



The Corporation of the Town of Tecumseh

Public Works & Engineering Services

To: Mayor and Members of Council

From: Phil Bartnik, Director Public Works & Engineering Services

Date to Council: February 13, 2024

Report Number: PWES-2024-07

Subject: 2024-2028 Public Works & Engineering Services Five-Year
Capital Works Plan

Recommendations

It is recommended:

That the Public Works & Engineering Services (PWES) Capital projects for 2024, **as summarized in Attachment 1** to Report PWES-2024-07, 2024-2028 Public Works & Engineering Services Five-Year Capital Works Plan, **be approved**;

And that the 2024 PWES Capital projects **be funded** through the following reserves and reserve funds as set out in Report PWES-2024-07;

- Road Lifecycle Reserve
- Sidewalk Lifecycle Reserve
- Bridges Lifecycle Reserve
- Watermain Reserve Fund
- Water Facilities Reserve Fund
- Wastewater Sewers Reserve Fund
- Wastewater Facilities Reserve Fund
- Storm Sewer Lifecycle Reserve
- Infrastructure Reserve

And further that the Public Works & Engineering Services Capital Works Plan for 2024-2028, as outlined in Attachment 2 to Report PWES-2024-07, be approved.

Executive Summary

The Public Works & Engineering Services (PWES) Department is recommending approval of the 2024 PWES Capital Works Projects and funding allocations for 2024 as well as approval of the capital works plan for 2024-2028.

The total number of 2024 projects for PWES is 35, representing \$94.6M in budget allocation, of which \$82.9M was previously allocated and \$11.7M is newly requested allocation for 2024. Most of these projects are on-going and approximately 14 are new projects. The new projects generally relate to water, road, sanitary and bridge repairs/improvements required to maintain existing infrastructure, support proposed growth-related developments and/or satisfy funding agreements. Notable projects for 2024 consist of the following:

- Continuation of construction for the Scully/St. Mark's Storm Pump Station under the Disaster Mitigation and Adaptation Fund program;
- Detailed design for the PJ Cecile Storm Pump Station under the Disaster Mitigation and Adaptation Fund program;
- Detailed design and construction of the Tecumseh Secondary Plan Area Northwest water and wastewater infrastructure Phases;
- Detailed design and construction of the Arbour Street to Southfield Lane watermain extension;
- Construction of the County Road 46, Webster and Laval Sanitary Sewer Extension;
- Construction of the Del Duca Drive Sanitary Sewer Extension;
- Construction of the County Road 43 Trunk Watermain (W-4) from County Road 42 to the CP Railway;
- Construction of the Lesperance Road Trail from County Road 22 to County Road 42;
- Finalization of various studies such as the Stormwater Rates Study, 8th Concession Sanitary Sewer By-Law and the Sanitary Sewer Model Update;

Details and in-progress updates for the 2024-2028 projects are provided within the following sections of this report.

Background

Approval of 2024 PWES Capital Works Projects and the full 2024-2028 capital works plan is sought to maintain a consistently high level of service and strive to improve the Town's infrastructure components in a timely manner. This capital works plan continues to promote capital priorities in accordance with Council's growth-related direction.

Council received presentations on the PWES Capital Priorities 2023-2031 at the [March 29, 2022](#) and [May 5, 2022](#) Special Council Meetings (SCMs).

At the May 5, 2022 SCM, Administration was directed to incorporate the recommended hybrid scenario within the 2022 and 2023-2027 PWES Capital Works Plans. This hybrid scenario will address the strategic priorities of growth and economic development as well as Council approved mandates.

The recommended hybrid scenario was structured for proposed capital expenditures at 156% (\$15.10M annually) of the Town's past 10-year average (\$9.67M annually) for Public Works & Engineering Services. It also highlighted the need for extraordinary resources (staffing, financial, consulting services and construction) above the normal annual PWES capital program. Subsequent to the completion of the May 2022 PWES Capital Priorities assessment, the Town has experienced a significant increase in construction costs as a result of recent inflation and market trends, including supply chain limitations.

In general, many of the projects listed in this report for 2024 are ongoing projects that require works to continue into 2024. Additionally, new projects are recommended to implement Council's growth-related direction, satisfy applicable legislation, and maintain assets. Applicable grants and user contributions are identified, where available (confirmed and applied).

The report is structured so that all projects with a funding allocation request in the 2024 budget year are detailed first in Section A, followed by ongoing projects which have prior funding allocations in Section B. Section C provides highlights of projects proposed for 2024-2028. Section D rounds out the report with municipal drain projects.

Comments

Detailed information is provided for all 2024 projects, both those previously approved and those newly proposed to commence in 2024. Generally, the description for each project includes cost estimates for each of the related infrastructure categories (i.e., roads, water, wastewater, storm, etc.). Project descriptions also outline the main project drivers, grant funding available, sources of internal funding and prior reports to Council.

Attachment 1 details the cost of each project by related infrastructure category and includes previously approved budget allocations, and requested budget allocations for 2024, as well as future and total costs. Attachment 2 provides the entire proposed Capital Works Plan for 2024-2028. Attachment 3 illustrates the geographic location of the 2024 projects, by ward.

Certain projects have been proposed to be phased in over a multi-year period because the project scope is too large or costly to be completed in one construction season or

would be too disruptive over a large area and for too long relative to the adjacent properties. Phased projects are typically tendered as separate tender calls. Finally, all new projects, and infrastructure replacement projects, will be designed to be compliant with the current requirements of the Accessibility for Ontarians with Disabilities Act (AODA).

In the following sections, unless otherwise noted, these acronyms are used: “CR” means County Road; “Class EA” means a Municipal Class Environmental Assessment; “FSR” means Functional Servicing Report; “ERCA” means Essex Region Conservation Authority and “Ha” means hectares.

Section A: Projects Requiring Funding Allocations in 2024

A1. Annual Tar & Chip, Asphaltting and Crack Sealing

Work	Requested for 2024	Location of Work	Extent
Asphaltting	\$700,000	Little River Blvd. St. Gregory’s Road Lesperance Road St. Anne Street	Donalda to Manning Michael to Green Valley Calvary to Westlake Gouin to Intersection
Tar & Chip	\$150,000	Sexton Sideroad Sexton Sideroad	CR46 to Hwy. No. 3 Hwy. No. 3 to STR
Crack Sealing	\$150,000	Various locations	To be determined.

Roads recommended for inclusion in the annual paving program are selected with reference to the Town’s Road Needs Study, PWES staff input and recommendations from the Manager of Public Works & Transportation. PWES investigates and categorizes the needs based on the condition of the roads in comparison with other similar traffic volumes.

PWES also recommends that an amount be set aside for crack sealing of Town roads to extend the lifespan of the pavement before more substantial repairs or replacement are required. An amount of \$150,000 is set aside for crack sealing in the annual paving program.

Inspection and project administration will be carried out by PWES staff upon award of the Contract by Council. Quality control of the materials will be carried out by a Consulting Geotechnical Engineer.

Funding is to be provided from Road Lifecycle Reserve in the amount of \$1,000,000.

- **Reference Reports:**

- [Report PWES-2020-21](#), “Town of Tecumseh Road Needs Study 2019, Study Completion and Adoption”, April 28, 2020; Motion RCM-139/20.

A2. Annual Project Contingency

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$0	\$250,000	\$0	\$250,000

Administration recommends carrying an Annual Project Contingency for Public Works & Engineering Services. This allocation has been approved for the past 3 years and is used to efficiently address issues that arise from time to time that cannot be anticipated during the preparation of the PWES Five Year Capital Works Plan. The allocation will be used in accordance with the Town Purchasing and Procurement Policies. Use of these funds is communicated through quarterly budget variance reports to Council.

Funding for this Annual Project Contingency is to be provided from the Road Lifecycle Reserve in the amount of \$250,000.

A3. 2024 Sidewalk Repair Projects

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$0	\$69,000	\$0	\$69,000

The 2024 sidewalk program will be based on sidewalk conditions determined through the comprehensive sidewalk inspection conducted annually. Currently this inspection is completed by Public Works staff and, along with input from Council and residents, this information is used to develop the annual program for recommended sidewalk repair and replacements. Should this inspection generate large amounts of sidewalk replacement, a Request for Quotation (RFQ) will be issued.

Trip hazards identified throughout the Town will be addressed to keep the Town in compliance with minimum maintenance standards and as a risk management measure. Currently, a detailed list of sidewalks to be repaired/replaced has not been generated. The funding requested is for an upset limit to carry out the work. Inspection and project administration will be carried out by PWES Staff upon award of the Contract.

Funding for the 2024 sidewalk repair project is to be provided from the Sidewalk Lifecycle Reserve in the amount of \$69,000.

A4. 2024 Road Needs Study

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$0	\$160,000	\$0	\$160,000

The Town of Tecumseh maintains an extensive network of urban, semi-urban and rural roads of all classes, except for Class 1 roads such as County Road 22. The roads network is approximately 180 centerline-kilometers of roadway (varying from two to four lanes), consisting of varying materials such as asphalt, concrete, and tar and chip.

In the 2019 Road Needs Study, it was found that the overall average pavement condition index (PCI) rating for the Town roads was 77.0 which exceeds the minimum average level of 70.0 identified in the Town’s Asset Management Plan Version 3.0 (2022). The study further found that approximately 6.3% of the total road system had a PCI rating less than 60 and would require some manner of rehabilitation within a 5-year timeframe. The key to managing the Town of Tecumseh roads is to apply the correct rehabilitation strategy at the correct time. This includes applying preventative maintenance strategies to roads in the early stages of deterioration (e.g. crack sealing), then applying rehabilitation strategies at later dates and ultimately reconstructing the road when the useful life has expired.

