Operations – Engineering and Operations), we recommend that Automation Now be awarded the work involved with automation of the gates at Boulevard Lake Dam at a cost of \$199,738.28 plus HST;

AND THAT the Mayor and City Clerk be authorized to sign all documentation related to these matters;

AND THAT any necessary bylaws be presented to City Council for ratification.

## **EXECUTIVE SUMMARY**

Administration is recommending single sourcing the work involved to bring the gates at Boulevard Lake Dam to a fully automated state to Automation Now at a cost of \$199,738.28 plus HST. This is due to Automation Now's familiarity and current maintenance service agreement they have with the City with respect to the Supervisory Control and Data Acquisition (SCADA) system at Bare Point where the automated gates will be controlled from.

## **DISCUSSION**

### **Supply Management By-Law**

The Supply Management By-Law, Corporate By-law 113-2011, governs the way the Corporation purchases supplies, equipment and services. Clause 4.09 of the By-Law deals with the Negotiation Method for Goods and Services Valued at More than \$60,000. Negotiating with a single bidder rather than going out to the market can be applied under the following circumstances:

- (a) due to market conditions, Goods and Services are in short supply;
- (b) it is a Sole Source circumstance (including circumstances where only one Bidder submitted an acceptable Bid);

- (c) all acceptable Bids exceed the amount budgeted for the Goods and Services and the lowest Bid is within twenty (20%) percent of budget;
- (d) market research indicates that the extension or reinstatement of an existing Contract would be more cost-effective or beneficial to the Corporation;
- (e) a Single Source is being recommended because it is more cost-effective or is otherwise more beneficial; or
- (f) when authorized by Council.

If it is determined that the Negotiation Method is suitable, the requisitioning Department Head shall prepare and submit a report to Council seeking approval for the use of this method prior to making any Contract award.

In this case both (d) and (e) apply.

The rehabilitation of Boulevard Lake Dam is soon to be substantially complete from a construction perspective. A number of administrative tasks remain including updating a number of regulatory plans and permits, as well as specialized work to complete the full automation of the existing gates.

Updating of a number of these plans will outline the logic behind which the gates are to operate under normal, low flow and high flow conditions. Once these operating constraints have been defined, the City will have the logic by which the operation of the gates at Boulevard can be completely automated.

Currently, the gates are remotely operated on site on an as needed basis dependant on water level fluctuations, potential precipitation and other rationale outlined in permits and approvals with the Ministry of Environment, Conservation and Parks (MECP) and Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDMNR).

The work to automate the gates include the installation of communication hardware at the actuators which raise and lower the gates and within the gate house, programming the logic by which the actuators will operate, and installing communications with the City's SCADA system at Bare Point by which water levels and gate operations can be monitored.

### ***FINANCIAL IMPLICATION***

A cost has been provided to complete the gate automation work of \$199,738.28 plus HST. Funds are available from carry forward and the 2021 Capital Budget for this work.

### ***CONCLUSION***

It is concluded that Automation Now should be awarded the gate automation work at Boulevard Lake Dam at a cost of \$199,738.28 plus HST.

***BACKGROUND***

None.

***REFERENCE MATERIAL ATTACHED:***

None.

***PREPARED BY: KAYLA DIXON, DIRECTOR – ENGINEERING & OPERATIONS***

THIS REPORT SIGNED AND VERIFIED BY: (NAME OF GENERAL MANAGER)	DATE:
Kerri Marshall, General Manager – Infrastructure & Operations	April 22, 2022

# Corporate Report

<b>DEPARTMENT/ DIVISION</b>	Infrastructure & Operations - Engineering & Operations	<b>REPORT NO.</b>	R 39/2022
<b>DATE PREPARED</b>	03/02/2022	<b>FILE NO.</b>	
<b>MEETING DATE</b>	05/02/2022 (mm/dd/yyyy)		
<b>SUBJECT</b>	Contract 1, 2022 - Asphalt Resurfacing		

## **RECOMMENDATION**

WITH RESPECT to Report R 39/2022 (Infrastructure & Operations – Engineering & Operations), we recommend that Contract 1, 2022 for Asphalt Resurfacing be awarded to Bruno’s Contracting [Thunder Bay] Limited, which submitted the lowest tender in the amount of \$4,104,607.48 (inclusive of HST); it being noted that the amount shown is based on estimated quantities; final payment for this Contract will be based on measured quantities for the completed work;

AND THAT the General Manager of Infrastructure and Operations report significant variations in the Contract quantities to City Council;

AND THAT the Mayor and Clerk be authorized to sign all documentation related to this matter;

AND THAT any necessary By-laws be presented to City Council for ratification.

## **LINK TO STRATEGIC PLAN**

This report directly supports ‘Our Priorities’ of the 2019-2022 Corporate Strategic Plan, through renewal of City infrastructure. This project includes the rehabilitation of the pavement surface on several City streets based on Engineering’s asset management plan.

## **EXECUTIVE SUMMARY**

This report recommends Contract No. 1, 2022 for Asphalt Resurfacing, which involves repaving of various streets within the City of Thunder Bay, be awarded to the lowest bidder, Bruno’s Contracting. The 2022 Capital Budget and carry forward accounts includes sufficient funding for this work.

## **DISCUSSION**

As a result of the call for tenders, three [3] responses as listed below were received for Contract

1, 2022 – Asphalt Resurfacing. The tendered costs include the applicable HST. The bids have been checked for mathematical errors and the corrections noted.

CONTRACTOR	TENDER OPENING BID	CORRECTED BID
Bruno's Contracting	\$4,104,607.48	
Taranis Contracting Group	\$4,138,457.03	
Pioneer Construction	\$4,446,037.38	

The pre-tender estimate for this contract was \$3,669,042.77. This estimate was undertaken prior to the changes in the global market. Construction costs related to materials and fuel pricing have significantly risen since original estimates were completed.

Under this contract, sections of City streets will be rehabilitated by removing the existing asphalt pavement (full depth or partial depth) and placing a new layer of asphalt pavement. This contract also includes spot repairs to roadway drainage, sidewalks, curb and gutter, and street lighting.

Asphalt rehabilitation will be completed on sections of Dawson Road and Memorial Avenue.

Additionally, the asphalt surface of several residential streets will be resurfaced. The residential work includes paving on sections of Kenwood Avenue, Melvin Street, Parsons Avenue, RS Piper Avenue, and Valley Street.

Miscellaneous paving to correct asphalt deformations at specific locations will be carried out on Algoma Street, Arthur Street, Central Avenue, Edward Street, Fort William Road, Hill Street, James Street, Red River Road, Water Street, and other miscellaneous locations.

Asphalt rehabilitation work will be completed on the CN Railway grade crossing surface located on James Street South.

This contract also includes grading and drainage improvements on Melbourne Road between Dog Lake Road and Alice Avenue. This work is being done in preparation for application of surface treatment on this section of road. Surface treatment will be completed later this year under a separate quotation.

Bruno's Contracting submitted the lowest tender for this contract. Bruno's has previously completed similar asphalt resurfacing contracts for the City. Administration recommends this firm is qualified to undertake the work.

### ***FINANCIAL IMPLICATION***

There are sufficient funds within the 2022 Capital Budget and capital carry forward for the rehabilitation of streets listed in this contract. As per the memorandum from K. Dixon, Changes to 2022 Capital Program, dated April 21, 2022, reallocation of funds within the 2022 program

are required to fund the full scope of work due to increased material and fuel costs. It is recommended that all work proceed.

The following financial breakdown is provided:

Contract Tendered Price:	\$4,104,607.48
Less HST Rebate:	<u>\$408,281.31</u>
<b>Subtotal:</b>	\$3,696,326.17
Engineering and Other City Costs:	<u>\$275,000.00</u>
<b>TOTAL COST:</b>	<b>\$3,971,326.17</b>

This contract includes a contingency allowance for work that is unforeseen. These funds can only be expended with the approval of the General Manager of Infrastructure and Operations.

### **CONCLUSION**

It is concluded that Contract 1, 2022 should be awarded to the low bidder Bruno's Contracting and that all work should proceed.

### **BACKGROUND**

The 2022 Capital Budget, Corporate Report 1/2022 (Corporate Services and Long Term Care – Financial Services) Proposed 2022 Operating and Capital Budget, includes tax base funding, Canada Community Building Fund, Ontario Community Infrastructure Fund and EIRP funding for asphalt rehabilitation on various streets within the city.

Infrastructure and Operations Department asset management plan incorporates a pavement management system developed in 2000 which is used as a tool to help Administration prioritize roadwork.

### **REFERENCE MATERIAL ATTACHED:**

None

**PREPARED BY: Matthew Miedema, P. Eng., Project Engineer**

THIS REPORT SIGNED AND VERIFIED BY: (NAME OF GENERAL MANAGER)	DATE:
Kerri Marshall, General Manager – Infrastructure & Operations	April 19, 2022

# Corporate Report

<b>DEPARTMENT/ DIVISION</b>	Infrastructure & Operations - Engineering & Operations	<b>REPORT NO.</b>	R 40/2022
<b>DATE PREPARED</b>	03/02/2022	<b>FILE NO.</b>	
<b>MEETING DATE</b>	05/02/2022 (mm/dd/yyyy)		
<b>SUBJECT</b>	Contract 3, 2022 - Sewer & Watermain I		

## **RECOMMENDATION**

WITH RESPECT to Report R 40/2022 (Infrastructure & Operations – Engineering & Operations), we recommend that Contract 3, 2022 - Sewer and Watermain I be awarded to Makkinga Contracting and Equipment Rentals, which submitted the lowest tender in the amount of \$6,320,669.13 (inclusive of HST); it being noted that the amount shown is based on estimated quantities; final payment for this Contract will be based on measured quantities for the complete work;

AND THAT the General Manager of Infrastructure and Operations report significant variations in the Contract quantities to City Council;

AND THAT the Mayor and Clerk be authorized to sign all documentation related to this matter;

AND THAT Appropriation #10 be approved;

AND THAT any necessary by-laws be presented to City Council for ratification.

## **LINK TO STRATEGIC PLAN**

This report directly supports ‘Our Priorities’ of the 2019-2022 Corporate Strategic Plan, through renewal of City infrastructure. This project includes the replacement of sewer and water infrastructure based on the Engineering Division’s asset management plan.

## **EXECUTIVE SUMMARY**

The 2022 Capital Budget provides funds for rehabilitation of roads, watermains, sanitary sewers, storm sewers, green infrastructure, bike lanes and new sidewalks on sections of Wiley Street, James Street and Beaverhall Place. There were three (3) tenders received for this work. The low tender for this Contract is Makkinga Contracting and Equipment Rentals. Administration is recommending award of this Contract to this company.

## ***DISCUSSION***

As a result of a call for Tender, three (3) responses as listed below were received for Contract 3, 2022 – Sewer and Watermain II.

The tendered costs include the applicable HST. Bids have been checked for mathematical errors and the corrections noted.

<b>CONTRACTOR</b>	<b>TENDERED COSTS</b>	<b>CORRECTED BID</b>
Makkinga Contractors	\$6,320,669.13	
Bay City Contractors	\$6,757,071.17	
Nadin Contracting Ltd	\$7,048,219.06	

The pre-tender estimate for the work in this Contract was \$6,215,000.00 (inclusive of HST). This Contract includes reconstruction of Wiley Street between Dease Street and Ogden Street, James Street between Victoria Avenue and Arthur Street and Beaverhall Place.

The 2022 Capital Budget includes funds to replace the existing watermain and sanitary sewer on Wiley Street between Dease Street and Ogden Street. This project includes the reconstruction of the road, replacing of the existing corroded watermain, replacement of the sanitary sewer, replacement of the curb and gutter as well as new street lighting. Some existing catch basins will be renewed and directed into a newly built storm sewer at Finlayson Street to provide sewer separation as part of the City's approved Pollution Prevention Control Plan. A stormceptor to clean the storm water will be added as well as part of the minor storm sewer work. All the hollow sidewalk will be replaced and the road will be resurfaced.

James Street from Arthur Street to Victoria Avenue is included in the Capital Budget for road reconstruction, watermain renewal, sidewalk renewal and storm sewer installation in 2022. The storm sewer is an extension of the larger diameter storm sewer that was started in 2017 at the Neebing River outfall. A new corridor and larger pipe was constructed for capturing additional storm flows that the older system could not handle. The return period on this trunk storm sewer is 10 years which is consistent with the City's standards for trunk storm sewer design. This new sewer will complete the project that started at the 1500mm diameter previously installed Neebing River outfall. Sections of the watermain have had corrosion issues and will also be replaced. A new raised cycle track will be installed on the inside of the new curb and gutter on both sides of the road. This cycle track is an element recommended in the most recent Transportation Master Plan and Active Transportation Plan. The road will be resurfaced to complete the construction project.

The last part of this Contract is a watermain reconstruction and storm sewer installation project on Beaverhall Place from Walsh Street to Mountdale Avenue. The area has had regular local flooding issues and the installation of the new storm sewer will help alleviate the flooding and remove excess flows from the ditches. A stormceptor will be added to clean storm water by removing oils and grit. The soil conditions are corrosive in nature and numerous watermain breaks have forced the need to renew the existing watermain and services.

The lowest tender received for this Contract was from Makkinga Contracting and Equipment Rentals. They have completed numerous sewer, water and road projects for the City as well as several trunk sewer and watermain replacement projects. Administration is recommending this company as being capable of carrying out all the work within this Contract. The work is expected to start in May 2022 and continue until scheduled completion at the end of November 2022.

### ***LINK TO EARTHCARE SUSTAINABILITY PLAN***

The work approved under this report supports the Mobility, Water and Climate Adaptation goals of the Earthcare Sustainability Plan. James Street reconstruction includes the construction of new cycle tracks and includes new large diameter storm sewers providing additional capacity for storm events. Sanitary/storm sewer separation is being completed on Wiley Street and stormceptors are being installed to remove oil and grit from stormwater before it enters lakes and rivers.