Road reconstruction is closely coordinated with other infrastructure replacements such as sewer and water to achieve a level of cost saving. Initiatives such as these help to maximize the level of service as well as reduce the frequency of large-scale construction activities. This is a key factor to achieving improvements while also achieving overall benefits to the customer through the use of sound planning.

The Town will continue to utilize Road Needs Studies going forward on a five year basis to help prioritize road projects, and gauge the Town effectiveness in the replacement/rehabilitation strategies to date.

Administration recommends that Dillon Consulting Limited be retained to provide the engineering services for this project based on their experience with Town roads and past completion of the 2003, 2008, 2014 and 2019 Road Needs Studies. As part of this study, updated traffic count data will be collected for Town roads. Dillon Consulting Limited will also be engaging StreetScan Canada ULC (StreetScan), a company that utilizes automated road scanning technology, to obtain a more detailed assessment/inventory of the Town’s existing road system. StreetScan is identified as a preferred service provider by Local Authority Services (LAS) which is part of the Association of Municipalities of Ontario (AMO) Business Services.

Funding for this study is to be provided from the Road Lifecycle Reserve in the amount of \$160,000.

- **Reference Reports:**
 - [Report PWES-2020-21](#), “Town of Tecumseh Road Needs Study 2019 Study Completion and Adoption”, April 28, 2020; Motion RCM-139/20.

A5. Boulevard Street Trees

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$0	\$125,000	\$500,000	\$625,000

Well-maintained and healthy trees act as our “green infrastructure”. Trees and (urban) forests reduce stormwater runoff by capturing and storing rainfall in the canopy and releasing water into the atmosphere through evapotranspiration. Other benefits include, cleaner air, cooler temperatures, increased property values, and energy savings. In an urban context, street trees define the space of the street, and when mature, provide canopy. They demarcate the pedestrian space, calm traffic and help protect the pedestrian from motor vehicles. When laid out with consistent sizes and alignment, street trees bring order to the street, visually soften the streetscape, and reintroduce nature to the urban street.

On May 30, 2017, Bill 68 entitled “Modernizing Ontario’s Municipal Act”, 2016, received royal assent. This bill included an amendment to Section 270 of the Municipal Act, 2001, which requires all municipalities to adopt and maintain policies with respect to the protection and enhancement of the tree canopy and natural vegetation in the municipality.

Section 270(1) requires that:

A municipality shall adopt and maintain policies with respect to the following matters...

- 7. The manner in which the municipality will protect and enhance the tree canopy and vegetation in the municipality.

At the December 8, 2020 Policies and Priorities Committee Meeting, the Committee adopted the Tree Maintenance and Removal Policy No. 108 which was included in Report PWES-2020-20. Adoption of this policy broadened the protection and enhancement of the Town’s tree cover by providing direction with regard to tree planting, maintenance and removal in accordance with amended Section 270 of the Municipal Act, 2001.

In December 2019, Council approved the recommendations of Report CAO-2019-12 which declared a Climate Emergency and directed Administration to work towards the reduction of emissions and preparing for our climate future.

In consultation with Community & Recreation Services (CRS) and acknowledging the benefits of healthy “green infrastructure” as a climate adaptation measure, Administration recommends that the Town move forward with a boulevard street tree enhancement program to improve the tree canopy within Town road right of ways and further address the requirements of the Municipal Act, 2001. To achieve this objective it is recommended that, in addition to the approximately 100 trees that are planted by CRS annually, an additional 250 boulevard trees be planted annually. Project inspection and administration will be carried out by PWES in consultation with CRS staff upon award of a Contract by Council.

Funding for this project is to be provided from the Road Lifecycle Reserve in the amount of \$125,000.

- **Reference Reports:**
 - [Report PWES-2020-20](#), “Tree Maintenance and Removal Policy”, December 8, 2020; Motion PPC-14/20.
 - [Report CAO-2019-12](#), “Climate Change Emergency Declaration”, December 10, 2019; Motion RCM-390/19.

A6. County Road 46 Municipal Class Environmental Assessment

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$70,000	\$10,000	\$0	\$80,000

The County of Essex is proceeding with a Class EA for CR46 from the City of Windsor limits to CR19. This Class EA will analyze all modes of transportation within this corridor and recommend improvements to the infrastructure based on the interim and long-term needs.

In January 2023, Council approved the recommendations of Report PWES-2023-01 that authorized Administration to partner with the County of Essex on the Class EA, with an expanded scope to include the 8th & 9th Concession Roads (from CR46 to City of Windsor limits). This will ensure the integration between the CR46 Class EA and the Sandwich South Master Servicing Plan currently being undertaken by the City of Windsor.

The County of Essex completed a Request for Proposal process with BT Engineering Inc. being the successful proponent. In November 2023, Council approved the recommendations of Report PWES-2023-71 that authorized retaining BT Engineering Inc. for the Engineering Consulting Services specific to the Town’s portion of the CR46 Class EA.

Additional funding for this project is to be provided from the Road Lifecycle Reserve in the amount of \$10,000.

- **Reference Reports:**

- [Report PWES-2023-01](#), “2023-2027 Public Works & Engineering Services Five-year Capital Works Plan”, January 26, 2023; Motion RCM-04/23.
- [Report PWES-2023-71](#), “County Road 46 Municipal Class Environmental Assessment 8th and 9th Concession Roads (Hwy 401 to County Road 46) Award of Engineering Consulting Services”, November 14, 2023; Motion RCM-305/23.

A7. Lesperance Right Turn Lane at CR22

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$0	\$400,000	\$0	\$400,000

In response multiple complaints regarding the traffic operations of the Lesperance Road/CR22 intersection, R.C. Spencer Associates Inc. (RC Spencer) was retained to evaluate existing conditions and to identify if geometric and/or traffic control improvements are needed on Lesperance Road from CR22 to Westlake Drive.

In October 2023, Council received Report PWES-2023-70 which provided an overview of RC Spencer’s findings and recommendations with regard to the subject section of Lesperance Road. Report PWES-2023-70 also recommended that the proposed road/intersection improvements be included in a future PWES Capital Works Plan.

Administration recommends that RC Spencer be retained for detailed design (i.e. construction drawing/specifications, tender documents, lighting, wiring, line painting, signage, etc.), contract administration and construction observations for the addition of a dedicated northbound right turn lane at the intersection of Lesperance Road and CR22. Project design and tendering are planned for 2024 with construction anticipated in 2025.

Funding for this project is to be provided from the Road Lifecycle Reserve in the amount of \$400,000.

- **Reference Reports:**

- [Report PWES-2023-70](#), “Lesperance Road (County Road 22 to Westlake Drive) Traffic Operations Review”, October 10, 2023; Motion RCM-277/23.

A8. Riverside Drive Streetlight Improvements

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$0	\$250,000	\$0	\$250,000

Riverside Drive East is a significant east/west traffic corridor extending through Tecumseh from the Tecumseh/Windsor border to Brighton Road. The road is classified as a minor arterial from the Tecumseh/Windsor border to Arlington Boulevard, and as an urban collector from Arlington Boulevard to Brighton Road. The annual average daily traffic volumes along Riverside Drive East range between approximately 5000 to 12000 vehicles with the larger volumes generally occurring west of Manning Road.

During recent PWES site visits along the Riverside Drive East corridor after dusk, variations in streetlight intensity and coverage were observed. Due to the high corridor usage, Administration recommends that a consultant be engaged to review the existing streetlights in accordance with current standards and that recommended improvements from that review be implemented. Administration further recommends that an allowance of \$250,000 be approved to undertake the study and potential improvements in 2024.

Funding for this project is to be provided from the Road Lifecycle Reserve in the amount of \$250,000.

A9. Traffic Signal Upgrades (movement detection cameras)

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$0	\$100,000	\$0	\$100,000

In December 2018, Council approved the recommendations of Report PWES-2018-08 which included upgrades to the Town's traffic signal controller equipment. This was intended to be a multi-year program that would be completed in coordination with the County of Essex to ensure compatibility with their equipment at shared intersections. Public Works recently completed the replacement of all traffic signal controllers throughout the Town.

With the new traffic signal controllers installed, Public Works is now able to improve our system with the installation of intersection monitoring equipment that will allow staff to monitor intersections remotely in the event of service calls. This equipment also provides advanced technology to monitor traffic movement on all legs of an intersection to allow for the signals to operate as designed.

Along with the signal operation and the remote monitoring capability, the movement detection cameras would replace the physical wire pavement loops which are cut into

the asphalt to detect cars at signalized intersections. These wire pavement loops are prone to failure as they age and/or as the pavement ages. Many of the existing pavement loops at Town signalized intersections are more than ten years old. The cameras will avoid the need for future loop replacements. In addition, the cameras will allow staff to investigate/resolve certain complaints without attending an intersection.

Movement detection cameras were included at the recently constructed Tecumseh Road and Dorset Park signalized intersection. Administration recommends that intersection monitoring equipment be installed at all ten of the Town’s remaining signalized intersections.

Work will be completed by Public Works staff with assistance from the equipment supplier.

Funding for this project is to be provided from the Road Lifecycle Reserve in the amount of \$100,000.

- **Reference Reports:**
 - [Report PWES-2018-08](#), “2019-2023 Public Works & Environmental Services Five Year Capital Works Plan”, December 11, 2018; Motion RCM-361/18.

A10. Multi-Use Recreational Trails: Lesperance Road (Riverside Drive to First Street) & Little River Boulevard (Lesperance to City Limits) & Lesperance Road Rehabilitation (McNorton Street to First Street)

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$4,700,000	\$350,000	\$0	\$5,050,000
Grant (confirmed): Active Transportation Fund - \$2,616,000			

At the March 8, 2022 Regular Meeting of Council, Council authorized Administration, under report PWES-2022-11, to submit an application for funding under the Active Transportation Fund for a future commitment to install a multi-use recreational trail on the west side of Lesperance Road (from Riverside Drive to First Street) and on the north side of Little River Boulevard (from Lesperance Road to Gauthier Street).

The Active Transportation Fund (ATF) is a national, merit-based contribution program intended to support projects that improve active transportation infrastructure across Canada. The Fund made available \$400 million over five years to help build new and expanded networks of pathways, bike lanes, trails and pedestrian bridges, as well as support Active Transportation planning and stakeholder engagement activities. Projects approved under the Capital Stream of the ATF could be funded up to 60% with no maximum amount payable.

In late December 2022, the Town received notification that our funding application to the ATF for our multi-use recreational trails on Lesperance Road and Little River Boulevard (totalling \$4,360,000) was approved for a funding total of \$2,616,000.

In January 2023, Council approved the recommendations of Report PWES-2023-01 which approved the allocation of project funds for both multi-use recreational trails as well as the proposed Lesperance Road Rehabilitation (McNorton Street to First Street).

In March 2023, Council approved the recommendations of Report PWES-2023-24 that authorized the Mayor and Clerk to sign the required Transfer Payment Agreement with the Minister of Intergovernmental Affairs, Infrastructure and Communities for the Town's Active Transportation project.

A Request for Proposal (RFP) was posted on the Town's Bids & Tenders account and on the Town's website on March 22, 2023. Proposals were received up to and including April 20, 2023, at which time seven (7) engineering consulting firms submitted a proposal. In May 2023, Council approved the recommendation of Report PWES-2023-41 that awarded the engineering consulting services for this project to R.C. Spencer Associates Inc. (RC Spencer).

Based on the design work completed to date, additional improvements are now anticipated for the McNorton and Lesperance intersection. To provide continuity in the bike lanes through the intersection, it is anticipated that the intersection will need to be widened requiring the relocation of existing infrastructure. It is recommended that an allowance of \$350,000 be authorized for the design and construction of the intersection improvements.

The updated project cost estimate is \$5,050,000, with \$4,360,000 for the Multi-Use Recreational Trails and \$690,000 for the rehabilitation of Lesperance Road from McNorton Street to First Street including improvement to the McNorton and Lesperance intersection.

Additional funding is to be provided from the Road Lifecycle Reserve in the amount of \$350,000.

- **Reference Reports:**

- [Report PWES-2022-11](#), "Active Transportation Fund, Multi-Use Recreational Trails: Lesperance Road & Little River Boulevard", March 8, 2022; Motion RCM-84/22.
- [Report PWES-2023-01](#), "2023-2027 Public Works & Engineering Services Five-year Capital Works Plan", January 26, 2023; Motion RCM-04/23.

- [Report PWES-2023-24](#), “Active Transportation Fund - Multi-Use Recreational Trails Lesperance Road and Little River Boulevard and the Rehabilitation of Lesperance Road”, March 14, 2023; Motion RCM-67/23.
- [Report PWES-2023-41](#), “Active Transportation Fund Multi-Use Trail on Lesperance Road and Little River Boulevard Award of Engineering Consulting Services”, May 23, 2023; Motion RCM-158/23.

A11. 2024 Bridge & Culvert Needs Study (>3m Span)

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$0	\$50,000	\$0	\$50,000

The Town has a total of sixteen (16) existing bridges and culverts with a span greater than 3.0 metres that need to be inspected in accordance with the latest version of the Ontario Structure Inspection Manual (OSIM) published by the Ministry of Transportation of Ontario (MTO).

In accordance with Ontario Regulation 104/97 passed pursuant to the Public Transportation and Highway Improvement Act, the Town of Tecumseh is required to undertake an inspection, under the direction of a Professional Engineer, for every bridge and culvert (with spans greater than 3.0 m) at least once every two years. With the last inspection taking place in 2022, it is now necessary to carry out a new Bridge and Culvert Needs Study in 2024 to comply with the legislation.

Continuity is an important component in assessing the on-going changes to the Town's bridge infrastructure. Administration recommends retaining Dillon Consulting Ltd. to provide engineering services on this project based on their past completion of the 2003, 2008, 2014, 2016, 2018, 2020 and 2022 Bridge and Culvert Needs Studies.

Funding for this project is to be provided from the Bridge Lifecycle Reserve in the amount of \$50,000.

- **Reference Reports:**

- [Report PWES-2023-02](#), “2022 Bridge and Culvert Needs Study Structures with Spans Greater than 3.0 m”, January 25, 2023; Motion RCM-07/23.

A12. Tecumseh Water Tower – Internal Cleaning and Inspection

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$0	\$32,000	\$0	\$32,000

The Town of Tecumseh water tower was built in 1991 by Landmark Municipal Services (Landmark). In order to maintain the integrity of this facility, the Town cleans and inspects the water tower every 5 years in accordance with the recommendations of the Ontario Water Works Association and the American Water Works Association. Regular cleaning and inspection of water towers are essential practices to safeguard water quality, comply with regulations, prevent contamination, maintain system integrity, and ensure the long-term efficiency of this critical water infrastructure. These measures are fundamental to public health, environmental protection, and the overall well-being of the community.

In 2018, Landmark was retained to undertake the recommended 5 year cleaning and inspection of the water tower. This inspection identified that the interior tank lining had reached the end of its service life and required replacement. In December 2018, Council approved the recommendations of Report PWES-2018-08 that authorized the re-lining of the water tank's interior surfaces as part of the 2019 Capital works project.

In accordance with the recommended 5 year cleaning and inspection cycle, Administration recommends that the water tower be cleaned and inspected in 2024. Based on their extensive history with the Town's water tower, Administration further recommends that Landmark Municipal Services be retained to complete this work.

Funding for this project is to be provided from the Water Facilities Reserve Fund in the amount of \$32,000.

- **Reference Reports:**

- [Report PWES-2018-08](#), "2019-2023 Public Works & Environmental Services Five Year Capital Works Plan", December 11, 2018; Motion RCM-361/18

A13. Arbour Street to Southfield Lane Watermain

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$0	\$260,000	\$0	\$260,000

The Town Water Division has advised that a looped watermain connection between Arbour Street and Southfield Lane would improve water quality and provide additional redundancy within the Town's water distribution system. It is intended that this watermain loop would be constructed from the west end of the existing 200 mm watermain on Arbour Street, through the Town's Southfield Park, to the existing 200 mm watermain on Southfield Lane.

Based on a project review meeting with Community & Recreation Services (CRS), it was confirmed that CRS is planning improvements to Southfield Park in accordance with the Parks Five (5) Year Capital Works Plan 2023-2027. The planned improvements

include a multi-use court, pathway, splash pad, community garden and washroom. In July 2023, Council adopted Report CRS-2023-16 which recommended the deferral of the Southfield Park improvements to allow time to coordinate this works with the planned watermain project.

To avoid potential conflicts, and for construction efficiencies, it is preferred to install a new 200 mm watermain through Southfield Park in advance of the park improvements. Administration recommends that the Arbour Street to Southfield Lane watermain be designed and constructed in 2024 and that water connections be included to accommodate the proposed park improvements.

Funding for this project is to be provided from the Watermain Reserve Fund in the amount of \$260,000.

- **Reference Reports:**

- [Report CRS-2023-16](#), "CRS Five (5) Year Capital Works Plan Update" July 25, 2023; Motion RCM-204/23.

A14. Brouillette Court Watermain Replacement

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$0	\$255,000	\$0	\$255,000

Brouillette Court is currently serviced by an old 150 mm diameter ductile iron watermain from Shawnee Road to the original Brouillette Manor long term care facility.

Characteristics of aging ductile iron watermain pipe include the potential for decreased water quality and the increased potential for watermain breaks. Watermain breaks further increase the risk for poor water quality and the potential for boil water advisories. The watermain from Shawnee Road is a main water source for the Brouillette Manor long-term care facility. Watermain breaks can have significant impacts on this type of facility including reduced fire protection, challenges with boil water advisories, dirt from breaks being conveyed into the facility requiring system flushing, etc.

To reduce these risks, the Water Division is recommending that the existing 150 mm diameter ductile iron watermain be replaced with approximately 85 metres of 200 mm diameter PVC watermain and 50 metres of 150 mm diameter PVC watermain. It is further recommended that the detailed design and tendering for this project be completed in 2024 with construction planned for 2025.

Funding for this project is to be provided from the Watermain Reserve Fund in the amount of \$255,000.

A15. Fire Hydrant Upgrades

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$0	\$20,000	\$80,000	\$100,000

As per Ontario Regulation 170/03, it is the responsibility of the water system owner to ensure that all owned fire hydrants are easily accessible and in good working condition. The Town currently owns and maintains 1373 fire hydrants with various pumper port connection fittings. In accordance with the Town Water Standards and Specifications, all new fire hydrants are required to have Storz pumper port connection fittings. The Storz pumper port connection fitting aligns with the current hose fitting connections on all fire department apparatus and allows for a simple direct connection with a quarter-turn locking method. Currently there are approximately 784 existing Town fire hydrants that do not have Storz pumper port connection fittings which require various adaptors to connect pumper hoses. To save time during emergency situations and to avoid the need for various adaptors, the Fire Department has recommended that all fire hydrants be converted to Storz pumper port connection fittings.

In consultation with Fire Services, the Water Division recommends that a multi-year project be implemented to convert all Town fire hydrants to Storz pumper port connection fittings. It is further recommended that this conversion be completed by Town Water Operators during routine fire hydrant maintenance.