### ***FINANCIAL IMPLICATION***

The 2022 Capital Budget along with capital carry forward accounts include sufficient funding for this work. Federal and Provincial infrastructure funds presented in the 2022 budget are being reallocated between this contract and Balmoral Street Road Network Improvement to allow for leveraging of available Disaster Mitigation and Adaption Funds (DMAF) for the sanitary/storm sewer separation and storm capacity improvements being made under this contract.

The following table breaks down the project costs:

Contract Amount	\$6,320,669.13
HST Rebate	\$628,710.81
<b>Sub-Total</b>	<b>\$5,691,958.32</b>
Engineering	\$275,000.00
<b>TOTAL</b>	<b><u>\$5,966,958.32</u></b>

This Contract includes a contingency allowance for work that is unforeseen and can only be expended with the approval of the General Manager of Infrastructure and Operations.

Appropriation No.10 identifies carry forward funds to be used to fully fund this project.

### ***CONCLUSION***

It is concluded that Contract 3, 2022 – Sewer and Watermain I be awarded to the low tender Makkinga Contracting and Equipment Rentals and that all work should proceed.

## ***BACKGROUND***

Report R 1/2022, (Corporate Services and Long Term Care – Financial Services) proposed 2022 Operations and Capital Budget includes funding to carry out road, storm, sanitary sewer and watermain reconstruction projects. The 2022 Capital Budget includes rate based funding to carry out watermain and sanitary sewer reconstruction for aging infrastructure within the City of Thunder Bay. The replacement work within this Contract is the result of old age, material type failures and fire protection requirements and improvements. It also contains tax supported funding for resurfacing, green infrastructure and storm sewer works.

## ***REFERENCE MATERIAL ATTACHED:***

Attachment A - Appropriation Change Order No. 10

***PREPARED BY: Brian Newman, P.Eng., Project Engineer***

THIS REPORT SIGNED AND VERIFIED BY: (NAME OF GENERAL MANAGER)	DATE:
Kerri Marshall, General Manager – Infrastructure & Operations	April 20, 2022

<b>The City of Thunder Bay</b>		DATE: <u>March 28, 2022</u>	
DEPARTMENT: Infrastructure & Operations		<b>REQUEST FOR APPROPRIATION CHANGE</b>	
DIVISION: Engineering		<b>REQUEST FOR ADDITIONAL APPROPRIATION</b>	
		<div style="border: 1px solid black; width: 50px; height: 30px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> <b>10</b> </div> APPROP NO.	

WBS ELEMENT	DESCRIPTION	BUDGET AVAILABLE	INCREASE	DECREASE	ADMIN USE	
					IM Position	Fund Code
IOT-RDS-220004-RN-01-3	Balmoral St Phase III - Alloy to Lithium		880,000		5.5.3	30
IOT-RDS-220003-AR-13-2	Cumberland St - Tupper to McVicar	310,000		310,000	5.5.2	30
IOT-RDS-220003-AR-08-2	Beaverhall PI - Moundale to Walsh	270,000		270,000	5.5.2	30
IOT-ENV-220001-ST-09-2	Beaverhall PI - Moundale to Walsh	300,000		300,000	5.3.1	30
IOT-RDS-220004-RN-01-2	Balmoral St Phase III - Alloy to Lithium	3,647,062		880,000	5.5.3	113
IOT-RDS-220003-AR-23-2	Wiley St - Ogden to Dease	-	310,000			113
IOT-RDS-220003-AR-08-3	Beaverhall PI - Mountdale to Walsh		270,000			113
IOT-ENV-220001-ST-09-3	Beaverhall PI - Mountdale to Walsh		300,000			
IOR-SAN-180008-PS-02-1	Professional Fees for Studies	112,883		60,000	7.2	72
IOR-SAN-220006-PP-02-3	Wiley St - Ogden to Dease		60,000			72
	DMAF			306,762		143
IOR-SAN-220004-SA-08-2	Wiley St - Ogden to Dease-143		174,352		7.2	143
IOR-SAN-220006-PP-02-2	Wiley St - Ogden to Dease-143		132,410		7.2	143
			2,126,762	2,126,762		

EXPLANATIONS/REASONS:  Report 40/2022 Contract 3-2022 - Sewer & Watermain I	EFFECT ON LEVEL OF SERVICE:  <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">             DECREASE  <div style="border: 1px solid black; width: 50px; height: 20px; margin: 0 auto;"></div> </div> <div style="text-align: center;">             INCREASE  <div style="border: 1px solid black; width: 50px; height: 20px; margin: 0 auto;"></div> </div> <div style="text-align: center;">             MAINTAINED  <div style="border: 1px solid black; width: 50px; height: 20px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> <b>X</b> </div> </div> </div> <div style="text-align: right; margin-top: 20px;">             DATE: _____               RECOMMENDED/APPROVED   <u>Linda Evans</u>              City Treasurer   <u>Norm Gale</u>              City Manager           </div>
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<b>PREPARED BY:</b> _____ Shari Dykeman  <b>REVIEWED BY:</b> <u>Kerri Marshall</u> K. Marshall GENERAL MANAGER Infrastructure & Operations	<b>VERIFIED BY</b> <b>FINANCE:</b> <u>Moira Gallagher</u> Moira Gallagher, CPA, CMA Budget & Planning Accountant Corporate Services & Long Term Care Department	<b>COMMITTEE OF THE WHOLE</b>  <div style="display: flex; justify-content: space-between;"> <div style="text-align: center;"> <b>APPROVED</b>  <div style="border: 1px solid black; width: 50px; height: 20px; margin: 0 auto;"></div> </div> <div style="text-align: center;"> <b>NOT APPROVED</b>  <div style="border: 1px solid black; width: 50px; height: 20px; margin: 0 auto;"></div> </div> </div> DATE: _____
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# Corporate Report

<b>DEPARTMENT/ DIVISION</b>	Infrastructure & Operations - Engineering & Operations	<b>REPORT NO.</b>	R 47/2022
<b>DATE PREPARED</b>	03/14/2022	<b>FILE NO.</b>	
<b>MEETING DATE</b>	05/02/2022 (mm/dd/yyyy)		
<b>SUBJECT</b>	Contract 5, 2022 - Asphalt Rehabilitation & Storm Sewer		

## **RECOMMENDATION**

WITH RESPECT to Report R 47/2022 (Infrastructure & Operations – Engineering & Operations), we recommend that Contract 5, 2022 for Asphalt Rehabilitation & Storm Sewer be awarded to Bay City Contractors, which submitted the lowest tender in the amount of \$3,713,071.52 (inclusive of HST); it being noted that the amount shown is based on estimated quantities; final payment for this Contract will be based on measured quantities for the completed work;

AND THAT the General Manager of Infrastructure and Operations report any circumstances to City Council should significant variation in the contract quantities occur;

AND THAT the Mayor and Clerk be authorized to sign all documentation related to this matter;

AND THAT Appropriation #11 be approved;

AND THAT any necessary By-laws be presented to City Council for ratification.

## **LINK TO STRATEGIC PLAN**

This report directly supports ‘Our Priorities’ of the 2019-2022 Corporate Strategic Plan, through renewal of City infrastructure. This project includes the rehabilitation of the pavement surface following the Engineering Division’s asset management plan.

## **EXECUTIVE SUMMARY**

This report recommends Contract 5, 2022 for Asphalt Rehabilitation & Storm Sewer be awarded to the lowest bidder, Bay City Contractors. The 2022 Capital Budget and carry forward accounts include sufficient funding for this work.

## ***DISCUSSION***

As a result of the call for tenders, five [5] responses as listed below were received for Contract 5, 2022 – Asphalt Rehabilitation & Storm Sewer. The tendered costs include the applicable HST. The bids have been checked for mathematical errors and the corrections noted.

CONTRACTOR	OPENING BID	CORRECTED BID
Bay City Contractors	\$3,713,071.52	
Nadin Contracting Ltd.	\$3,876,149.73	
Makkinga Contractors	\$4,067,494.89	
Taranis Contracting	\$4,090,909.85	
P.N.I Contracting	\$4,152,843.85	

The pre-tender estimate for this contract was \$3,631,514.90 (inclusive of HST).

This contract includes pavement rehabilitation on sections of Alloy Drive, Miles Street, Birchwood Crescent, Briar Bay, and Legion Track Drive. Rehabilitation work consists of removing the existing asphalt pavement and placing new lift(s) of asphalt pavement, and where required repairs to sidewalks and street lighting.

Rehabilitation work on Alloy Drive between Balmoral Street and Central Avenue involves resurfacing the street with two (2) new lifts of asphalt pavement and upgrades to street lighting. Local improvement upgrades for new curb and gutter, and new storm sewer system are also part of the planned work. The addition of these improvements will enable the existing roadside ditches to be eliminated and a grass boulevard established.

Miles Street from Edward Street to Leland Avenue will be resurfaced with one (1) new lift of asphalt pavement. Work on the street will also involve installation of a section of storm sewer, oil-grit separator, and upgrades to street lighting. Local improvement upgrades for new curb and gutter are also part of the work. The addition of the new curb and gutter will enable the existing roadside ditches to be eliminated and a new grassed boulevard established.

In connection with the work on Miles Street, resurfacing of Birchwood Crescent and Briar Bay with one (1) new lift of asphalt pavement will be completed.

Legion Track Drive from Victoria Avenue to the Neebing River will be resurfaced with two (2) new lifts of asphalt pavement. Work will also involve construction of a new multi-use path on the West side, upgrades to street lighting, and re-grading and resurfacing of the parking area adjacent to the skate park. In addition a new storm sewer and outfall, bio-retention area, and oil-grit separator are also part of the work.

Bay City Contracting submitted the lowest tender for this contract. Bay City has previously completed similar contracts for the City. Administration recommends this firm is qualified to undertake the work.

### ***FINANCIAL IMPLICATION***

The 2022 Capital Budget along with carry forward accounts include sufficient funding for the work included under this contract. It is recommended that all work proceed.

The curb and gutter improvements on Miles Street, and the curb and gutter and storm sewer improvements on Alloy Drive are recoverable from the benefitting property owners. The City's portion of these improvements is limited to the existing road allowances at intersecting streets, other blocks of land owned by the City, and some corner lot flankage exemptions.

Cost recovery from Parks & Open Spaces and Community Services as the benefitting adjacent property owners for new curb and gutter on Legion Track Drive will also fund a portion of the work.

The following financial breakdown is provided:

Contract Tendered Price:	\$3,713,071.52
Less HST Rebate:	<u>\$369,335.61</u>
<b>Subtotal:</b>	\$3,343,735.91
Engineering and Other City Costs:	<u>\$280,000.00</u>
<b>TOTAL COST:</b>	<b>\$3,623,735.91</b>

This contract includes a contingency allowance for work that is unforeseen. These funds can only be expended with the approval of the General Manager of Infrastructure and Operations.

Appropriation No.11 identifies carry forward funds to be used to fully fund this project.

### ***CONCLUSION***

It is concluded that Contract 5, 2022 be awarded to the low bidder Bay City Contractors and that all work should proceed.

### ***BACKGROUND***

The 2022 Capital Budget, Corporate Report 1/2022 (Corporate Services and Long Term Care – Financial Services) Proposed 2022 Operating and Capital Budget, includes tax base funding, Federal Gas Tax and EIRP funding for asphalt rehabilitation on various streets within the city.

Report R 152/2021 (Infrastructure & Operations – Engineering & Operations) recommended the Local Improvement projects on Alloy Drive and Miles Street be included in the 2022 Capital Projects for budget consideration.

Infrastructure and Operations Department asset management plan incorporates a pavement management system developed in 2000 which is used as a tool to help Administration prioritize roadwork.

***REFERENCE MATERIAL ATTACHED:***

Attachment A - Appropriation #11

***PREPARED BY: MATTHEW MIEDEMA, P. ENG., PROJECT ENGINEER***

THIS REPORT SIGNED AND VERIFIED BY: (NAME OF GENERAL MANAGER)	DATE:
Kerri Marshall, General Manager – Infrastructure & Operations	April 20, 2022

<b>The City of Thunder Bay</b>		DATE: <u>March 31, 2022</u>
DEPARTMENT: Infrastructure & Operations	<b>REQUEST FOR APPROPRIATION CHANGE</b>	<div style="border: 1px solid black; width: 60px; height: 20px; margin: 0 auto;"></div>
DIVISION: Engineering	<b>REQUEST FOR ADDITIONAL APPROPRIATION</b>	<div style="border: 1px solid black; width: 60px; height: 20px; margin: 0 auto; text-align: center;">X</div>
		<div style="border: 1px solid black; width: 40px; height: 40px; margin: 0 auto; text-align: center; line-height: 40px;">11</div> APPROP NO.