Funding for this project is to be provided from the Watermain Reserve Fund in the amount of \$20,000.

A16. Watermain Auto Flusher Replacements

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$0	\$45,000	\$90,000	\$135,000

As per Ontario Regulation 170/03, it is the responsibility of the water system owner to ensure that all owned water infrastructure is easily accessible and in good working condition. The Town currently owns and maintains 17 watermain auto flusher units. These units play a crucial role in preventing the accumulation of stagnant water in Town watermains which reduces the risk of waterborne contaminants and ensures compliance with regulatory water quality standards. Many of these existing units exceed their typical life expectancy of approximately 10 years.

The implementation of regular maintenance and life cycle replacement programs contribute to the overall reliability of the water distribution system and reduces the likelihood of unforeseen failures. To ensure the Town has continuous and reliable access to safe drinking water, the Water Division recommends that a new multi-year

project be implemented to replace all units over a three-year period (2024, 2025 and 2026). It is further recommended that the units be replaced by Town Water Operators.

Funding for this project is to be provided from the Watermain Reserve Fund in the amount of \$45,000.

A17. Centennial Drive & Woodridge Drive Watermain Replacement Project

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$3,500,000	\$1,062,000	\$0	\$4,562,000
Grant (confirmed): ICIP, Green Stream Stage II 2021 Intake - \$2,566,550			

In September 2021 Special Meeting of Council, Council authorized Administration to apply to the ICIP Green Stream Stage II 2021 Intake for the watermain replacement on the full length of Centennial Drive, a section of Woodridge Drive (from Dillon Drive to St. Thomas Street) and interconnections with Little River Boulevard and St. Thomas Street.

In April 2022, the Town received correspondence that their application to ICIP Green Stream Stage II 2021 Intake was successful. Projects under this intake are subject to a \$5 million funding cap for total eligible costs, with funding allocations of 40% Federal, 33.33% Provincial and 26.67% Municipal.

In June 2022, Council approved the recommendations of Report PWES-2022-21 that authorized Administration to add the Centennial Drive & Woodridge Drive Watermain Replacement project to the 2022 Capital Works projects. Total project expenditures of \$3,500,000 were also funded through the Watermain Reserve Fund.

A Request for Proposals was issued and HRYCAY Consulting Engineers Inc. (HRYCAY) was retained in September 2022 to undertake detailed design, contract administration and inspection for the project. Detailed design will be undertaken in 2022, 2023 and 2024, with construction tentatively scheduled for 2025.

HRYCAY progressed with detailed design in 2023. Due to the age of the existing storm sewers, and the significant construction required for the watermain replacement, Administration requested that HRYCAY complete an assessment of the storm sewers within the watermain replacement area. A number of storm sewer deficiencies were found during this inspection. To achieve construction efficiencies and to minimize future disruption to residents, Administration recommends that the repair of the storm sewer deficiencies be included in the watermain replacement project.

Based on the design completed to date, the updated project estimate is \$4,562,000 including \$3,547,000 for the watermain replacement and \$1,015,000 for the storm sewer repairs.

Additional funding for this project is to be provided from the following:

- Watermain Reserve Fund in the amount of \$47,000
- Storm Sewer Lifecycle Reserve in the amount of \$1,015,000

- **Reference Reports:**

- [Report PWES-2021-38](#), “Investing in Canada Infrastructure Program, Green Stream Stage II, 2021 Intake, Watermain Replacement Project: Centennial Drive & Woodridge Drive”, September 8, 2021; Motion SCM-20/21.
- [Report PWES-2022-21](#), “Investing in Canada Infrastructure Program, Agreement for Green Stream Stage II, 2021 Intake, Watermain Replacement Project: Centennial Drive & Woodridge Drive”, June 28, 2022; Motion RCM-197/22.
- [Report PWES-2023-01](#), “2023-2027 Public Works & Engineering Services Five-year Capital Works Plan”, January 26, 2023; Motion RCM-04/23.

A18. Sanitary Sewer Model Update and Flow Monitoring

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$345,000	\$40,000	\$0	\$385,000

In June 2018, Council approved the recommendation of Report PWES-2018-17 “Flood Mitigation Strategy” that the report be received. Continued flow monitoring and sanitary sewer modeling were recommended flood mitigation strategies included in the report. The report further identified that updating the sanitary sewer model would be incorporated within the 5-year PWES Capital Works Plan.

In December 2018, Council approved the recommendations of Report PWES-2018-08 that authorized Administration to complete a Sanitary Sewer Model Update and Flow Monitoring project. In accordance with this report, Dillon Consulting Ltd. was retained to undertake the modelling project.

A significant component of the model development is model calibration/verification. In order to calibrate/verify a model, flow monitoring data is used to confirm that the flows generated by the model are representative of actual flows measured in the sewers during recorded events. In order to assess rain derived inflow and infiltration, a significant rainfall event is required. During the scheduled flow monitoring period, only minor rain events occurred. Accordingly, the flow monitoring was extended into Fall 2021 which captured the significant rainfall event of July 16, 2021.

Throughout 2022 and 2023 additional model updates were completed to review the Cedarwood sanitary pump station, potential impacts of Additional Residential Units

(ARUs), potential impacts of development intensification in the Tecumseh Hamlet Secondary Planning Area and the Manning Road Secondary Planning Area, etc. It is anticipated that the final report will be brought forward to Council in early 2024, including a presentation by Dillon Consulting Ltd. The updated model will provide insight into the existing flow characteristics of the sanitary sewer system as well as on available sanitary sewer capacity to accommodate infill development within the Town.

Additional funding for this project is to be provided from the Wastewater Sewers Reserve Fund in the amount of \$40,000.

- **Reference Reports:**

- [Report PWES-2018-17](#), “Flood Mitigation Strategy”, June 26, 2018; Motion RCM-194/18.
- [Report PWES-2018-08](#), “2019-2023 Public Works & Environmental Services Five Year Capital Works Plan”, December 11, 2018; Motion RCM-361/18.
- [Report PWES-2020-33](#), “Pre-Approval of 2021 Public Works & Environmental Services Capital Works Projects”, December 8, 2020; Motion RCM-375/20.
- [Report PWES-2022-03](#) “Approval of 2022 Public Works & Engineering Services, 2022 Capital Works Projects”, January 25, 2022; Motion RCM-23/22.
- [Report PWES-2023-01](#), “2023-2027 Public Works & Engineering Services Five-year Capital Works Plan”, January 26, 2023; Motion RCM-04/23.

A19. 2024 Sanitary Pump Station Improvements

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$0	\$175,000	\$0	\$175,000

The Town owns and operates four (4) sanitary pump stations. The 2016 Pump & Metering Station Condition Assessment identified ‘Immediate Repairs’ and ‘10 Year Repairs’ for the sanitary pump stations. In addition, the Town contracts the Ontario Clean Water Agency (OCWA) as the Overall Responsible Operator for the Town’s pump stations. Accordingly, OCWA also provides recommendation to the Town for the on-going maintenance needs of our pump stations.

Administration recommends the following sanitary pump station works be undertaken in 2024, based on the recommendations contained in the 2016 Pump & Metering Station Condition Assessment and the recommendations provided by OCWA:

- Sylvestre Drive Sanitary Pump Station (Estimated Cost \$140,000)
 - New electrical panel
 - Internal pipe rehabilitation
- Gauthier Sanitary Pump Station (Estimated Cost \$10,000)
 - Spare emergency transfer switch (can also be used for Sylvestre PS)
- St. Alphonse Sanitary Pump Station (Estimated Cost \$25,000)
 - ESA defects - Scada network fix between OCWA and ONYX

Funding for this project is to be provided from the Wastewater Facilities Reserve Fund in the amount of \$175,000.

• **Reference Reports:**

- [Report PWES No. 51/16](#), “2016 Pump & Metering Station Condition Assessment”, December 13, 2016; Motion RCM-440/16.

A20. Little River Pollution Control Plant Expansion Municipal Class EA

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$0	\$60,000	\$0	\$60,000

The City of Windsor (City) is undertaking a Schedule ‘C’ Municipal Class Environmental Assessment (Class EA) for the Little River Pollution Control Plant (LRPCP). In general, the study objective is to follow the planning process defined under the Environmental Assessment Act to arrive at an environmentally responsible and cost-effective solution to address the need for additional wastewater treatment capacity at the LRPCP.

In 2020, the City completed its first comprehensive Sewer and Coastal Flood Protection Master Plan (SMP). The SMP identified treatment capacity issues at the LRPCP and confirmed that, during severe wet weather conditions, the facility is unable to treat all wet weather flow. During these events, flow in excess of the LRPCP wet weather treatment capacity is by-passed to the nearby Pontiac Pumping Station and discharged to the Little River as a combined sewer overflow (CSO). The Ministry of Environment, Conservation and Parks has indicated that any future expansion of the LRPCP should eliminate the need for CSO.

A significant portion of the Town of Tecumseh (Town) settlement area, including areas north of CR42 and a significant part of Oldcastle, are within the service area of the LRPCP. In November 2004, the Town entered into an Amending Wastewater Servicing Agreement (Agreement) with the City which documents the Terms and Conditions for the Town to direct wastewater from the Town to the LRPCP and/or to the Lou Romano Water Reclamation Plant (LRWRP). The Agreement sets out specific discharge rates

for the Town to each facility. The Agreement also set out a cost sharing schedule to identify the costs each party would be required to pay for future incremental plant expansions at the LRPCP. The Agreement identified that the Plant had a rated capacity of 16 MGD in 2004 and identified an ultimate capacity of 32 MGD. It was further identified the City would utilize and pay for 12/16ths (75%) of the increased capacity, while the Town would utilize and pay for 4/16ths (25%) of the future upgrades.

Based on the Agreement, future expansions of the LRPCP will have significant financial implications for the Town. It is therefore critical to ensure that the Town's future wastewater needs are addressed in a financially responsible manner as the City proceeds through the Class EA process to determination an environmentally responsible and cost-effective solution to address the need for additional wastewater treatment capacity at the LRPCP.

In March 2020, Council approved the recommendation of Report PWES-2020-15 that adopted the 2018 Water and Wastewater Master Plan Update prepared by CIMA+. The Master Plan Update is a critical component in the Town's committed approach to providing sustainable services and forms the framework and vision for the water and wastewater servicing needs for the Town to 2038 and beyond.

Based on CIMA+'s extensive experience with pollution control plants and their knowledge of the Town's existing and future wastewater needs, Administration recommends that they be retained to provide the Town with Advisory Services related to the City's LRPCP Class EA. It is further recommended that an allowance of \$60,000 be approved for these services.

Funding for this project is to be provided from the Wastewater Sewers Reserve Fund in the amount of \$60,000.

- **Reference Reports:**

- [Report PWES-2020-15](#), "2018 Water and Wastewater Master Plan Update Study Completion and Final Adoption", March 10, 2020; Motion RCM-87/20.

A21. Ministry of Environment, Conservation and Parks – Consolidated Linear Infrastructure

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$50,000	\$17,500	\$0	\$67,500

The Province has adopted a Consolidated Linear Infrastructure Permissions Approach (CLI) to replace the current Ontario Environmental Compliance Approvals (ECA) framework for low risk projects related to municipal sanitary collection and stormwater management.

The purpose of the CLI is to consolidate certain municipal sewage works approvals into the following: a single CLI ECA for all of a municipality's sanitary collection works and a single CLI ECA for all of a municipality's stormwater management works (collectively, CLI ECAs).

The Province's stated objective with transitioning to CLI and consolidating approvals under the CLI ECAs is to reduce administrative regulatory burden, provide clear and consistent requirements across the province and improve environmental protection. The CLI will replace the current 'one-for-one' or 'pipe-by-pipe' environmental compliance approval system with a consolidated list of approved municipal sewage works, in one approval document for each type of municipal sewage system, that will cover all infrastructure, as applicable, within i) the Town's sewage collection system and ii) the Town's stormwater management system.

The Town's CLI ECAs for both storm and sanitary linear infrastructure were issued on April 28, 2023. In addition to the previously understood municipal requirements under the CLI ECA program, the received approvals also require the Town to install public information signage at specific Municipal Stormwater Management and Sewage Collection Facilities/Systems. The approvals include specifications for the signage and the signage is to be installed on or before May 25, 2025.

Administration recommends allocating an allowance of \$17,500 for the design, supply, and installation of the signage.

Funding for this project is to be provided from the following:

- Storm Sewer Lifecycle Reserve in the amount of \$17,000
- Wastewater Sewers Reserve Fund in the amount of \$500
- **Reference Reports:**
 - [Report PWES-2023-01](#), "2023-2027 Public Works & Engineering Services Five-year Capital Works Plan", January 26, 2023; Motion RCM-04/23.
 - [Report PWES-2023-65](#), "Ministry of Environment, Conservation and Parks Consolidated Linear Infrastructure Environmental Compliance Approval Sanitary Collection System & Stormwater Management System", October 10, 2023; Motion RCM-276/23.

A22. Tecumseh Hamlet Environmental Assessment & Functional Servicing Report

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$805,000	\$50,000	\$0	\$855,000

In December 2019, Council authorized Administration to undertake various initiatives to move forward with the Tecumseh Hamlet Secondary Plan area. These initiatives included a stormwater management analysis, finalizing the road network and commencing the Class EA, which would run concurrently with the related planning process for the Tecumseh Hamlet Secondary Plan.

This project incorporates the strategic priorities of growth and economic development as outlined within the May 5, 2022 SCM Presentation.

The Class EA and Functional Servicing Report have progressed in 2023 including, but not limited to, the following:

- Completion of the Cultural Heritage Study.
- Completion of the Methane and Groundwater Study to support infrastructure planning and design near the former MTO landfill site.
- Storm, sanitary and water infrastructure design to support the Functional Servicing Report.
- On-going and extensive stakeholder engagement.
- Review and update of Sanitary Sewer model to analyze effects of increased population densification in the Hamlet and other contributing catchments.
- Two Public Information Centres were held to present Class EA preferred options for Transportation, SWM facilities, sanitary and water infrastructure.
- Presentations to Council to provide updates on the progress of the Class EA and engineering studies.

Completion of the above work included items that were not anticipated in the original project budget such as the following:

- Increased level of stakeholder consultation (landowners, developers MECP), including meetings, analysis of alternative design solutions and land use adjustments.
- Additional analysis of sanitary sewer capacity due to landowner requests for increased population densification.
- Consultant fees for cultural heritage study as requested by the Ministry of Citizenship and Multiculturalism.

To account for these additional tasks, a project budget increase of \$50,000 is required. The Class EA and Functional Servicing Report are scheduled to be completed in early 2024.

Additional funding for this project is to be provided from the following:

- Road Lifecycle Reserve in the amount of \$5,000
 - Watermain Reserve Fund in the amount of \$5,000
 - Wastewater Sewers Reserve Fund in the amount of \$5,000
 - Storm Sewer Lifecycle Reserve in the amount of \$35,000
-
- **Reference Reports:**

- [Report PWES-2019-49](#), “2020-2024 Public Works & Environmental Services Five Year Capital Works Plan”, December 10, 2019; Motion RCM-401/19.
- [Report PWES-2020-33](#), “Pre-Approval of 2021 Public Works & Environmental Services Capital Works Projects”, December 8, 2020; Motion RCM-375/20.
- [Report PWES-2022-03](#), “Approval of 2022 Public Works & Engineering Services Capital Works Projects”, January 25, 2022; Motion RCM-23/22.
- [Report PWES-2023-01](#), “2023-2027 Public Works & Engineering Services Five-year Capital Works Plan”, January 26, 2023; Motion RCM-04/23.

A23. Tecumseh Hamlet Secondary Plan Area – Northwest Water & Wastewater Infrastructure Projects

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$16,618,500	\$6,943,900	\$7,727,500	\$31,289,900

In June 2022, Council approved the recommendations of Report PWES-2022-27 that authorized Administration to add the Tecumseh Hamlet Secondary Plan Area (THSPA) – Northwest Water & Wastewater Infrastructure Projects to the 2022 Capital Works projects. Expenditures for the completion of the detailed engineering design and funding for project management resources in 2022 and 2023 as outlined in the May 5, 2022 Special Council Meeting (SCM) PWES Capital Plan 2023-2031 Presentation to Council, were also authorized.

The recommended hybrid scenario from the May 5, 2022 SCM identified water and wastewater infrastructure projects to commence in the northwest area of the Tecumseh Hamlet between 2023 to 2026. This infrastructure will help facilitate development along the Banwell Road corridor (north of CP Rail) as well as provide sanitary relief to allow the area along the Manning Road corridor (south of CP Rail) to develop. The water and wastewater infrastructure includes the projects identified in the Town’s Water & Wastewater Master Plan, 2018 Update, being: West Tecumseh Watermain (W-1), West Tecumseh Sanitary (WW-1) and Diversion Sanitary Sewer (WW-2).

In February 2023, Council approved the recommendations of PWES-2023-21 that expanded the project scope and budget to obtain efficiencies in construction and to facilitate the development of lands south of the CP Rail and Hydro Corridor in a shorter timeline. This report further recommended that the project be completed in the following two phases:

- Phase 1 Contract – Northern infrastructure between Intersection Road and CR22 including the reconstruction of a portion of Intersection Road.
(Detailed Design in 2023 with tendering and construction in 2024)

- Phase 2 Contract – Southern infrastructure between Intersection Road and the southern limit of the Hydro corridor.
(Detailed Design in 2023 with construction in Winter 2024/2025)

In April 2023, Council approved the recommendations of Report PWES-2023-35 which awarded the Consulting Services for the THSPA – Northwest Water and Wastewater Infrastructure Project in the amount of \$1,155,465 excluding HST to Stantec Consulting Ltd.

Report PWES-2023-21 identified a total project cost estimate, inclusive of both Phase 1 and Phase 2, of \$16,618,500. Through the detail design process, the total project cost estimate was updated in January 2024 to \$31,289,900 (an increase of \$14,671,400) which includes \$3,510,000 for road reconstruction, \$2,006,900 for storm sewers, \$21,326,400 for sanitary sewers and \$4,446,600 for watermain.

The increased costs can be attributed to the following:

- Refinement of the preliminary “high-level” estimate as part of the detailed design phase;
- Increase in cost required to “micro-tunnel” the new sanitary and watermain beneath CP Rail and the Hydro corridor in order to avoid existing hydro towers and limit disruption within the corridor;
- Removal and replacement of storm sewers on Intersection Road not previously identified in the preliminary estimate, but recommended during detailed design to improve conveyance and provide for future storm sewer upgrades on Shawnee Road;
- Connecting the Gouin Street and Maisonneuve Street watermain into the new trunk watermain.