WBS ELEMENT	DESCRIPTION	BUDGET AVAILABLE	INCREASE	DECREASE	ADMIN USE	
					IM Position	Fund Code
IOT-ENV-220001-ST-07-1	Rehab/Replacement-93	100,000		90,000	5.3.1	93
IOT-RDS-220009-LI-03-3 (new)	Alloy Storm Sewer-93		90,000		5.5.9	93
IOT-RDS-210009-LI-01-1	Aspen St - River to Dawson-76	4,842		4,842	5.5.9	76
IOT-RDS-220009-LI-03-4 (new)	Alloy Storm Sewer-76		4,842		5.5.9	76
IOT-RDS-200007-TS-05-1	Pedestrian Crossovers-144	69,389		63,143	5.5.7	144
IOT-RDS-200007-TS-03-1	Audible Pedestrian Signals-144	6,849		6,849	5.5.7	144
IOT-RDS-200010-SL-22-1 (new)	Alloy - Balmoral to Central--144		69,992		5.5.8	144
IOT-RDS-210007-TS-05-1	Pedestrian Crossovers-151	57,424		15,000	5.5.7	151
IOT-RDS-210007-TS-09-1	William St - Balmoral Intersection	6,764		6,764	5.5.7	151
IOT-RDS-210010-SL-17-1 (new)	Legion Track Dr - 151		15,000		5.5.8	151
IOT-RDS-210010-SL-18-1(new)	Miles St - Leland to Briar Bay		6,764		5.5.8	151
	DMAF			52,000		143
IOR-SAN-220006-PP-01-2	Legion Track Dr -143		52,000	-	7.2	143
IOT-RDS-210003-AR-01-2	Pavement Management	175,000		175,000	5.5.2	76
IOT-ENV-210001-ST-15-1 (new)	Miles St - Leland to Briar Bay		175,000		5.3.1	76
			413,598	413,598		

EXPLANATIONS/REASONS:  Report R47/2022 Contract 5-2022 - Asphalt Rehabilitation & Storm Sewer	EFFECT ON LEVEL OF SERVICE:  <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">             DECREASE  <div style="border: 1px solid black; width: 60px; height: 20px; margin: 0 auto;"></div> </div> <div style="text-align: center;">             INCREASE  <div style="border: 1px solid black; width: 60px; height: 20px; margin: 0 auto;"></div> </div> <div style="text-align: center;">             MAINTAINED  <div style="border: 1px solid black; width: 60px; height: 20px; margin: 0 auto; text-align: center;">X</div> </div> </div> <div style="text-align: right; margin-top: 20px;">         DATE: _____           RECOMMENDED/APPROVED   <div style="text-align: center; margin-bottom: 10px;"> <i>Linda Evans</i>              _____              City Treasurer           </div> <div style="text-align: center;"> <i>Norm Gale</i>              _____              City Manager           </div> </div>
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<b>PREPARED BY:</b> _____ Shari Dykeman  <b>REVIEWED BY:</b> <u>Kerri Marshall</u> <div style="text-align: center; font-size: small;">             K. Marshall GENERAL MANAGER              Committee of the Whole - Monday, May 2, 2022              Infrastructure &amp; Operations           </div>	<b>VERIFIED BY</b> <b>FINANCE:</b> <u>Moirra Gallagher</u> Moirra Gallagher, CPA, CMA Budget & Planning Accountant Corporate Services & Long Term Care Department	<b>COMMITTEE OF THE WHOLE</b>  <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <b>APPROVED</b>  <div style="border: 1px solid black; width: 60px; height: 20px; margin: 0 auto;"></div> </div> <div style="text-align: center;"> <b>NOT APPROVED</b>  <div style="border: 1px solid black; width: 60px; height: 20px; margin: 0 auto;"></div> </div> </div> <div style="text-align: right; margin-top: 10px;">         DATE: _____       </div>
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**MEETING DATE**     05/02/2022 (mm/dd/yyyy)

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**SUBJECT**             Contract 7, 2022 - Balmoral Street Reconstruction Phase III

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***SUMMARY***

Report R 66/2022 (Infrastructure & Operations - Engineering & Operations) relative to the above noted. **(Distributed Separately)**

# Corporate Report

<b>DEPARTMENT/ DIVISION</b>	Infrastructure & Operations - Engineering & Operations	<b>REPORT NO.</b>	R 41/2022
<b>DATE PREPARED</b>	03/03/2022	<b>FILE NO.</b>	
<b>MEETING DATE</b>	05/02/2022 (mm/dd/yyyy)		
<b>SUBJECT</b>	Contract 12, 2022 - Woodcrest Bridge Replacement		

## **RECOMMENDATION**

WITH RESPECT to Report R 41/2022 (Infrastructure & Operations - Engineering & Operations) we recommend that Contract 12, 2022 for the Woodcrest Road Bridge Replacement, be awarded to LH North Ltd. who submitted the lowest tender in the amount of \$1,921,188.92 [inclusive of HST]; it being noted that the amount shown is based on estimated quantities; final payment for this contract will be based on measured quantities for the completed work;

AND THAT consulting engineering services be awarded to the firm of KGS Consulting Group Ltd. with an agreement approved in the amount of \$94,920.00 [inclusive of HST] for construction administration and inspection associated with this contract;

AND THAT the General Manager of Infrastructure and Operations report any circumstances to City Council should any significant variations in the contract quantities occur;

AND THAT the Mayor and City Clerk be authorized to sign all documentation related to these matters;

AND THAT any necessary bylaws be presented to City Council for ratification.

## **LINK TO STRATEGIC PLAN**

This report directly supports the 'Renew' strategy of the 2019-2022 Corporate Strategic Plan: focus on essential infrastructure, revitalize our cores and enhance our Image Routes. This project includes the replacement of a poorly rated road vehicular bridge following Engineering's Asset Management Plan that has reached the end of its service life.

## **EXECUTIVE SUMMARY**

This project includes the full replacement of the Woodcrest Road Bridge.

This includes demolition of the existing structure.

The new structure work includes installation of new footings, abutment and wingwalls, precast concrete girders, approach slabs, new deck, waterproofing and asphalt paving. In addition, grading and repairs of the roadway approaches on each side of the structure will be conducted.

LH North Ltd. was the lowest tender for the project. LH North Ltd. has extensive experience with both the Ministry of Transportation and City of Thunder Bay completing bridge rehabilitation and reconstruction projects. Both Administration and the consultant responsible for design recommend LH North Ltd. as being capable of carrying out the work involved in the contract.

## ***DISCUSSION***

As a result of the call for tenders, seven [7] responses as listed below were received for the Replacement of the Woodcrest Road Bridge. The total tendered costs include the applicable HST. The bids have been checked for mathematical errors and the corrections noted.

Contractor	Tendered Cost	Corrected Bid
LH North Ltd.	\$1,921,188.92	
Tom Jones Corp	\$2,315,370.00	
PDR Contracting	\$2,314,203.11	\$2,483,712.44
K.A. Vanderswaag Construction Inc.	\$2,490,350.50	
Facca Inc.	\$2,460,575.00	\$2,517,075.00
Sacchetti Construction	\$2,672,337.00	
Wilco	\$2,640,713.95	\$15,865,103.95

The pretender engineering estimate for the work on this contract was \$1,397,132.00.

The new structure work includes installation of new footings, abutment and wingwalls, precast concrete girders, approach slabs, new deck, waterproofing and asphalt paving. In addition, grading and repairs of the roadway approaches on each side of the structure will be conducted.

The bridge will be fully closed for the duration of construction.

KGS Group has been responsible for the detailed design of the bridge replacement. Administration recommends KGS provide contract administration services and inspection services for the project at a cost of \$94,920.00 [HST included].

## ***FINANCIAL IMPLICATION***

Funding for the bridge replacement was included in the 2022 Capital Budget. The following summary of project costs to complete the work is presented based on the low contract tender and contract administration provided by the consultant. There are sufficient funds in capital carry forward and the 2022 Capital budget to fund this project.

<b>Summary of Expenditures</b>	<b>Monetary Amounts</b>
Contract Tender Price	\$1,921,188.92
Contract Administration and Inspection	\$ 94,920.00
<b>Contract Total</b>	<b>\$2,016,108.92</b>
HST Rebate	(\$ 200,540.39)
<b>TOTAL</b>	<b>\$1,815,568.53</b>

The contract includes a contingency allowance for work that is unforeseen and can only be expended with the approval of the General Manager of Infrastructure and Operations.

### ***CONCLUSION***

It is concluded that Contract 12, 2022 should be awarded to the lowest tender, LH North Ltd., and that all work should proceed.

It is also concluded that contract administration services should be awarded to the firm KGS Consulting Group Ltd.

### ***BACKGROUND***

None.

### ***REFERENCE MATERIAL ATTACHED:***

None.

### ***PREPARED BY: MIKE VOGRIG, PROJECT ENGINEER***

THIS REPORT SIGNED AND VERIFIED BY: (NAME OF GENERAL MANAGER)	DATE:
Kerri Marshall, General Manager – Infrastructure & Operations	April 21, 2022

# Corporate Report

<b>DEPARTMENT/ DIVISION</b>	Infrastructure & Operations/ Engineering & Operations	<b>REPORT NO.</b>	R 80/2022
<b>DATE PREPARED</b>	04/19/2022	<b>FILE NO.</b>	
<b>MEETING DATE</b>	05/02/2022 (mm/dd/yyyy)		
<b>SUBJECT</b>	Synergy North - Tree Replacement Strategy		

## **RECOMMENDATION**

WITH RESPECT to Report R 80/2022 (Infrastructure & Operations - Engineering & Operations), we recommend that tree reimbursement requirements related to maintenance and construction activities initiated by Synergy North follow the proposed strategy outlined in this report;

AND THAT continuous communication and education strategies be utilized by the City of Thunder Bay and Synergy North to advise residents of the potential risk of property buffer tree removals where trees are in close proximity to overhead power lines;

AND THAT Outstanding Item 2017-029-INO Request to Save Trees on City Property be removed from the outstanding list;

AND THAT any by-laws as necessary be presented for ratification.

## **LINK TO STRATEGIC PLAN**

This Report directly supports the Environmental Stewardship priority of the City of Thunder Bay 2019-2022 Corporate Strategic Plan One City, Growing Together.

## **EXECUTIVE SUMMARY**

In response to concerns from a property owner regarding the potential loss of a City boulevard tree due to planned overhead power line maintenance tree pruning Administration was directed to enter into discussions with Thunder Bay Hydro, now Synergy North, to explore an agreement for tree replacement options, as well as options for delaying maintenance work and tree removals in order to allow for proactive replacement tree planting by property owners.

Engineering and Operations has worked with Synergy North to define an agreed upon tree reimbursement approach for hydro infrastructure installations and relocations, that will commence in 2022. The agreed upon procedure is based on protecting strategically planted City

trees in boulevards and in maintained areas of City properties and Parks, and outlines how tree reimbursements will apply to specific construction activities. Tree reimbursements will not apply to removals caused by overhead line maintenance tree trimming as this work is required for safety clearances and trees impacted are typically naturally ingrown trees or trees that have been improperly planted as large stature trees that ultimately conflict with existing overhead hydro lines.

Delaying maintenance work and tree removals in an attempt to provide property owners time to plant replacement buffer trees is not practical due to the safety and liability risks, as well as the time it takes for new trees to grow to a suitable size. Proactive replacement tree planting will be encouraged through digital education and communication strategies by the City and Synergy North, and Synergy North will continue to follow its standard resident notification process for line clearing maintenance activities.

## ***DISCUSSION***

Engineering and Operations has worked with Synergy North through a series of meetings and communications to explore an agreement for tree replacement options related to Synergy North operations and construction, as well as options for delaying maintenance work and tree removals in order to allow for proactive replacement tree planting by property owners. The resulting agreed upon procedure is based on financial reimbursement vs physical tree replacements, as the City's Forestry and Horticulture unit can most effectively leverage the monies reimbursed to increase the annual tree plant that they currently administer and prioritize areas of the city that require tree canopy re-establishment.

One Synergy North operational scenario that can result in the removal of City boulevard trees is when tree trimming is required to maintain overhead hydro line safety clearances, resulting in a significant portion of the tree being removed and the tree becoming "topped". In this case the tree must be fully removed as per the City's Tree By-Law in accordance with arboriculture standards, as topped trees are not healthy or structurally sound and ultimately become a safety/liability risk. In these cases the overhead hydro line has been installed prior to the trees being planted or the natural ingrowth of the conflicting tree. Therefore, it has been agreed that tree reimbursements will not apply to removals caused by Synergy North overhead line maintenance tree trimming, as this work is required for safety clearances and these trees are typically naturally ingrown trees or have been improperly planted as large stature trees that ultimately conflict with existing overhead hydro lines.

The other Synergy North operational scenario that can result in the removal of trees is during installation or relocation of hydro infrastructure. Engineering and Operations has worked with Synergy North to define an agreed upon tree reimbursement approach for hydro infrastructure installations and relocations that will commence in 2022. The agreement is based on protecting or replacing strategically planted City trees in boulevards and in maintained areas of Parks and City properties, and is based on a reimbursement cost of \$500 per tree.

Two for one reimbursement will apply to removals caused by installation of new plant for line extensions, installation of new underground plant that damages the root system of a tree requiring its removal, and accidental damage caused by operational activates or equipment that permanently damages the structural integrity and health of a tree requiring its removal.

One for one reimbursement will apply to removals caused by pole/line relocations greater than 2m, anchor relocations greater than 3m, and upgrades and circuit changes to overhead power line systems that result in tree conflicts that would not have existed prior.

Trees in laneways and trees that have naturally ingrown onto City boulevards will be excluded from the agreed upon reimbursement requirements. Trees in densely forested unmaintained areas will also be excluded from these reimbursement requirements, however should future hydro installations occur in these areas tree losses will be assessed on a case by case basis to determine what reimbursement/replacement plan agreement is required.

Delaying maintenance work and tree removals in an attempt to provide property owners time to plant replacement buffer trees is not practical due to the safety and liability risks, as well as the time it takes for new trees to grow to a suitable size.

Proactive replacement tree planting will be encouraged through broad based digital education and communication strategies directed to the general public, by both the City and Synergy North. Synergy North will also continue to follow its standard project based resident notification process for line clearing maintenance activities, which begins 65 days prior to maintenance work being completed.

### ***LINK TO EARTHCARE SUSTAINABILITY PLAN***

This Report supports Goal 9 of the EarthCare Sustainability Plan 2014-2020 to “protect, maintain, and improve the biodiversity, ecosystems and the well-being of the green infrastructure of Thunder Bay”.

### ***FINANCIAL IMPLICATION***

Tree reimbursement amounts from Synergy North to the City of Thunder Bay are estimated to be \$15,000-\$25,000 annually. These funds would allocated to the Forestry and Horticulture capital budget to fund tree replacements.

### ***CONCLUSION***

It is concluded that the tree reimbursement agreement between Synergy North and the City, as described in this report, will commence in 2022. Both parties agree to meet and review/assess the performance of the agreement, as required, to make changes or amendments to address issues or make improvements.