As a result of the significant cost increase, and potential challenges with trying to construct Phase 1 in a single construction season, Administration has re-evaluated the project and recommends a revised project phasing plan. The revised approach will maintain Council’s growth priorities but defers portions of the work to spread project costs over a longer timeline. The following revised phasing is recommended:

- Phase 1 – Construction of trunk water and wastewater infrastructure from CR22 to Intersection Road in 2024/2025 (\$14.0M)
- Phase 2 – Construction of water and wastewater infrastructure on Intersection Road in 2025 (\$2.6M)
- Phase 3 – Re-construction of Intersection Road including storm sewer improvements, road reconstruction, multi-use pathway, etc. beyond the 2028 planning horizon (\$5.5M)

- Phase 4 – Construction of trunk water and wastewater infrastructure from Intersection Road to the south side of the Hydro corridor beyond the 2028 planning horizon (\$9.2M)

It is further recommended that Phases 1 and 2 be tendered in 2024 with construction planned for 2024 and 2025. Proceeding with Phase 1 and 2 provides the following growth opportunities:

- Installation of the trunk infrastructure between CR22 and Intersection Road provides the necessary water and wastewater infrastructure for landowners to start subdivision site servicing designs for that area.
- Installation of the water and wastewater infrastructure on Intersection Road provides a component of the infrastructure needed to facilitate development in a portion of the Manning Road Secondary Planning Area as well as the easterly portion of the Tecumseh Hamlet Secondary Planning Area south of the CP Rail adjacent to Manning Road.

The estimated cost for Phases 1 and 2 is \$16,571,700 which includes \$14,517,400 for sanitary sewers and \$2,054,300 for watermains. It is planned to tender Phases 1 and 2 in Q1 2024 with a subsequent report to Council for tender award.

As recommended above, Phases 3 and 4 are planned to proceed beyond the 2028 planning horizon. It is anticipated that this deferral may allow for some cost recoveries assuming development proceeds north of Intersection Road.

In late January 2024, the Province of Ontario released Program Guidelines for the Housing-Enabling Water Systems Fund – 2024 Intake (HEWSF). The HEWSF is an application-based program that will provide \$200 million in Provincial funding over the next 3-years. Projects funded through the program will aim to protect communities by investing in the repair, rehabilitation and expansion of core water, wastewater, and stormwater projects to promote growth and enable housing. Eligible applicants include all municipalities that own water, wastewater and stormwater infrastructure. Under this program the Province will fund approved projects a maximum of 73% (up to \$35 million) with the municipality required to fund all remaining eligible project costs (27%). Applications are due on April 19, 2024 with funding notifications being made in summer 2024.

Based on the information available, it appears that Phases 1 and 2 of the THSPA – Northwest Water & Wastewater Infrastructure Project would be ideal candidates for the HEWSF program. As noted above, the estimated Phases 1 and 2 cost is \$16,571,700. Under the HEWSF program, up to 73% of the Phases 1 and 2 costs would be covered, totalling approximately \$12,097,300. Administration will bring forward a future report to Council to obtain approval to make application to the HEWSF program for Phases 1 and 2 of the THSPA – Northwest Water & Wastewater Infrastructure Project.

Additional funding for Phases 1 and 2 is to be provided from the Wastewater Sewer Reserve Fund in the amount of \$6,943,900.

- **Reference Reports:**

- [Report PWES-2020-15](#), “2018 Water and Wastewater Master Plan Update, Study Completion and Final Adoption”, March 10, 2020; Motion RCM-87/20.
- [Report PWES-2022-27](#), “Amendment to the 2022 PWES Capital Works Projects, Tecumseh Secondary Plan Area – Northwest Water & Wastewater Infrastructure Projects”, June 28, 2022; Motion RCM-199/22.
- [Report PWES-2023-01](#), “2023-2027 Public Works & Engineering Services Five-year Capital Works Plan”, January 26, 2023; Motion RCM-04/23.
- [Report PWES-2023-21](#), “Amendment to the 2023-2027 PWES Capital Works Plan Tecumseh Secondary Plan Area Northwest Water & Wastewater Infrastructure Project, February 28, 2023; Motion RCM-47/23.
- [Report PWES-2023-35](#), Tecumseh Hamlet Secondary Plan Area Northwest Water and Wastewater Infrastructure Project Tender Award for Consulting Services, April 25, 2023; Motion RCM-119/23.

Section B: Carry Over Projects from 2023 Not Requiring Additional Funding in 2024

B1. Lesperance Road Multi-Use Trail – CR22 to CR42

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$2,798,750	\$0	\$0	\$2,798,750
Grant (confirmed): ICIP, Public Transit Stream 2019 Intake - \$466,707			

In May 2019, Council approved the recommendation of Report No. PBS-2019-16 that endorsed this Multi-Purpose Pathway as a candidate project for funding through the Investing in Canada Infrastructure Program (2019 Intake of the Public Transit Funding Stream). Following this meeting, an application for funding was submitted which was ultimately approved by the funding agency. The maximum amount of funding available for this project is \$466,707 which will offset Town funds for the total project costs.

Dillon Consulting Ltd. was retained and is proceeding with the detailed design. A Public Information Centre was held on November 22, 2023 to present the proposed trail layout and receive public comments. It is planned to tender and construct the project in 2024.

Funding for this project was previously provided from the Infrastructure Reserve in the amount of \$2,798,750.

- **Reference Reports:**

- [Report PBS-2019-16](#), “Investing in Canada Infrastructure Program, 2019 Intake of the Public Transit Funding Stream, Lesperance Road Multi-Purpose Pathway – Cty Rd 22 to Cty Rd 42 Final Recommendation”, May 28, 2019; Motion RCM-150/19.
- [Report PWES-2020-33](#), “Pre-Approval of 2021 Public Works & Environmental Services, 2022 Capital Works Projects”, December 8, 2020; Motion RCM-375/20.
- [Report PWES-2023-01](#), “2023-2027 Public Works & Engineering Services Five-year Capital Works Plan”, January 26, 2023; Motion RCM-04/23.

B2. Pike Creek Drain at Baseline Road (1005)

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$250,000	\$0	\$0	\$250,000

In December 2020 Council approved the recommendations of Report PWES-2020-33 which included bank stabilization works on a section of the Pike Creek Drain along Baseline Road at Bridge No. 1005. Public Works has continued to monitor this section of drain bank and has observed no change.

Dillon Consulting Ltd. is currently preparing a municipal drainage report for the Pike Creek Drain and it would be beneficial to include this bank repair in the drainage report. Public Works will continue to monitor this bank and will proceed with the bank repair as a Capital Works project in 2024 if conditions change.

Funding for this project was previously provided from the Bridges Lifecycle Reserve in the amount of \$250,000.

- **Reference Reports:**

- [Report PWES-2020-33](#), “Pre-Approval of 2021 Public Works & Environmental Services Capital Works Projects”, December 8, 2020; Motion RCM-375/20.

B3. Hwy 3/CR34 Water Valve Replacement

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$456,300	\$0	\$0	\$456,300

In December 2020, Council approved the recommendations of Report PWES-2020-33 that authorized Administration to proceed with the Hwy 3/CR43 Water Valve Replacement Project. This watermain was originally installed in the late 1990's and recent maintenance works determined that there were issues with the water valves used for that project. Accordingly, it was planned to replace all water valves on the existing 300 mm diameter watermain located on Highway No.3 (Oldcastle Road to CR34) and on CR34 (Highway No.3 to Malden Road). It was further intended to tender the replacement of all valves as single project, however, the Town recently determined that all valves are not impacted. Accordingly, the Water Division now intends to approach this as a multi-year project where Town staff investigates the condition of the existing water valves and replaces valves as required.

Funding for this project was previously provided from the Watermain Reserve Fund in the amount of \$456,300.

- **Reference Reports:**

- [Report PWES-2020-33](#), "Pre-Approval of 2021 Public Works & Environmental Services Capital Works Projects", December 8, 2020; Motion RCM-375/20.
- [Report PWES-2022-03](#), "Approval of 2022 Public Works & Engineering Services Capital Works Projects", January 25, 2022; Motion RCM-23/22.
- [Report PWES-2023-01](#), "2023-2027 Public Works & Engineering Services Five-year Capital Works Plan", January 26, 2023; Motion RCM-04/23.

B4. County Road 19 Improvements – County Road 22 to Jamsyl Drive

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$1,022,000	\$0	\$0	\$1,022,000

In 2017 the County implemented an interim solution at the CR22/CR19 intersection, and made improvements to the north, east and west legs to provide a greater level of service until the ultimate solution could be implemented. At this time, the south leg improvements of the intersection were not completed. The County of Essex is now proceeding with the design and construction of the south leg, which involves the interim widening of CR19 south of CR22 to Jamsyl Drive.

In March 2021, Council approved the recommendations of Report PWES-2021-13 that authorized Administration to add the CR19 Trunk Watermain Installation project to the 2020 Capital Works projects. Project expenditures of \$758,000 were also funded through the Watermain Reserve Fund. The installation of the 400 mm diameter trunk watermain on CR19 was to be incorporated as part of the County's Improvement Project to CR19. In January 2023, Council approved the recommendations of Report PWES-2023-01 that increased the approved budget for this project to \$1,022,000 to reflect current market conditions. Detailed design has been ongoing since 2020, however, the County recently advised that construction is not planned in 2024. In addition, with anticipated development in the Manning Road Secondary Planning Area (MRSPA), Town Administration recommended that a holistic review of the planned CR19 drainage improvements be undertaken with consideration of the MRSPA development to optimize the drainage solution for all parties. This drainage review will continue into 2024 and, upon completion, should allow the County to advance their CR19 design as well as the design for the MRSPA.

Funding for this project was previously provided from the Watermain Reserve Fund in the amount of \$1,022,000.