***BACKGROUND***

At the 12/11/2017 Committee of the Whole meeting Administration was directed through a Resolution subject “New Business Deputation – Request to Save Trees on City Property” to enter into discussions with Thunder Bay Hydro towards a more robust tree replacement program, and to explore options for delays in removing/trimming trees in order to provide time for proactive replacement planting.

***REFERENCE MATERIAL ATTACHED:***

None.

***PREPARED BY: Cory Halvorsen, C.E.T. – Manager, Parks & Open Spaces***

THIS REPORT SIGNED AND VERIFIED BY: (NAME OF GENERAL MANAGER)	DATE:
Kerri Marshall, General Manager – Infrastructure & Operations	April 21, 2022

# Corporate Report

<b>DEPARTMENT/ DIVISION</b>	Infrastructure & Operations - Engineering & Operations	<b>REPORT</b>	R 82/2022
<b>DATE PREPARED</b>	04/20/2022	<b>FILE NO.</b>	
<b>MEETING DATE</b>	05/02/2022 (mm/dd/yyyy)		
<b>SUBJECT</b>	Proposed Line Painting Standards for Multi-use Trails		

## RECOMMENDATION

WITH RESPECT to Report R 82/2022 (Infrastructure & Operations – Engineering & Operations), we recommend that the proposed solid yellow Centerline Painting Standard for Multi-Use Trails recommended by Administration be adopted;

AND THAT costs be included in the 2023 Capital Budget for Council’s consideration to implement a solid yellow Centerline Painting Standard on the existing Multi-Use Trail network in 2023;

AND THAT the new Centerline Painting Standard be implemented on all new trails as they are constructed;

AND THAT an increase in Parks & Open Spaces Operating Budget, currently estimated in the range of \$11,000 – \$33,000, be included starting in 2027 for Council’s consideration to re-paint approximately one fifth of the Multi-Use Trail centerlines annually;

AND THAT any necessary by-laws be presented to Council for approval.

## LINK TO STRATEGIC PLAN

This Report directly supports two pillars of the City’s Strategic Plan.

**Strategic Pillar: Grow** – Focus on city building and social infrastructure to strengthen our economy, lifestyle and well-being. Item #3 Develop key City infrastructure that builds capacity.

**Strategic Pillar: Renew** - Focus on essential infrastructure, revitalize our cores and enhance our Image Routes. Item #5 Promote, both inside and outside Thunder Bay, our many attractions, parks, facilities, services and innovative product development to encourage use.

## ***EXECUTIVE SUMMARY***

At the August 9, 2021 Committee of the Whole meeting Council requested Administration report back with a line painting standard for walking trails/paths that would increase safety and reduce collisions for users.

Administration researched various multi-use trail standards across Ontario and determined that, while not all Municipalities have a trail standard in place, Municipalities that do have a standard are consistent in how they approach centerline painting in areas of poor sightlines and where increased potential for conflicts exist. However in straight trail sections with good visibility a variety of strategies have been deployed that provide different benefits operationally or to the users. In addition to center line painting, another major consideration for a trail safety standard is directional arrows symbols, stop bars, and signage at trail/roadway intersections.

Based on the anticipated costs, perceived needs and benefits, and observed trail use Administration recommends that center line painting be applied to the full length of all existing and new trails beginning in 2023, as outlined in this report. The estimated cost to paint the entire existing trail network in 2023 is in the range of \$53,000-159,000, and is proposed to be funded through existing Parks Multi-Use Trail capital. It is expected that trail centreline paint would require re-painting every 5 years.

Administration will complete additional evaluation, including further recommendations, with respect to a trail standard for the trail/road intersection locations including directional arrow symbols, stop bars, and trail signage to address risk and liabilities in these areas.

## ***DISCUSSION***

### **Current Line Painting Practices**

The Parks & Open Spaces Section does not currently have a line painting standard. Line painting and paint markings on the current existing Multi-Use Trail network are variable across the City, depending primarily on age and location of trail. Prior to 2010, all multi use trails had a solid 50mm wide painted centreline. This was done through contracted services, as standard City paint machines utilize 100mm wide lines. This older style of paint, that is no longer able to be used for environmental reasons was durable and remained visible for many years.

During 2010 and 2011 through external funding, approximately 25km of the 40km network at the time was repaved and subsequently re-line painted with a solid yellow 100mm wide centreline on all trails using standard paint machines. This change in line width was noticed by trail users. Some users complained it was visually too wide for a trail, or that it visually detracted from the experience where a trail went through a natural area. Others felt it was positive and that it was more visible and hoped it would get trail users to stay on the right side of the trail. Those trails that were not rehabilitated at that time were not repainted and have not been since.

Many recent trail construction projects have been undertaken on road Right-of-Ways such as Balmoral Street, Ford Street and Golf Links Road and have only had lines painted at corners and curves and 15m from intersections with a solid 100mm wide yellow line. Multi-Use Trails re-constructed during the 2021 season including in the George Burke Park, Madeline Street, County Park and Castlegreen areas had no line painting completed.

The Parks & Open Spaces Section currently has no formal method of monitoring collisions or other incidents on the trail network and thus cannot provide information or statistics as to if more conflicts currently occur in sections of trail with or without centreline painting. We do however receive anecdotal information regarding conflicts from trail users, occasional requests for more line painting and signage and on the trail direct observation as the author of this report is a heavy trail user.

### **Trail Painting in Other Jurisdictions**

Research into other community practices have shown that there is no definitive standard for Multi-Use Trail line painting across Ontario. There are differing opinions on the extent and what form the centreline paint should be.

While not specific to Multi-Use Trails and facilities off the road Right-of-Way, the Ontario Traffic Manual Book 18 – Cycling Facilities by the Ontario Ministry of Transportation references Multi-Use Paths and distinguish's them from Multi-Use Trails and can be used as a general guide. The Ontario MTO Book 18 - Cycling Facilities allows for municipal variation for In-Boulevard Multi-Use Path Markings - indicating:

“a solid yellow 100mm directional dividing line should be applied on in-boulevard facilities where passing is discouraged on horizontal or crest vertical curves with poor sightline, and for 15m on the approach and leaving intersections. A broken yellow 100mm centre line with 1.0m line and 3.0m gap pattern may be provided where sightlines are good and passing is not limited by other geometric restrictions. Some municipalities may choose to use a solid centreline continuously, or not to use a centreline at all between intersections. A centreline provides a wayfinding benefit, helps to distinguish multi-use paths from sidewalks, alerts users to the presence of two directional travel and encourages all users to keep to the right. Some municipalities have implemented different centreline colours, route logos and arrow makings as additional wayfinding measures.”

Research done by the US Department of Transportation also shows the mixed opinion of trail users. For cyclists:

“A striped centerline was found to have strong impact on the bicyclist's perception of freedom to maneuver. This finding appears to support the intent of trail designers in providing a centerline, which is clear delineation of opposing travel lanes. A centerline reinforces the idea that, to pass a slower-moving user, the cyclist may need to use the travel lane of opposing trail users and should pass only when the opposing lane is open.

This research found that the presence of a centerline stripe results in a significant reduction in the LOS. It appears that bicyclists may feel less comfortable making a same-direction passing movement when a centerline stripe is present. While this finding might appear initially to mean that a centerline stripe degrades pathway LOS and should not be used, it is important to note that there may be other valid safety reasons for providing a centerline stripe, particularly on crowded trails, on curves with limited sight distance, and in other appropriate circumstances.”

In 2021 the Town of Newmarket undertook a Multi-Use Trails Safety Enhancements study and completed a jurisdictional scan of municipalities that identified key safety elements along high use trails. One of the 4 key recommendations was centreline painting:

“We need to establish a solid center line through the entire length of the TTT. The intent is to create a better visual separation and defined lanes for users. This will be most effective for cyclists when navigating hills, corners and areas with limited sightlines. This will also help pedestrians, such as dog walkers, in keeping to a safe space. Users of all types will be expected to stay to the right side of their path of travel, particularly around corners and areas with limited sight lines. This follows traditional road traffic practices that trail users can easily understand.”

The Town summarized their findings of the municipalities reviewed in the following table.

<b>Table 1.01</b> <b>Municipal Best Practices - Trail Safety Elements</b>			
<b>Municipality</b>	<b>Centre Lines</b>	<b>Hazard Signage</b>	<b>Education Program</b>
Toronto	●	●	●
Ottawa	●	●	
Hamilton		●	
Burlington	●	●	●
London	●	●	●
Kitchener	●	●	
Vaughan	●	●	

The research appears to support that generally there is agreement that as a minimum, centreline trail line painting is to be utilized in areas of poor sightline or potential conflict. Paint at conflict areas would be defined as:

- 1) A 100mm wide solid yellow line first 15m each side of an intersection.
- 2) A 100mm wide solid yellow line on curved trail sections or near the crest of hills where sightlines are restricted.

For straight trail sections with good visibility there appears to be a variety of strategies:

- 1) A 100mm wide continuous solid yellow line.

- 2) A 100mm wide dashed yellow line or of a specific colour to match a wayfinding strategy.
- 3) No centreline trail marking

Additional considerations that can influence line type decision within the network of the municipality:

- 1) The level of use of the trail - on trails with higher volume of use there may be a higher level of perceived safety by users with line painting defining lanes of travel, warranting a solid line vs. broken or not painted.
- 2) The width of the trail - wider trails are generally perceived as more comfortable for passing and staying on the right side of the trail, which may reduce the need for a painted centreline.
- 3) The presence of other paint markings - directional arrows and user symbols can help to reinforce direction of travel which may reduce the need for a painted centreline.
- 4) The presence of signage - indicating to stay right or to yield to opposing traffic can help to reinforce direction of travel and trail etiquette, which may reduce the need for a painted centreline.
- 5) The presence of education programs – teaching and promoting trail etiquette to stay right except to pass, which may reduce the need for a painted centreline.

### **Trail Painting Options Assessment**

The Parks & Open Spaces Section undertook a GIS desktop inventory of the City's Multi-Use Trail network. In total it is approximately 53 km long and includes trails adjacent to the roadway, trails on the road Right-of-Way, as well as in Parks, other City lands or public institutional lands. For the purposes of this report trails in Marina Park have not been included as the Pool 6 Lands and the Festival Area are currently in design re-development.

Of this network approximately 21.6 km have been identified as curved, having sightline issues or having very high use, approximately 240 individual locations were identified for possible stop bars and 1030 individual locations were identified as appropriate for directions arrows / symbols. Attachment A shows the current City of Thunder Bay Multi-Use Trail Network and Attachment B shows typical centreline pavement markings from Book 18.

It is anticipated that the average service life of a painted line on the trail network is 5 years, mainly dependent on the amount of winter maintenance that actually gets undertaken on the trail and the volume of users. If a standard of line painting is adopted, this cost will be required to be budgeted on an ongoing basis.

The following cost summary chart for a variety of treatment options has been developed for budgeting purposes in consultation with local line painting firms based on unit costs:

**Class ‘D’ Cost Estimate**

<b>Item</b>	<b>Treatment</b>	<b>Quantity</b>	<b>Unit Cost</b>	<b>Total approx. cost</b>
<b>Total trail length</b>	100mm solid yellow line	53,000 m	\$1-3/ lin.-m	\$53,000 – 159,000
<b>Trail length at intersections only</b>	15m long – 100mm solid yellow line each side	3,570 m	\$1-3/ lin.-m	\$3,570 – 10,710
<b>Trail length for curves and sight line restrictions</b>	100mm solid yellow line	21,600 m	\$1-3/ lin.-m	\$21,600 – 64,800
<b>Stop Bars at intersections</b>	300mm solid white line	240	\$100-200/bar	\$24,000 – \$48,000
<b>Direction arrows and symbols at intersections</b>	White painted stencil	1,030	\$175-250/ unit	\$180,250 – \$257,500

Administration assessed the option of either providing a centreline at only intersections and areas of curves and sightline restrictions, or of providing a centreline the full length of the trail. The addition of stop bars and other symbols was assessed separately from the centreline options.

Based on the range of anticipated costs, perceived user needs and benefits, and observed trail use, Administration recommends that solid yellow line Centerline Painting Standard be applied to the full length of all existing and new trails beginning in 2023. Centreline painting along the entire network provides a uniformity and consistency to the trail that will provide the most benefit to a wide range of users.

At trail and road intersections, in addition to the centreline, there are additional strategies available to augment the centreline that may help to improve safety and reduce conflict. Additional surface painting such as directional arrows, symbols and stop/yield bars, together with signage are all items that the Parks & Open Spaces Section will evaluate further for future consideration rather than as part of this report due to the relative high cost compared to the centreline painting only. This will also allow time to assess the extent of the benefit of the centreline painting.

***LINK TO EARTHCARE SUSTAINABILITY PLAN***

This Report directly supports item 6.0 Community Lifestyle: Mobility’s Goal to: Inspire and influence the evolution of integrated urban mobility that is efficient, affordable, and accessible.

### ***FINANCIAL IMPLICATION***

Line painting is not currently included in Park's trail budget. It is recommended that the initial investment in line painting the trail network come from capital and then ongoing maintenance be included as an increase to Park's operating budget.

Administration will include the cost of line painting the existing trail network based on further costing assessments in the 2023 Capital Budget for Council's consideration. This will be included in the Parks & Open Spaces Upgrade and Replace Trails capital budget envelope. An increase in Parks & Open Spaces operating budget to complete ongoing line painting of approximately one fifth of the network each year will be included in future budget submissions for Council's consideration. After the entire trail network is centerline painted, the Parks & Open Spaces Section will monitor the performance of the centerline paint on a yearly basis to inform the actual year for when re-painting is to begin. It is anticipated that the yearly centerline re-painting will be required to begin in 2027.

### ***CONCLUSION***

It is recommended that the solid yellow line Centerline Painting Standard for Multi-Use Trails outlined by Administration in this report be adopted and implemented on the existing Multi-Use Trail network during the 2023 construction season, and on all new trails as they are constructed.