- **Reference Reports:**

- [Report PWES-2020-15](#), "2018 Water and Wastewater Master Plan Update, Study Completion and Final Adoption", March 10, 2020; Motion RCM-87/20.
- [Report PWES-2021-13](#), "Amendment to the 2021 PWES Capital Works Projects, County Road 19 Trunk Watermain Installation (from County Road 22 to south of Jamsyl Drive)", March 9, 2021; Motion RCM-75/21.
- [Report PWES-2023-01](#), "2023-2027 Public Works & Engineering Services Five-year Capital Works Plan", January 26, 2023; Motion RCM-04/23.

B5. County Road 46, Webster and Laval Sanitary Sewer Extension

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$4,131,000	\$0	\$0	\$4,131,000
Estimated Landowner Recoveries (Sanitary Sewers): \$1,767,000			

In December 2018, Council approved the recommendations of Report PWES-2018-08 that authorized Administration to complete the engineering design for the CR46 Webster and Laval Sanitary Sewer Extension. In accordance with this report, Dillon Consulting Ltd. was retained to complete the engineering design.

The CR46 Webster and Laval Sanitary Sewer Extension is a continuation of the sanitary sewer servicing within the 8th Concession Road sanitary service area. The project includes the extension of a sanitary sewer along CR46 from the 8th Concession Road to Webster Drive, as well as on Webster Drive (entire length), and the extension of a sanitary sewer through an easement just south of Highway 401. This project will incorporate the strategic priorities of growth and economic development as outlined within the May 5, 2022 SCM Presentation and confirmed in Council's new Strategic Plan.

Detailed design, consultation with utility companies and preparation of final easement documentation continued in 2022. Detailed design was completed in 2023 including the preparation of tender documents, completion of the excess soil investigations and submission of approval applications.

The project was tendered in late 2023 and in January 2024, Council approved the recommendation of Report PWES-2024-05 that awarded the tender to Rudak Excavating Inc. in the amount of \$3,158,200 excluding HST. Construction is planned to proceed in 2024.

The project tendered/projected cost estimate of \$4,131,000 includes \$1,383,200 for road reconstruction, \$842,900 for storm sewers, \$1,799,100 for sanitary sewers and \$105,800 for watermains.

Estimated recoveries from landowners for the sanitary sewers would be approximately \$1,767,000. This amount will be refined once the Part XII By-Law for the 8th Concession Road sanitary service area is finalized. Administration plans to bring forward a report to Council in mid-2024 to request Council's approval for the Part XII By-Law.

Funding for this project was previously provided from the following:

- Road Lifecycle Reserve in the amount of \$1,383,200
- Wastewater Sewers Reserve Fund in the amount of \$1,799,100
- Storm Sewer Lifecycle Reserve in the amount of \$842,900
- Watermain Reserve Fund in the amount of \$105,800

• **Reference Reports:**

- [Report PWES-2018-08](#), "2019-2023 Public Works & Environmental Services Five Year Capital Works Plan", December 11, 2018; Motion RCM-361/18.
- [Report PWES-2020-33](#), "Pre-Approval of 2021 Public Works & Environmental Services Capital Works Projects", December 8, 2020; Motion RCM-375/20.
- [Report PWES-2022-03](#), "Approval of 2022 Public Works & Engineering Services Capital Works Projects", January 25, 2022; Motion RCM-23/22.

- [Report PWES-2023-01](#), “2023-2027 Public Works & Engineering Services Five-year Capital Works Plan”, January 26, 2023; Motion RCM-04/23.
- [Report PWES-2024-05](#), “County Road 46, Webster Drive and Laval Sanitary Sewer Extension – Tender Award”, January 23, 2024; Motion RCM13/24.

B6. Del Duca Drive Sanitary Sewer Extension

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$5,404,700	\$0	\$0	\$5,404,700
Estimated Landowner Recoveries (Sanitary Sewers): \$1,050,000			

In December 2018, Council approved the recommendations of Report PWES-2018-08 that authorized Administration to complete the engineering design for the Del Duca Drive Sanitary Sewer Extension. In accordance with this report, Stantec Consulting Ltd. was retained to complete the detailed design.

The Del Duca Drive Sanitary Sewer Extension is a continuation of the sanitary sewer servicing within the 8th Concession Road sanitary service area. The project includes the extension of a sanitary sewer along Del Duca Drive and will incorporate the strategic priorities of growth and economic development as outlined within the May 5, 2022 SCM Presentation and confirmed in Council’s new Strategic Plan.

The Oldcastle Stormwater Master Plan was being completed concurrently with the design for the Del Duca Drive Sanitary Sewer Extension. Through the Oldcastle Stormwater Master Plan, it was determined that a future major storm event flow route is required from the Del Duca Drive cul-de-sac southerly to the Hurley Relief Drain. Coordination has occurred between these two projects to ensure that the Del Duca design provides for the recommendations of the Oldcastle Stormwater Master Plan. Based on this coordination, it was determined that a previously identified sanitary easement needed to be modified to accommodate a future storm sewer. Discussions continued in 2023 with property owners to secure the required easements. In late 2023, settlement offers were accepted by the property owners and it is anticipated that the Town’s solicitor will finalize the registration of the easements in early 2024.

Detailed design was completed in 2023 including the preparation of tender documents, completion of the excess soil investigations and submission of approval applications. The project was tendered in late 2023. It is planned to bring forward a report to Council in early 2024 to award the tender which will allow construction to proceed in 2024.

The project cost estimate of \$5,404,700 includes \$2,153,900 for road reconstruction, \$1,898,200 for storm sewers, \$1,316,700 for sanitary sewers and \$35,900 for watermain.

Estimated recoveries from landowners for the sanitary sewers would be approximately \$1,050,000. This amount will be refined once the Part XII By-Law for the 8th Concession Road sanitary service area is finalized. Administration plans to bring forward a report to Council in mid-2024 to request Council's approval for the Part XII By-Law.

Funding for this project was previously provided from the following:

- Road Lifecycle Reserve in the amount of \$2,153,900
- Wastewater Sewers Reserve Fund in the amount of \$1,316,700
- Storm Sewer Lifecycle Reserves in the amount of \$1,898,200
- Watermain Reserve Fund in the amount of \$35,900
- **Reference Reports:**
 - [Report PWES-2018-08](#), "2019-2023 Public Works & Environmental Services Five Year Capital Works Plan", December 11, 2018; Motion RCM-361/18.
 - [Report PWES-2020-33](#), "Pre-Approval of 2021 Public Works & Environmental Services Capital Works Projects", December 8, 2020; Motion RCM-375/20.
 - [Report PWES-2022-03](#), "Approval of 2022 Public Works & Engineering Services Capital Works Projects", January 25, 2022; Motion RCM-23/22.
 - [Report PWES-2023-01](#), "2023-2027 Public Works & Engineering Services Five-year Capital Works Plan", January 26, 2023; Motion RCM-04/23.

B7. 8th Concession Sanitary Sewer Outlet Area - Cost Recovery By-Law

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$45,000	\$0	\$0	\$45,000

The Oldcastle Hamlet is approximately 815 Ha of land which has largely developed for industrial purposes to date. Many existing developments within the hamlet had historically been serviced by private on-site sewage disposal (septic) systems. Several studies, however, identified significant pollution problems and potential health risks attributed to the discharge of raw wastewater from failing septic systems into roadside open ditches. As a result of these studies, the Town commenced the phased introduction of sanitary sewers into the Oldcastle Hamlet in 2010. The Oldcastle

Hamlet is serviced by two trunk sanitary sewers: North Talbot Road Trunk Sanitary Sewer and 8th Concession Road Trunk Sanitary Sewer.

In December 2011, Council approved the recommendations of PWES Report No.39/11 where it was recommended that the cost of the sanitary sewer collection system (including the municipal sanitary sewers (sewer mains) and the pipes within the municipal road allowances that connect each property to a sewer main (laterals)) for the area within the North Talbot Road Sanitary Sewer Outlet be assessed against the benefitting lands within that area. Based on this approach, assessments were calculated for all benefitting lands and, in accordance with Part XII of the Municipal Act 2001, Council adopted the "North Talbot Road Sanitary Sewer Outlet Main and Lateral Charges By-Law".

In 2022 Watson & Associates was retained to assist the Town with the preparation of a Part XII By-Law to recover the sanitary servicing costs from the benefitting lands within the 8th Concession Sanitary Sewer Outlet Area. In November 2023, Council approved the recommendations of Report PWES-2023-73, which authorized Administration to proceed with a Public Information Centre (PIC) to communicate the estimated charges to property owners within the 8th Concession Road Sanitary Sewer Outlet Area. The PIC is planned for early 2024 following which Administration will report back to Council on comments received and next steps for the preparation of the 8th Concession Road Sanitary Sewer Outlet Area Main and Lateral Charges Cost Recovery Part XII By-Law.

Funding for this project was previously provided from the Wastewater Sewers Reserve Fund in the amount of \$45,000.

- **Reference Reports:**

- [Report PWES No. 39/11](#), "North Talbot Road Sanitary Sewer Outlet, Part XII By- Law", December 13, 2011; Motion RCM-427/11.
- [Report PWES No. 45/17](#), "8th Concession Road Sanitary Sewer Outlet, Main and Lateral Charges Cost Recovery By-Law", September 26, 2017; Motion SCM- 13/17.
- [Report PWES-2018-01](#), "8th Concession Road Sanitary Sewer Outlet, Main and Lateral Charges Cost Recovery Part XII By-Law", February 13, 2018; Motion SCM-02/18.
- [Report PWES-2022-03](#) "Approval of 2022 Public Works & Engineering Services Capital Works Projects", January 25, 2022; Motion RCM-23/22.
- [Report PWES-2023-01](#), "2023-2027 Public Works & Engineering Services Five-year Capital Works Plan", January 26, 2023; Motion RCM-04/23.