### ***BACKGROUND***

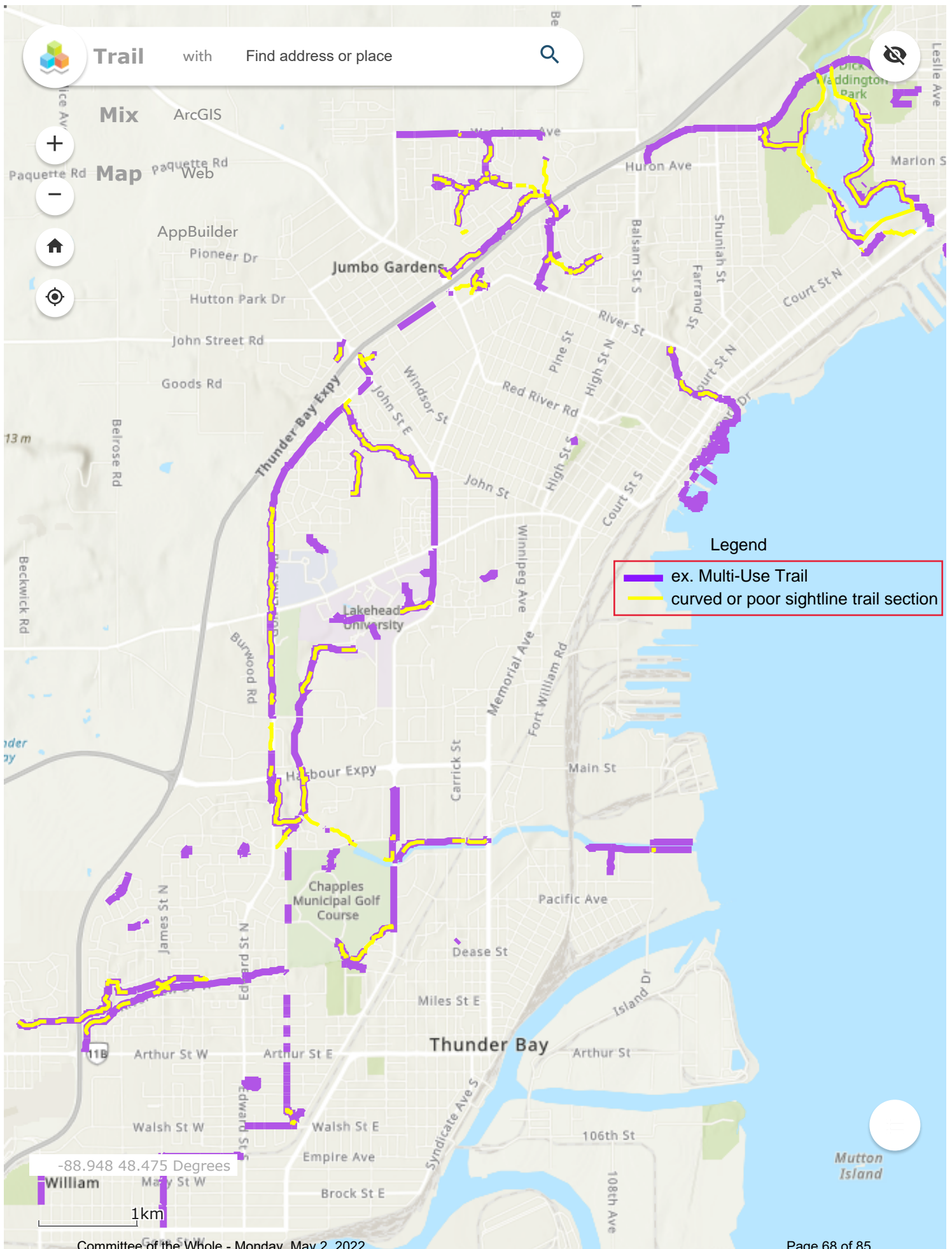
At the August 9, 2021 Committee of the Whole meeting Council requested Administration report back with a recommendation for a Line Painting Standard for trails and walking paths.  
Reference Number 2021-104-INO.

### ***REFERENCE MATERIAL ATTACHED:***

Attachment A - Existing City of Thunder Bay Multi-Use Trails  
Attachment B - Book 18 Multi-Use Trail Line Marking Examples

***PREPARED BY: Werner Schwar (OALA) - Supervisor Parks & Open Space Planning***

THIS REPORT SIGNED AND VERIFIED BY: (NAME OF GENERAL MANAGER)	DATE:
Kerri Marshall, General Manager – Infrastructure & Operations	April 25, 2022



## Attachment B – Sample Images from Ontario MTO Book 18 & MTO Bikeway Design Manual



**Figure 4.19 – Typical Pavement Markings for Two-Way In-Boulevard Multi-Use Paths**



Multi-Use Path Separated by Grassy Boulevard, Waterloo

Source: Alta



Multi-Use Path Separated by Grassy Boulevard, Richmond Hill

Source: WSP



Multi-Use Path Separated by Grassy Boulevard, Newmarket

Source: WSP

**Figure 4.44 – Examples of In-Boulevard Multi-Use Paths**



# Corporate Report

<b>DEPARTMENT/ DIVISION</b>	City Manager's Office - Human Resources & Corporate Safety	<b>REPORT NO.</b>	R 78/2022
<b>DATE PREPARED</b>	04/13/2022	<b>FILE NO.</b>	
<b>MEETING DATE</b>	05/02/2022 (mm/dd/yyyy)		
<b>SUBJECT</b>	City Council 2022 Remuneration		

## **RECOMMENDATION**

WITH RESPECT to Report R 78/2022 (City Manager's Office – Human Resources and Corporate Safety Division) as per the direction of City Council in Report R 29/2018, we recommend that the remuneration for City Council be amended for the annual adjustment of half the rate of inflation for 2021 for Thunder Bay (2.35%);

AND THAT this increase be retroactive to January 1, 2022;

AND THAT Administration continue to present annual adjustments as directed that equal half the rate of inflation for the previous calendar year for Thunder Bay;

AND THAT annual adjustments be presented to City Council for approval in conjunction with the annual review of By-law 164-1989 (Non-union and Managerial Personnel of the Corporation of the City of Thunder Bay);

AND THAT any necessary by-laws be presented to City Council for ratification.

## **EXECUTIVE SUMMARY**

This report follows the direction of Council as per Report R 29/2018 (Council Remuneration Advisory Committee) – Remuneration for City Council and provides for a recommendation for an annual adjustment of half the rate of inflation for 2021 for Thunder Bay (2.35%).

The increase is to be effective January 1, 2022.

## **DISCUSSION**

As per Report R 29/2018 (Council Remuneration Advisory Committee), direction was provided to Administration to present annual adjustments for City Council beginning on January 1, 2020 and that the annual adjustment be equal to half the rate of inflation for Thunder Bay. This was in keeping with the efforts of the Council Remuneration Committee to maintain the level of

remuneration with comparator municipalities. In the past the City of Thunder Bay has completed reviews of council remuneration in a sporadic fashion which contributes to salaries for publicly elected officials falling behind similar sized single tier municipalities.

Given that the direction for the annual adjustments was to start effective January 1, 2020, it is reasonable to assume that the applicable rate of inflation to be used is the rate for the previous calendar year.

The 2021 annual CPI for Thunder Bay is 4.7%. Administration is recommending a 2.35% annual adjustment effective January 1, 2022 and has provided a recommendation for Council's approval.

### ***FINANCIAL IMPLICATION***

The total financial impact for the recommended change effective January 1, 2022 is \$12,730. The cost of this increase has been included in the 2022 budget.

### ***CONCLUSION***

It is concluded that the changes to Council's remuneration as per the previous recommendation of the Council Remuneration Committee should be approved by City Council.

It is further concluded that ongoing adjustments based on half the rate of inflation for the previous year for Thunder Bay should be presented to City Council for approval annually in conjunction with the annual presentation of By-law 164-1989 (Non-union and Managerial Personnel of the Corporation of the City of Thunder Bay).

### ***BACKGROUND***

At the April 23, 2018 meeting of City Council, a resolution was passed that provided direction to Administration relative to the remuneration of City Council. This was the result of work completed by the Council Remuneration Advisory Committee established in 2017 at the direction of City Council. The purpose of this committee was to review remuneration for members of City Council and the Mayor and provide recommendations based on data collected from a variety of sources.

The Council Remuneration Advisory Committee completed their review by collecting data from citizens in our community via an online survey and the collection of surveys distributed in the MyTbay publication, as well as collecting statistics from other single tier municipalities and interviews with Members of Council and the Mayor. The City Clerk (John Hannam) and Deputy City Clerk (Krista Power) participated in the review as resources to the Committee and assisted with data collection and administration of minutes and reports. One of the most significant findings of that work resulted in the recommendation for annual increases to remuneration for

city council to ensure that the city did not fall behind comparator municipalities. The recommendation to increase annually in the amount of half of CPI was created to ensure that the benchmark for an increase is specific and appropriate to the community of Thunder Bay.

Following the presentation of Report R 29/2018 (Council Remuneration Advisory Committee), direction was provided to Administration to present annual increases for City Council beginning on January 1, 2020 and that the annual increase be equal to half the rate of inflation for Thunder Bay.

***PREPARED BY: ANNE TURUBA, MANAGER COMPENSATION, BENEFITS & HEALTH SERVICES***

THIS REPORT SIGNED AND VERIFIED BY: (NAME OF GENERAL MANAGER)  Norm Gale, City Manager	DATE:  April 20, 2022
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**MEETING DATE**     05/02/2022 (mm/dd/yyyy)

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**SUBJECT**             2022 Capital Contracts Update

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***SUMMARY***

Memorandum from Director - Engineering & Operations Kayla Dixon relative to the above noted. **(Distributed Separately)**

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***MEETING DATE***      05/02/2022 (mm/dd/yyyy)

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***SUBJECT***              Engineering Construction Contract Summary

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***SUMMARY***

Memorandum from Director - Engineering & Operations Kayla Dixon, dated April 17, 2022 relative to the above noted, for information.

***ATTACHMENTS***

1. Memorandum - K. Dixon - Construction Contract Variance Summary
2. Attachment - 2022 Contract Construction Budget History

## Memorandum

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**TO:** Krista Power  
City Clerk

**FROM:** Kayla Dixon, P. Eng., MBA  
Director of Engineering & Operations

**DATE:** April 17, 2022

**SUBJECT:** Engineering Construction Contract Summary  
May 2, 2022 – Committee of Whole Meeting

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Please find attached an updated Construction Contract Summary listing all projects administered by Engineering from 2001 to 2021 showing the variance between the original contract award price and final contract cost. The attached spreadsheet shows that contracts administered by Engineering are cumulatively under spent by \$7.5M in this 21-year time period.

Please note that some 2021 projects are still in progress and final costs will be reported in future summaries.

Regards,

KD

Att

cc: Norm Gale – City Manager  
Kerri Marshall – General Manager – Infrastructure & Operations

Construction Contract Summary - 2001 to 2021

Contract Number	Description	Original Contract Price (GST/HST Extra)	Projected/Final Contract Price	Difference	Variation Percent	Status	Comment
1-2001	WPCP-Secondary Treatment					Not Tendered	
2-2001	Asphalt Surface Rehabilitation	2,362,706.10	2,365,721.23	-3,015.13	-0.13%	Complete	
3-2001	McKellar Lift Bridge- Second Vehicle Lane	536,748.00	513,022.00	23,726.00	4.42%	Complete	
4-2001	Hot in Place recycling	462,255.30	441,973.48	20,281.82	4.39%	Complete	
5-2001	Road and Sewer Const- Margaret, Simpson, Waverly, Park	1,641,384.50	1,752,887.59	-111,503.09	-6.79%	Complete	one block sewer& paving added(Simpson st)-see report 2002.112
6-2001	Sidewalks, Traffic signals, Busbays	610,002.82	596,730.36	13,272.46	2.18%	Complete	
7-2001	Victoriaville Watermain replacement	586,360.00	612,530.16	-26,170.16	-4.46%	Complete	quantity variations-see report 2001.327
8-2001	Watermain Const-Hwy 61, Mountain,Hazelwood	2,188,659.86	1,861,715.10	326,944.76	14.94%	Complete	Mapleward Rd wm LI did not proceed
9-2001	Dawson Road Reconstruction-Stage II	1,810,475.97	1,872,157.77	-61,681.80	-3.41%	Complete	quantity variations-see report 2003.055
10-2001	Miscellaneous Sewer and water	936,756.11	828,784.32	107,971.79	11.53%	Complete	
11-2001	WPCP-DAF Equipment	45,566.87	45,566.87	N/A		Reassigned	Original contract novated to Contract 1, 2002
12-2001	WPCP-Influent Pumps and Equipment	51,367.90	51,367.90	N/A		Reassigned	Original contract novated to Contract 1, 2002
13-2001	NOT USED						
14-2001	Pioneer Ridge Building Envelope Retrofit	0.00	0.00	0.00		Not T&W's	
15-2001	WPCP-VFD Equipment	147,937.32	289,541.52	-141,604.20	-95.72%	Complete	
16-2001	WPCP-Secondary Sewage Treatment Facilities	80,820.00	99,574.49	-18,754.49	-23.21%	Complete	
17-2001	110th Ave (Island Drive)Bridge	10,137,214.00	9,655,296.20	481,917.80	4.75%	Complete	
18-2001	Rehabilitation of Sanitary Sewers	435,123.53	461,525.21	-26,401.68	-6.07%	Complete	added sewer repairs-see report 2002.080
19-2001	WPCP-Transient Voltage Surge Equipment	87,662.52	90,540.02	-2,877.50	-3.28%	Complete	
1-2002	Pollution Prevention Control Plant	60,831,775.70	59,060,141.75	1,771,633.95	2.91%	Complete	added Nitrification and 5KV-see report 2004.086
							added Contingency see report 2003.226,2005.192 and 2006.148
2-2002	Asphalt Surface Rehabilitation	2,133,769.67	2,202,200.14	-68,430.47	-3.21%	Complete	quantity variations-see report 2003.008
3-2002	Asphalt Hot In Place Recycling Program	494,811.00	447,028.31	47,782.69	9.66%	Complete	
4-2002	Sidewalk Replacements and Traffic Signals	494,050.50	794,526.44	-300,475.94	-60.82%	Complete	Carrick& Harbour intersection added-see report 2002.256
5-2002	Miscellaneous Sewer and Watermain Construction	746,415.10	554,531.56	191,883.54	25.71%	Complete	Mapleward Road LI watermain deleted
6-2002	Simpson Street Bridge	2,189,091.00	2,313,320.46	-124,229.46	-5.67%	Complete	Temporary bridge added-see report 2002.320
7-2002	Water/Storm/Sanitary Separation-Edward St Area-Stage VI	735,985.00	682,028.00	53,957.00	7.33%	Complete	
8-2002	Hazelwood Water Storage Tank	1,994,000.00	1,951,631.00	42,369.00	2.12%	Complete	
9-2002	Neebing Avenue & Eleventh Avenue Road Reconstruction	1,532,955.06	1,602,016.43	-69,061.37	-4.51%	Complete	quantity variations-see report 2004.016
10-2002	Cleaning & Cement Mortar Lining of Cast Iron Watermains	1,023,745.00	942,447.00	81,298.00	7.94%	Complete	
11-2002	Rupert Street Storm Sewer - Stage II	303,191.87	289,301.85	13,890.02	4.58%	Complete	
12-2002	Rehabilitation of Sanitary Sewers	403,810.00	347,987.49	55,822.51	13.82%	Complete	
13-2002	NOT USED						
14-2002	John St Landfill Leachate Collection System Upgrades	320,800.00	353,480.03	-32,680.03	-10.19%	Complete	Secondary drains added-see report 2003.245
1-2003	Cumberland St Bridge over the Current River Rehabilitation	1,443,275.00	1,414,303.30	28,971.70	2.01%	Complete	
2-2003	Asphalt Surface Rehabilitation	2,543,338.25	2,440,543.52	102,794.73	4.04%	Complete	lein payments made to others
3-2003	Cleaning & Cement Mortar Lining of Cast Iron Watermains	1,134,510.00	964,347.87	170,162.13	15.00%	Complete	
4-2003	Sewer and Watermain Construction	1,709,441.00	1,643,031.12	66,409.88	3.88%	Complete	
5-2003	Bascule Bridge Demolition	888,000.00	794,289.79	93,710.21	10.55%	Complete	
6-2003	Sidewalk Replacement, Street Lighting & Local Improvement	1,070,194.96	1,087,520.10	-17,325.14	-1.62%	Complete	quantity variations- see report 2005.002
7-2003	Asphalt Hot In Place Recycling Program	487,602.00	486,954.86	647.14	0.13%	Complete	lein payments made to others, pending deficiency correction
8-2003	Oliver Road Reconstruction	1,268,333.90	1,320,471.41	-52,137.51	-4.11%	Complete	quantity variations-see report 2004.062
9-2003	Sewer and Watermain Construction - McKellar Ward	728,493.50	764,479.24	-35,985.74	-4.94%	Complete	quantity variations-see report 2004.061
10-2003	East End Infrastructure Improvements	732,563.00	718,456.22	14,106.78	1.93%	Complete	
11-2003	Broadway Avenue Booster Pumping Station	1,345,794.39	1,312,443.21	33,351.18	2.48%	Complete	
12-2003	Golf Links Sanitary Sewer Extension	397,590.00	389,881.50	7,708.50	1.94%	Complete	
13-2003	NOT USED						
14-2003	Rehabilitation of Sanitary Sewers	512,314.00	452,975.20	59,338.80	11.58%	Complete	
15-2003	Bare Point Water Treatment Plant Upgrade	46,907,219.98	46,237,749.09	669,470.89	1.43%	Complete	elevator,high lift pump,fencing added-see report 2005.005
							Cont added- Report 2006.147, Mediation Settlement 2007ER.009
16-2003	Cathodic Protection Watermains	238,500.00	274,947.00	-36,447.00	-15.28%	Complete	PO extended by MM authority

17-2004	Arthur Street Reconstruction	1,419,141.77	1,426,734.53	-7,592.76	-0.54%	Complete	various extra contract items-see report 2004.245
1-2004	Asphalt Surface Rehabilitation	1,571,747.90	1,574,555.85	-2,807.95	-0.18%	Complete	
2-2004	Van Norman Street Reconstruction	913,665.00	871,681.10	41,983.90	4.60%	Complete	
3-2004	6th Ave Overpass Reconstruction	1,263,825.20	1,193,316.55	70,508.65	5.58%	Complete	
4-2004	Southward Storm Sewer	970,960.00	1,035,310.38	-64,350.38	-6.63%	Complete	Harold st added (storm, s/w, paving) -see report 2005.058
5-2004	Bay Street area Reconstruction	1,298,318.60	1,310,971.84	-12,653.24	-0.97%	Complete	Trees added,spall s/w repair
6-2004	Sidewalk Replacements and Traffic Signals	712,113.00	604,422.55	107,690.45	15.12%	Complete	
7-2004	Edward/Tarbutt Stage VII Storm Separation	512,135.00	465,766.72	46,368.28	9.05%	Complete	
8-2004	Low Lift Pump	357,119.52	114,901.68	242,217.84	67.83%	Complete	Accessary equipment prepurchased by City-deleted from contract
9-2004	East End Stage IV Storm Separation	398,025.00	378,621.35	19,403.65	4.87%	Complete	
10-2004	Hot in Place Asphalt Surface Rehabilitation	325,825.98	296,861.31	28,964.67	8.89%	Complete	
11-2004	Rockcliff Reservoir	10,364,000.00	10,668,804.84	-304,804.84	-2.94%	Complete	Contingency added-See Reports 2006.050 & 2006.142
12-2004	Oliver Road Reconstruction (Stage II)	1,193,551.90	1,105,949.80	87,602.10	7.34%	Complete	Top paving lift deffered pending Flying J
13-2004	NOT USED						
14-2004	Rehabilitation of Sanitary sewers	475,209.47	385,289.00	89,920.47	18.92%	Complete	
15-2004	Kaministiquia River watermain Crossing @Hwy 61	929,375.25	929,375.25	0.00	0.00%	Complete	Lump Sum contract
16-2004	Hazelwood Drain	189,790.00	184,273.96	5,516.04	2.91%	Complete	
17-2004	CSO Regulator Replacement	126,915.00	118,224.00	8,691.00	6.85%	Complete	Awarded by PO
18-2004	Hwy 61 Rockcliff Reservoir Water Supply	3,069,651.25	2,925,277.70	144,373.55	4.70%	Complete	
1-2005	Asphalt Surface Rehabilitation	1,823,190.80	1,896,551.79	-73,360.99	-4.02%	Complete	quantity variations see Report 2006.014
2-2005	Golf Links Trunk sewer Stage II	769,060.60	767,265.30	1,795.30	0.23%	Complete	
3-2005	Cement Mortar Lining	1,385,446.90	1,383,246.00	2,200.90	0.16%	Complete	
4-2005	Edward/Tarbutt- Storm Sewer Separation- Stage IX	1,482,245.00	1,482,245.00	0.00	0.00%	Complete	
5-2005	Supply and Commiss of Ultra Violet Light Disinfection Equip					Not Tendered	
6-2005	Supply and Commissioning of Cogeneration Equip					Not Tendered	
7-2005	Dawson Street & Camelot Street Reconstruction	1,445,219.60	1,341,119.53	104,100.07	7.20%	Complete	
8-2005	James Street @ Kaministiquia River Watermain Crossing	891,400.00	847,409.49	43,990.51	4.93%	Complete	
9-2005	Sidewalks and Traffic Signals	778,828.50	665,478.41	113,350.09	14.55%	Complete	
10-2005	Watermain Replacement	1,569,627.00	1,564,606.97	5,020.03	0.32%	Complete	
11-2005	Syndicate Avenue Reconstruction	2,903,538.70	2,817,598.05	85,940.65	2.96%	Complete	Additional block added- see Report 2006.078
12-2005	Storm Sewer Construction	570,297.50	543,689.94	26,607.56	4.67%	Complete	
13-2005	NOT USED						
14-2005	Fire Protection Upgrades- Various Buildings	268,260.20	261,613.00	6,647.20	2.48%	Complete	
1-2006	Asphalt Surface Rehabilitation	1,793,402.06	1,674,882.11	118,519.95	6.61%	Complete	
2-2006	Sidewalks and Traffic Signals	1,034,654.00	1,043,923.23	-9,269.23	-0.90%	Complete	quantity variations- see report 2007.045
3-2006	Westfort storm Sewers	1,121,379.50	1,119,994.70	1,384.80	0.12%	Complete	
4-2006	Sewer and Water Replacement	2,559,402.00	2,531,447.98	27,954.02	1.09%	Complete	
5-2006	CSO Outfall Gate Replacement	243,400.00	226,599.94	16,800.06	6.90%	Complete	
6-2006	Storm sewer Construction	1,346,560.50	1,297,382.85	49,177.65	3.65%	Complete	
7-2006	John St Landfill- Waste Transfer Equipment	292,385.78	0.00	N/A		Assigned	Contract assigned to Cont 9, 2007 as per novation agreement
8-2006	John St Landfill- Weigh Scales	218,977.57	0.00	N/A		Assigned	Contract assigned to Cont 9, 2007 as per novation agreement
9-2006	Watermain Replacement	1,143,165.00	1,027,317.50	115,847.50	10.13%	Complete	
10-2006	John St Landfill -Vehicle Wash Equipment	172,332.56	17,273.49	155,059.07	89.98%	Cancelled	Contract cancelled-settlement costs posted
11-2006	Vickers street Bridge Rehabilitation	1,113,213.00	1,136,188.03	-22,975.03	-2.06%	Complete	Quantity variations-see Report 2007.152
12-2006	Asphalt Surface Rehabilitation-Extended program	4,041,073.05	4,094,303.83	-53,230.78	-1.32%	Complete	Albany wm 2007.042,Clavet st added 2007.127,quant var 2008.005
13-2006	NOT USED						
14-2006	Rehabilitation of Sanitary Sewers	570,000.00	433,737.92	136,262.08	23.91%	Complete	
15-2006	Broadway Avenue Realignment	1,418,085.75	1,453,768.69	-35,682.94	-2.52%	Complete	Quantity Variations-see Report 2008.164
16-2006	Oliver Road Reconstruction	2,422,455.79	2,723,179.20	-300,723.41	-12.41%	Complete	Quantity Variations-see Report 2007.007
17-2006	Intercity Drainage Phase I	2,455,723.20	2,428,269.93	27,453.27	1.12%	Complete	
18-2006	Atlantic Ave WPCP-Supply of UV Disinfection Equip	62,523.36	62,523.26	0.10	0.00%	Reassigned	Original amount revised through novation to Contact 7, 2007
19-2006	Atlantic Ave WPCP-Supply of Biogas Cogeneration Equip	679,972.85	679,972.85	0.00	0.00%	Reassigned	Original amount revised through novation to Contact 7, 2007
1-2007	Asphalt Surface Rehabilitation	3,872,862.43	3,829,538.36	43,324.07	1.12%	Complete	
2-2007	Sidewalks and Street Lighting	601,345.30	566,838.18	34,507.12	5.74%	Complete	
3-2007	Watermain Relining	1,329,680.00	1,323,599.00	6,081.00	0.46%	Complete	
4-2007	May Street Reconstruction	2,344,901.90	2,392,311.40	-47,409.50	-2.02%	Complete	Quantity Variations-see Report 2008.036

5-2007	Ontario Street and Van Norman Street Reconstruction	2,239,514.45	2,240,932.00	-1,417.55	-0.06%	Complete	
6-2007	Sewer and Watermain Replacement	845,541.00	793,490.00	52,051.00	6.16%	Complete	
7-2007	Atlantic Ave WPCP-UV & Cogen Construction	9,134,620.43	9,113,307.44	21,312.99	0.23%	Complete	Original Contract Price adjusted by novation payments
8-2007	Red River Road Reconstruction	1,512,970.00	1,536,582.10	-23,612.10	-1.56%	Complete	Quantity variations-see Report 2008.032
9-2007	John Street Landfill Site-New Entrance Facilities,Site Prep	4,456,436.93	4,760,579.81	-304,142.88	-6.82%	Complete	Contract Extension Report 2008.044,Quantity variation Report 2009.047
10-2007	John Street Construction	1,966,487.00	2,328,496.26	-362,009.26	-18.41%	Complete	Quantity variations-see report 2009.026
11-2007	Intercity Drainage Phase II	2,087,382.20	2,047,000.00	40,382.20	1.93%	Complete	
12-2007	John Street Landfill-East Cell Expansion	637,350.00	726,707.15	-89,357.15	-14.02%	Complete	Quantity Variations- see Report 2009.072
1-2008	Asphalt Surface Rehabilitation	3,222,178.50	3,096,507.00	125,671.50	3.90%	Complete	
2-2008	Sidewalks and Street lighting	784,773.80	782,963.05	1,810.75	0.23%	Complete	
3-2008	Rockwood Ave, Pearl St, Brown/Moodie	1,787,750.00	1,720,899.43	66,850.57	3.74%	Complete	
4-2008	Sewer and Water Replacement	1,655,094.00	1,624,776.10	30,317.90	1.83%	Complete	
5-2008	Sewer and Water Replacement 2	2,008,000.00	1,904,565.81	103,434.19	5.15%	Complete	
6-2008	Asphalt Surface Rehabilitation 2	3,021,068.69	3,246,933.02	-225,864.33	-7.48%	Complete	Quantity Variations-see Report 2009.028
7-2008	Cathodic Protection Watermains	216,940.00	179,220.00	37,720.00	17.39%	Complete	
8-2008	Belrose Bridge Replacement	915,590.00	899,921.09	15,668.91	1.71%	Complete	
9-2008	Rehabilitation of Sanitary Sewers	336,801.00	227,848.00	108,953.00	32.35%	Complete	
10-2008	Mapleward Road Culvert Installation	306,566.50	292,611.92	13,954.58	4.55%	Complete	
11-2008	Harbour Expressway Bridge Rehabilitation	1,192,651.00	1,191,149.92	1,501.08	0.13%	Complete	
12-2008	Main street Bridge-Pin Cap Repairs	29,034.00	29,034.00	0.00	0.00%	Complete	Lump Sum Contract
1-2009	Asphalt Surface Rehabilitation	3,076,153.75	2,945,644.69	130,509.06	4.24%	Complete	
2-2009	Sidewalks and Streetlighting	923,556.75	923,549.45	7.30	0.00%	Complete	PO extended with GM approval
3-2009	Sewer and Watermain Replacement	1,874,657.00	1,919,891.29	-45,234.29	-2.41%	Complete	Contract Variation Report 2010.167
4-2009	Road and Storm Sewer	2,742,633.20	2,615,573.81	127,059.39	4.63%	Complete	Contract Extension Report 2010.041- Arthur st asphalt
5-2009	Sewer and Watermain Replacement II	1,824,886.20	1,824,861.61	24.59	0.00%	Complete	
6-2009	Asphalt Surface Rehabilitation II	3,029,611.50	2,870,002.61	159,608.89	5.27%	Complete	
7-2009	Lisgar Street Reconstruction	786,965.15	760,000.00	26,965.15	3.43%	Complete	Contract Extension Report 2010.040-extra landscaping
8-2009	John Street Landfill- Landfill Gas Collection and Abstr Plant	3,451,560.36	3,547,398.70	-95,838.34	-2.78%	Complete	Contract Variation Report 2010.050
9-2009	Intercity Drainage- Phase III	1,029,983.48	1,029,983.48	0.00	0.00%	Complete	
10-2009	Darrel Ave- Watermain Replacement					Tender Postponed	
11-2009	Balmoral Street Bridge Rehabilitation	1,404,767.80	1,384,606.95	20,160.85	1.44%	Complete	
1-2010	Asphalt Surface Rehabilitation	3,412,326.05	3,294,078.65	118,247.40	3.47%	Complete	
2-2010	Sidewalks and Street Lighting	902,304.90	895,147.43	7,157.47	0.79%	Complete	
3-2010	Sewer and Watermain Replacement-North	1,661,440.00	1,509,720.81	151,719.19	9.13%	Complete	
4-2010	Sewer and Water Replacement-1	1,639,460.00	1,596,005.83	43,454.17	2.65%	Complete	
5-2010	Sewer and Water Replacement -II	1,867,555.00	1,865,779.30	1,775.70	0.10%	Complete	
6-2010	Rosslyn Road and Mountdale Avenue Reconstruction	2,236,755.50	2,200,865.84	35,889.66	1.60%	Compete	Contract extension report 2011.038-reinstate original tender limits
7-2010	Marks Street Siphon	238,250.00	237,470.00	780.00	0.33%	Complete	
8-2010	Duke Street Pumping Station	632,319.05	581,941.48	50,377.57	7.97%	Complete	
9-2010	Innovation Drive and Premier Way Extensions	1,345,844.10	1,560,502.95	-214,658.85	-15.95%	Complete	Contract variation report 2011.103
10-2010	Darrel Avenue- Watermain Replacement	567,800.00	531,184.87	36,615.13	6.45%	Complete	
11-2010	May Street Bridge Rehabilitation	939,091.00	872,018.33	67,072.67	7.14%	Complete	
12-2010	Ada Ave/Hazelwood Drive Culvert Replacements	109,818.00	97,276.00	12,542.00	11.42%	Complete	
14-2010	Sanitary Sewer Rehabilitation	419,390.00	361,952.30	57,437.70	13.70%	Complete	
15-2010	Island Drive Watermain Looping	1,272,600.00	1,272,600.00	0.00	0.00%	Complete	
1-2011	Asphalt Surface Rehabilitation	3,713,996.56	3,719,036.90	-5,040.34	-0.14%	Complete	
2-2011	Sidewalks and Streetlighting	1,179,980.25	1,194,000.00	-14,019.75	-1.19%	Complete	GM approval obtained
3-2011	Sewer and Water Replacement-North	2,131,077.50	2,093,046.30	38,031.20	1.78%	Complete	
4-2011	S & W Replacement- North II & Pressure Zone Boundary	1,781,150.00	1,781,040.71	109.29	0.01%	Complete	
5-2011	Walsh Street Area Reconstruction	1,926,418.00	2,013,353.45	-86,935.45	-4.51%	Complete	Contract variation report 2012.001
6-2011	Algoma Street and Brodie Street Reconstruction	2,123,830.00	2,027,882.67	95,947.33	4.52%	Complete	
7-2011	Kam Tunnel Crossings					Tender Postponed	
8-2011	Cleaning and Cement Mortar Lining	1,458,300.00	1,456,115.00	2,185.00	0.15%	Complete	
9-2011	James Street Bridge	1,413,470.53	1,415,342.17	-1,871.64	-0.13%	Complete	Final contractor claim denied
10-2011	Landfill Capping of East Cell	2,312,400.00	2,342,800.52	-30,400.52	-1.31%	Complete	Contract variation report 2012.141
11-2011	Intersection Improvements Valley/Pioneer and Rosslyn Road	1,138,566.00	1,179,746.72	-41,180.72	-3.62%	Complete	Contract variation report 2012.002

1-2012	Asphalt Surface Rehabilitation	2,417,136.30	2,407,784.78	9,351.52	0.39%	Complete	
2-2012	Sidewalks, Streetlighting and Traffic Signal Installation	919,243.00	990,770.99	-71,527.99	-7.78%	Complete	Contract variation report 2012.178
3-2012	Sewer and Watermain Replacement- South 1	2,809,089.00	2,723,903.34	85,185.66	3.03%	Complete	
4-2012	Sewer and Watermain Replacemenr-South 2	1,356,586.50	1,356,514.05	72.45	0.01%	Complete	
5-2012	Asphalt Surface Rehabilitation-2	2,944,852.21	2,799,091.59	145,760.62	4.95%	Complete	Contract rpt 2012.126 &2013.102-Neebing ave watemain/LI san sewer
6-2012	Algoma Street Reconstruction	2,085,725.00	2,035,269.50	50,455.50	2.42%	Complete	
7-2012	South Core Courthouse Area- Street Reconstruction	1,887,994.18	1,860,233.57	27,760.61	1.47%	Complete	
8-2012	Cleaning and Cement Mortar Lining of Watermains	1,572,370.00	1,565,400.00	6,970.00	0.44%	Complete	
9-2012	Golf Links Reconstruction- Phase I					Tender Postponed	
10-2012	Victor Street watermain- River crossing	664,000.00	664,000.00	0.00	0.00%	Complete	
11-2012	Kam Tunnel watermain tie ins	262,584.00	218,263.50	44,320.50	16.88%	Complete	
12-2012	Erosion Protection of landfill East cell	189,219.50	189,219.50	0.00	0.00%	Complete	
14-2012	Rural Bridge Replacement	178,019.00	163,173.30	14,845.70	8.34%	Complete	
15-2012	Landfill Capping- Phase II	1,850,065.00	1,859,256.81	-9,191.81	-0.50%	Complete	GM approval obtained
16-2012	Paquette Road Bridge Replacement	395,664.93	317,495.07	78,169.86	19.76%	Complete	
17-2012	St Paul Street Reconstruction	487,526.73	442,412.28	45,114.45	9.25%	Complete	
1-2013	Asphalt Surface Rehabilitation	4,077,814.50	4,009,034.95	68,779.55	1.69%	Complete	
2-2013	Sidewalks, Street Lighting & Traffic Signal Installation	1,014,542.59	968,189.80	46,352.79	4.57%	Complete	
3-2013	Frederica Street and Waterloo Street Reconstruction	2,209,223.06	2,261,776.35	-52,553.29	-2.38%	Complete	Contract variation report 2014.001
4-2013	Sewer and Watermain Replacement I	1,589,143.50	1,585,496.18	3,647.32	0.23%	Complete	
5-2013	Asphalt Surface Rehabilitation -2	2,497,596.75	2,453,572.00	44,024.75	1.76%	Complete	
6-2013	Sewer and Watermain Replacement-2	1,464,409.00	1,464,263.95	145.05	0.01%	Complete	
7-2013	Golf Links Road/Junot Avenue Improvements-Stage I	6,096,856.38	6,953,918.35	-857,061.97	-14.06%	Complete	Contract variation report 2014.032
8-2013	Watermain Replacement- Beverly street	1,406,801.50	1,379,667.43	27,134.07	1.93%	Complete	
9-2013	Cement Mortar lining	1,199,670.00	1,186,444.00	13,226.00	1.10%	Complete	
10-2013	Bare Point Watermain-Phase I	1,071,180.00	1,071,154.69	25.31	0.00%	Complete	
11-2013	Northwood Storm Sewer & Watermain	1,083,310.70	952,437.60	130,873.10	12.08%	Complete	
12-2013	McKellar Island -Watermain river crossing	433,500.00	433,500.00	-	0.00%	Complete	
14-2013	Marina Park Pedestrian Overpass-Architechural Upgrade	358,431.14	359,763.52	-1,332.38	-0.37%	Complete	
15-2013	Cameron Street Bridge Reconstruction	1,184,871.00	1,200,954.00	-16,083.00	-1.36%	Complete	Contract variation report 2013.178
16-2013	Boulevard Lake Dam Rehabilitation			-		Tendered but not awarded	
17-2013	Cathodic Protection of Watermains	136,420.00	127,820.00	8,600.00	6.30%	Complete	
18-2013	Atlantic Ave WPCP-Headworks Bypass Channel	1,788,617.36	1,712,282.22	76,335.14	4.27%	Complete	
	Atlantic Ave WPCP-Diesel Fuel System Upgrade	501,358.83	501,358.83	-	0.00%	Complete	Contract extension awarded by Legal services
19-2013	Atlantic Ave WPCP- Turbo Blower Installation	1,498,915.23	1,506,836.73	-7,921.50	-0.53%	Complete	GM approval obtained
1-2014	Asphalt Surface Rehabilitation	3,324,305.55	2,998,981.65	325,323.90	9.79%	Complete	
2-2014	Sidewalks, Street Lighting & Traffic Signal Installation	1,224,333.07	1,110,258.81	114,074.26	9.32%	Complete	
3-2014	Arthur Street Area Reconstruction	2,152,495.51	2,078,327.15	74,168.36	3.45%	Complete	
4-2014	May Street Reconstruction-(Stage I)	1,966,498.00	1,919,425.14	47,072.86	2.39%	Complete	
5-2014	Asphalt Surface Rehabilitation 2	2,210,478.40	2,210,478.28	0.12	0.00%	Complete	
6-2014	Sewer & watermain Replacement 1	1,598,448.00	1,598,281.85	166.15	0.01%	Complete	
7-2014	Golf Links Road Reconstruction-Stage 2A	5,237,532.00	5,000,355.28	237,176.72	4.53%	Complete	
8-2014	Cement Mortar lining	1,370,900.00	1,370,900.00	0.00	0.00%	Complete	
9-2014	Sewer & Watermain II	1,944,878.00	1,884,571.34	60,306.66	3.10%	Complete	
10-2014	Northwood Relief Storm Sewer	1,268,115.00	1,238,759.78	29,355.22	2.31%	Complete	
11-2014	Sanitary Sewer Replacement					Tendered but not awarded	
12-2014	Valley Street Reconstruction	2,199,543.33	2,256,147.05	-56,603.72	-2.57%	Complete	Contract variation report 160/2015
14-2014	Golf Links Road- Pedestrian Bridges					Tendered but not awarded	
15-2014	Boulevard Lake Dam Rehabilitation					Tendered but not awarded	
16-2014	Extension to Existing East cell Landfill Gas Collection	346,975.00	325,475.00	21,500.00	6.20%	Complete	
17-2014	Rehabilitation of Court Steet Bridge	1,627,055.50	1,728,169.79	-101,114.29	-6.21%	Complete	Contract variation report R4/2015
1-2015	Asphalt Surface Rehabilitation	4,297,144.27	4,185,136.62	112,007.65	2.61%	Complete	
2-2015	Sidewalks & Traffic Signal Rehabilitation	1,345,223.38	1,308,077.55	37,145.83	2.76%	Complete	
3-2015	Mary street & Westfort Storm sewer Laterals	1,711,495.60	1,681,753.77	29,741.83	1.74%	Complete	
4-2015	May street Reconstruction-(Stage II)	2,358,696.50	2,329,993.00	28,703.50	1.22%	Complete	
5-2015	Asphalt Surface Rehabilitation 2	2,601,326.78	2,472,626.76	128,700.02	4.95%	Complete	

6-2015	Sewer & Water I	1,863,119.80	1,863,080.61	39.19	0.00%	Complete	
7-2015	Golf Links Road Reconstruction- Stage 2B	3,438,380.00	3,437,345.00	1,035.00	0.03%	Complete	
8-2015	Cleaning & Cement Mortar Lining of Cast Watermains	1,297,450.00	1,297,450.00	0.00	0.00%	Complete	
9-2015	Northwood- Watermain & Storm Sewer	1,853,274.00	1,708,109.83	145,164.17	7.83%	Complete	
10-2015	Cumberland Street Reconstruction					Tendered but not Awarded	
11-2015	Trunk Watermain Replacement- Parking lot to MacDougall	1,613,772.00	1,611,281.76	2,490.24	0.15%	Complete	
12-2015	Sanitary and Storm Sewer	1,873,400.50	1,712,796.00	160,604.50	8.57%	Complete	
14-2015	Boulevard Lake Dam Rehabilitation					Tendered but not Awarded	
15-2015	Watermain Connections-Victor st and Riverdale rd	163,785.00	161,892.00	1,893.00	1.16%	Complete	
16-2015	Chamberlain Pumping Station Upgrades	1,858,643.90	1,865,593.00	-6,949.10	-0.37%	Complete	Environment Director approved
17-2015	Cathodic Protection of Watermains	157,400.00	136,310.00	21,090.00	13.40%	Complete	
1-2016	Asphalt Surface Rehabilitation 1	3,036,142.00	2,920,138.57	116,003.43	3.82%	Complete	Report 50/2016 added streets for paving
2-2016	Sidewalks, Street Lighting and Traffic Signal Rehabilitation	859,523.15	815,407.12	44,116.03	5.13%	Complete	
3-2016	Cumberland Street Reconstruction	2,847,285.10	2,842,791.42	4,493.68	0.16%	Complete	
4-2016	Sewer and Water 1	2,578,482.00	2,576,752.14	1,729.86	0.07%	Complete	
5-2016	Asphalt Surface Rehabilitation II	2,696,761.57	2,695,577.19	1,184.38	0.04%	Complete	
6-2016	Sewer and Watermain- Westfort Ward Area	3,077,369.50	3,074,331.54	3,037.96	0.10%	Complete	
8-2016	Cement Mortar Lining	1,324,025.00	1,323,300.00	725.00	0.05%	Complete	
9-2016	Sewer and Water II	1,817,773.00	1,601,949.93	215,823.07	11.87%	Complete	
10-2016	Northwood Area Storm Sewer	1,371,233.00	1,371,789.64	-556.64	-0.04%	Complete	
11-2016	Balmoral Street Reconstruction-Phase 1	3,563,741.70	3,561,199.17	2,542.53	0.07%	Complete	
12-2016	Pressure Zone Conversion-Sewer and Water III	377,955.00	377,955.00	0.00	0.00%	Complete	
14-2016	Thunder Bay Waterfront- South of Pearl st Parking Lot	1,439,470.80	1,526,364.42	-86,893.62	-6.04%	Complete	Report 45/2018-quantity variations & extra work
15-2016	Landfill Gas Extension	321,659.00	371,304.87	-49,645.87	-15.43%	Complete	Emergency valve repair added cost
1-2017	Asphalt Surface Rehabilitation I	4,323,505.25	3,843,972.02	479,533.23	11.09%	Complete	
2-2017	Sidewalks and Trails	1,106,467.25	1,006,422.00	100,045.25	9.04%	Complete	
3-2017	Court and Banning street Reconstruction	2,438,247.50	2,229,367.15	208,880.35	8.57%	Complete	
4-2017	Sewer and Water Replacement I	1,196,648.55	1,118,896.42	77,752.13	6.50%	Complete	
5-2017	Asphalt Surface Rehabilitation II	3,360,383.25	3,276,330.12	84,053.13	2.50%	Complete	
6-2017	Crescent Ave Reconstruction and Empress Ave Storm Relief	1,943,634.00	2,441,182.47	-497,548.47	-25.60%	Complete	Storm sewer extended limits & quantity varations- see report 106/2018
7-2017	High Street Retaining Wall	2,144,740.00	2,263,228.19	-118,488.19	-5.52%	Complete	GM Finace approved-lame duck Council
8-2017	Cleaning and Cement Mortar Lining of Cast Iron Watermains	1,319,700.00	1,319,185.00	515.00	0.04%	Complete	
9-2017	Central Ave and First ave Watermain Replacement	1,149,283.00	1,098,926.09	50,356.91	4.38%	Complete	
10-2017	McKellar Ward Road Construction and Storm Separation	3,864,705.00	3,700,453.31	164,251.69	4.25%	Complete	
11-2017	Cathodic Protection	134,700.00	159,050.00	-24,350.00	-18.08%	Complete	Surplus water rate funds transfered from previous year (2015) contract
12-2017	Northwood Area Storm Sewer	2,095,391.00	2,110,410.01	-15,019.01	-0.72%	Complete	Final price amended by Rate Stabilization account resolution
14-2017	Wardrop Ave Reconstruction	1,157,955.20	1,157,955.20	0.00	0.00%	Complete	
15-2017	Green Infrastructure- Low Impact Development Facilities					Tender Postponed	
16-2017	Black Bay Road- Trunk Watermain	877,140.00	864,370.24	12,769.76	1.46%	Complete	
17-2017	Waterfront Habitat Pond-Storm Water Treatment					Tendered but not Awarded	
18-2017	Briarwood Drive Culvert Replacement	470,792.00	487,187.50	-16,395.50	-3.48%	Complete	GM approved-no report submitted
1-2018	Asphalt Surface Rehabilitation 1	3,643,231.70	3,332,602.94	310,628.76	8.53%	Complete	
2-2018	Sidewalks and Traffic Control	720,500.01	687,656.66	32,843.35	4.56%	Complete	Oliver rd sidewalk did not proceed
3-2018	Edward Street and Court Street Reconstruction	1,855,926.25	1,695,937.72	159,988.53	8.62%	Complete	
4-2018	Storm Sewer Separation	1,533,333.70	1,493,796.99	39,536.71	2.58%	Complete	
5-2018	Asphalt Surface Rehabilitation II	2,425,470.00	2,344,079.57	81,390.43	3.36%	Complete	
6-2018	Empress Avenue Reconstruction- Phase II					Tendered but not Awarded	
7-2018	Main Street Bridge Rehabilitation	4,925,103.00	4,848,688.25	76,414.75	1.55%	Complete	
8-2018	Cleaning and Cement Mortar Lining of Cast Iron watermains	1,413,050.00	1,412,928.15	121.85	0.01%	Complete	
9-2018	Sewer and Water	1,919,980.50	1,918,223.83	1,756.67	0.09%	Complete	
10-2018	Cathodic Protection					Tender postponed	
11-2018	Marion Street Trunk Watermain Replacement					Tender postponed	
12-2018	Green Infastructure Stormwater Faciliites					Tender postponed	
14-2018	Intercity Priority Storm Sewer					Tender postponed	
15-2018	Thunder Bay Waterfront Site Development	1,413,186.00	1,274,732.33	138,453.67	9.80%	Complete	
16-2018	Marina Market Square Parking area & Drainage Improvements					Tender postponed	

18-2018	Bare Point Road Reconstruction	153,712.70	131,650.85	22,061.85	14.35%	Complete	
1-2019	Asphalt Surface Rehabilitation I	3,761,783.83	3,678,477.46	83,306.37	2.21%	Complete	
2-2019	Sidewalks and Traffic Control	785,299.23	791,906.01	-6,606.78	-0.84%	Complete	GM approved-no report submitted
3-2019	Watermain Replacement Reconstruction	2,222,899.50	2,106,219.29	116,680.21	5.25%	Complete	
4-2019	Syndicate Avenue Storm Sewer and Watermain	1,685,356.00	1,669,365.10	15,990.90	0.95%	Complete	
5-2019	Asphalt Rehabilitation II	2,633,875.00	2,527,059.61	106,815.39	4.06%	Complete	
6-2019	Empress Avenue Reconstruction- Phase II	2,346,028.50	2,141,000.00	205,028.50	8.74%	Complete	
7-2019	Golf Links/Junot Avenue Improvements-Stage III	3,579,398.90	3,300,011.76	279,387.14	7.81%	Complete	
8-2019	Cleaning and Cement mortar lining of Cast iron watermain	1,787,550.00	1,786,185.00	1,365.00	0.08%	Complete	
9-2019	Storm Sewer Separation	1,522,939.75	1,521,215.30	1,724.45	0.11%	Complete	
10-2019	Green Infrastruecture/Stormwater Facilites					Tender Postponed	
11-2019	Boulevard Lake Dam Rehabilitation					Tender Postponed-	carry forward to 2020
12-2019	Landfill Leachate Collection-East Cell Extension- Phase I	885,188.50	788,373.76	96,814.74	10.94%	Complete	
1-2020	Asphalt Surface Rehabilitation I	4,201,573.75	4,040,726.85	160,846.90	3.83%	Complete	
2-2020	Sidewalks and Traffic Control	1,263,288.50	1,219,807.50	43,481.00	3.44%	Complete	County Blvd s/w removed from contract and deferred to 2021
3-2020	Sewer and Water II	3,107,213.00	3,059,000.69	48,212.31	1.55%	Complete	
4-2020	Syndicate Avenue and Brodie Street Sewer & Watermain	3,927,776.55	3,929,114.88	-1,338.33	-0.03%	Complete	GM approval obtained
5-2020	Asphalt Rehabilitation II	2,258,642.05	2,157,385.09	101,256.96	4.48%	Complete	
6-2020	Tupper/Amelia Street Reconstruction	3,244,424.88	3,244,378.42	46.46	0.00%	Complete	
7-2020	Balmoral street Reconstruction-Stage 2	4,864,866.90	4,749,967.43	114,899.47	2.36%	Complete	
8-2020	Cleaning and Cement Mortar Lining of Cast Iron Watermain	2,435,495.00	2,435,495.00	0.00	0.00%	Complete	revised orig price 2021-3year outline agreement- K Dixon memo June 7,2021
9-2020	Sewer & Water	2,540,130.75	2,438,663.56	101,467.19	3.99%	Complete	
10-2020	Green Infrastructure-Storm Water Facilities					Tender Postponed-	COVID cost saving
11-2020	Boulevard Lake Dam Rehabilitation	6,404,675.90	7,515,264.57	-1,110,588.67	-17.34%	Complete	Additional work authourized-see Report 109/2021
12-2020	NOT USED						
14-2020	Multi-Use Trails & Electrical Work	1,184,637.50	1,130,593.09	54,044.41	4.56%	Complete	
15-2020	Marina Park Pedestrian Overpass Rehabilitation	1,169,144.30	1,562,174.57	-393,030.27	-33.62%	Complete	Additional structural steel coating & repairs- See Report 128/2020
1-2021	Asphalt Surface Rehabilitation	4,176,554.27	4,176,554.27	0.00	0.00%	In Progress	
2-2021	Sidewalk Construction-New & Replacement	748,420.40	748,420.40	0.00	0.00%	In Progress	
3-2021	Sewer & Watermain I-Trunk Watermain	2,575,885.00	2,575,885.00	0.00	0.00%	In Progress	
4-2021	Storm Sewer Separation	1,899,706.40	1,987,138.24	-87,431.84	-4.60%	Complete	quantity variations-see Report 3/2022
5-2021	Edward Street Reconstruction	2,365,616.00	2,815,616.00	-450,000.00	-19.02%	In Progress	watermain replacement added-see Report 127/2021
6-2021	Sewer & Watermain II	2,698,738.00	2,698,715.90	22.10	0.00%	Complete	
7-2021	Edward Street Bridge Replacement	5,715,415.00	5,447,306.10	268,108.90	4.69%	Complete	
8-2021	Cleaning and Cement Mortar Lining of Cast Iron Watermain	2,239,100.00	2,239,100.00	0.00	0.00%	Complete	
9-2021	Sewer & Watermain III	2,284,789.00	2,284,789.00	0.00	0.00%	In Progress	
10-2021	Hot-in-Place Asphalt Paving	691,291.50	685,340.43	5,951.07	0.86%	Complete	
!!-2021	Multi-use Trail Reconstruction	685,963.51	619,720.03	66,243.48	9.66%	Complete	
12-2021	Landfill Leachate Improvements- Phase I Lift Sta and Forcemn	3,404,925.00	3,404,925.00	0.00	0.00%	In Progress	
14-2021	NOT USED						
15-2021	Island Drive- Resurfacing & Waterfront Trail	590,050.50	590,050.50	0.00	0.00%	In Progress	
		\$585,190,215.46	\$577,728,068.33	\$7,462,147.13			

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***MEETING DATE***      05/02/2022 (mm/dd/yyyy)

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***SUBJECT***              Outstanding List for Operations as of April 19, 2022

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***SUMMARY***

Memorandum from City Clerk Krista Power, dated April 19, 2022 providing the Operations Outstanding Items List, for information.

***ATTACHMENTS***

1. Memorandum - K. Power - Outstanding List - Operations

# Memorandum

*Office of the City Clerk*  
**Fax:** 623-5468  
**Telephone:** 625-2230

**TO:** Mayor & Council

**FROM:** Krista Power, City Clerk

**DATE:** April 19, 2022

**SUBJECT:** Outstanding List for Operations as of April 19, 2022  
Committee of the Whole – May 2, 2022

The following items are on the outstanding list for May 2, 2022:

2009-015-INO	Infrastructure & Operations	Temporary Street Closures for Special Events	No date included in original resolution	Aug-08-2022
2014-002-INO	Infrastructure & Operations / Engineering & Operations	Residential Wattage Reduction Report	No date included in original resolution	May-05-2025
2017-029-INO	Infrastructure & Operations / Engineering - Parks & Open Spaces	Request to Save Trees on City Property	No date included in original resolution	May-02-2022
2020-047-INO	Infrastructure & Operations / Engineering & Operations	Electric Scooter Pilot Participation	Dec-01-2026	Feb-01-2027
2020-048-INO	Infrastructure & Operations / Engineering & Operations	Automated Speed Enforcement (Photo Radar) - Request for Report	Nov-30-2021	Jun-06-2022
2021-104-INO	Infrastructure & Operations / Engineering & Operations	Standard for Trails and Walking Paths – Line Painting	Mar-07-2022	May-02-2022
2021-105-INO	Infrastructure & Operations / Engineering & Operations	Boulevard Dam Electrical Power Production	Mar-07-2022	May-31-2023

2021-108-INO	Infrastructure & Operations/Engineering & Operations	Tactile Walking Indicators	Jan-15-2024	Mar-4-2024
2021-111-INO	Infrastructure & Operations	School Bus Stop Arm Cameras	Sept-12-2022	Dec-12-2022
2021-112-INO	Infrastructure & Operations	Neebing River - Request for Report	May-2-2022	Jul-18-2022
2022-101-INO	Infrastructure & Operations/Parks	Injured Workers Monument & Policy Development	Sep-12-2022	
2022-102-INO	Infrastructure & Operations/Engineering & Operations	Safety Improvements for Dawson Road – Request for Information	Aug-09-2022	