- [Report PWES-2023-73](#), “8th Concession Road Sanitary Sewer Outlet Area Main and Lateral Charges Cost Recovery Part XII By-Law, November 28, 2023; Motion RCM-311/23.

B8. Scully & St. Mark’s Storm Pump Station & Riverside Drive Storm Sewers

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$23,346,900	\$0	\$0	\$23,346,900
Grant (confirmed): DMAF 2020 Intake - \$6,820,000			

This project consists of decommissioning the St. Mark’s storm pump station and redirecting those flows into an upgraded and expanded Scully storm pump station to provide a greater level of service. The consolidated Scully St. Mark’s pump station is to have increased pump capacity to accommodate the additional flows from the current St. Mark’s service area, as well as other adjacent areas where interconnections and overland flows have been identified as part of the Town’s Storm Drainage Master Plan (2019). This project also includes trunk storm sewer improvements along Riverside Drive to add resiliency to the system and improve the level of service to address area-wide issues of surface flooding.

In October 2020 the Town was advised that our funding application to the federal Disaster Mitigation and Adaptation Fund (DMAF) was approved for funding totalling \$10.7M for the following projects:

- Scully & St. Mark’s Storm Pump Station & Riverside Drive Trunk Storm Sewers project.
- P.J. Cecile Storm Pump Station Improvements project.

Under DMAF, all works must be completed by March 31, 2028. The Scully & St. Mark’s Storm Pump Station & Riverside Drive Trunk Storm Sewer project is a major infrastructure improvement project that will enhance the level of service and provide approximately 6-times more capacity than the existing pump station to accommodate the growing frequency of heavy rainfall events.

The DMAF projects were originally valued at \$26.7M with the Town receiving \$10.7M in DMAF grant funding. Phase 1, the Scully-St. Mark’s Pump Stations and Riverside Storm Trunk Sewer was estimated at \$17.05M and Phase 2 PJ Cecile Storm Pump Station was estimated at \$9.70M.

In early 2023, the detailed design for the project was completed and tender documents for construction were posted to the Town’s Bids and Tenders portal on April 26, 2023. The tender closed on June 8, 2023 with two submissions being received. In June 2023, Council adopted the recommendations of Report PWES-2023-44, which awarded

construction to Sterling Ridge Infrastructures Inc. in the amount of \$19,202,990.28 (excluding HST).

A Request for Proposal (RFP) was posted on the Town's Bids & Tenders portal on the Town's website on April 26, 2023, for the services of qualified engineering professionals to provide construction services including, but not limited to, contract administration, construction inspection, quality control, and commissioning services for this project. Bid proposals were received up to and including June 1, 2023, at which time one (1) firm had submitted a proposal. In June 2023, Council adopted the recommendations of Report PWES-2023-48, which awarded the engineering consulting services to Dillon Consulting Ltd. in the amount of \$941,056.50 (excluding HST).

The total projected project cost estimate is \$23,346,900 (including non-rebated HST) which is broken down as \$2,626,700 for road reconstruction, \$410,600 for watermain, \$1,180,900 for sanitary sewers and \$19,128,700 for storm sewers and pumping stations. Administration continues to ask DMAF staff if there is potential for the grant funding allocation of \$10.7M to be increased. To date, there has been no indication that additional DMAF funding will be available for this project.

Construction commenced in late 2023 and is anticipated to be complete by the end of 2024.

Funding for this project was previously provided from the following:

- Road Lifecycle Reserve in the amount of \$2,626,700
- Watermain Reserve Fund in the amount of \$410,600
- Wastewater Sewers Reserve Fund in the amount of \$1,180,900
- Storm Sewer Lifecycle Reserve in the amount of \$19,128,700

- **Reference Reports:**

- [Report PWES-2018-17](#), "Flood Mitigation Strategy", June 26, 2018; Motion RCM-194/18.
- [Report PWES-2018-08](#), "2019-2023 Public Works & Environmental Services Five Year Capital Works Plan", December 11, 2018; Motion RCM-361/18.
- [Report PWES-2019-02](#), "Disaster Mitigation and Adaptation Fund, Special Spring 2019 Flooding Intake, Expression of Interest and Full Application", July 23, 2019; Motion RCM-229/19.
- [Report PWES-2019-50](#), "Storm Drainage Master Plan, Study Completion and Final Adoption", December 10, 2019; Motion RCM-402/19.
- [Report PWES-2020-33](#), "Pre-Approval of 2021 Public Works & Environmental Services, 2022 Capital Works Projects", December 8, 2020; Motion RCM-375/20.

- [Report PWES-2021-03](#), “Disaster Mitigation and Adaptation Fund, Agreement for Climate Change and Flood Resiliency Project, Storm Infrastructure Improvements”, February 9, 2021; Motion RCM-40/21.
- [Report PWES-2022-03](#) “Approval of 2022 Public Works & Engineering Services, 2022 Capital Works Projects”, January 25, 2022; Motion RCM-23/22.
- [Report PWES-2022-34](#) “Disaster Mitigation and Adaptation Fund 2020 Intake Ancillary Consulting Services for the Scully and St. Marks Pump Stations – Tender Award”, August 09, 2022; Motion RCM-250/22
- [Report PWES-2023-01](#), “2023-2027 Public Works & Engineering Services Five-year Capital Works Plan”, January 26, 2023; Motion RCM-04/23.
- [Report PWES-2023-44](#), “Disaster Mitigation and Adaptation Fund Phase 1: Scully-St. Mark’s Pump Station and Riverside Drive East Reconstruction Project - Construction Services Tender Award”, June 27, 2023; Motion RCM-173/23.
- [Report PWES-2023-48](#), “Disaster Mitigation and Adaptation Fund Phase 1: Scully-St. Mark’s Pump Station Replacement and Riverside Drive East Reconstruction Project Award of Engineering Consulting Services” June 27, 2023; Motion RCM-176/23.

B9. P.J. Cecile (Kensington) Storm Pump Station

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$11,639,800	\$0	\$0	\$11,639,800
Grant (confirmed): DMAF 2020 Intake - \$3,880,000			

This project consists of the construction of a new pump station over the footprint of the existing structure with increased capacity and larger inlet and outlet piping.

As indicated in B8 above, the Town received federal funding for this project through the DMAF program. As noted, under the DMAF, all works must be completed by March 31, 2028.

The P.J. Cecile (Kensington) Storm Pump Station is a major infrastructure improvement project that will enhance the level of service and provide approximately 8-times more capacity than the existing pump station to accommodate the growing frequency of heavy rainfall events.

The DMAF projects were originally valued at \$26.7M with the Town receiving \$10.7M in DMAF grant funding. Phase 1, the Scully-St. Mark's Pump Stations and Riverside Storm Trunk Sewer was estimated at \$17.05M and Phase 2 PJ Cecile Storm Pump Station was estimated at \$9.70M.

As per Report PWES-2023-01, the project cost estimates were updated to be more in line with recent market conditions and inflation. The P.J. Cecile Pump Station was increased to \$11,639,800 from \$9.70M, which is broken down as \$11,311,000 for storm sewers and pump stations and \$328,800 for road reconstruction. Administration continues to ask DMAF staff if there is potential for the grant funding allocation of \$10.7M to be increased. To date, there has been no indication that additional DMAF funding will be available for this project.

A Request for Proposal (RFP) for Engineering Consulting Services for the detailed design, contract administration and inspection was posted on the Town's Bids & Tenders account and on the Town's website on November 18, 2022. Proposals were received up to and including December 15, 2022, at which time one (1) firm had submitted a proposal. In February 2023, Council adopted the recommendations of Report PWES-2023-14, which awarded the engineering consulting services to Stantec Consulting Ltd. (Stantec) in the amount of \$1,157,400 (excluding HST). Stantec has commenced design which is anticipated to be completed in late 2024 or early 2025. Depending on receipt of approvals, construction may commence in early 2025 or 2026.

Funding for this project was previously provided from the following:

- Storm Sewer Lifecycle Reserve in the amount of \$11,311,000
- Road Lifecycle Reserve in the amount of \$328,800
- **Reference Reports:**
 - [Report PWES-2018-17](#), "Flood Mitigation Strategy", June 26, 2018; Motion RCM-194/18.
 - [Report PWES-2018-08](#), "2019-2023 Public Works & Environmental Services Five Year Capital Works Plan", December 11, 2018; Motion RCM-361/18.
 - [Report PWES-2019-02](#), "Disaster Mitigation and Adaptation Fund, Special Spring 2019 Flooding Intake, Expression of Interest and Full Application", July 23, 2019; Motion RCM-229/19.
 - [Report PWES-2019-50](#), "Storm Drainage Master Plan, Study Completion and Final Adoption", December 10, 2019; Motion RCM-402/19.
 - [Report PWES-2020-33](#), "Pre-Approval of 2021 Public Works & Environmental Services Capital Works Projects", December 8, 2020; Motion RCM-375/20.

- [Report PWES-2021-03](#), “Disaster Mitigation and Adaptation Fund, Agreement for Climate Change and Flood Resiliency Project, Storm Infrastructure Improvements”, February 9, 2021; Motion RCM-40/21.
- [Report PWES-2022-03](#) “Approval of 2022 Public Works & Engineering Services, 2022 Capital Works Projects”, January 25, 2022; Motion RCM-23/22.
- [Report PWES-2023-01](#), “2023-2027 Public Works & Engineering Services Five-year Capital Works Plan”, January 26, 2023; Motion RCM-04/23.
- [Report PWES-2023-14](#), “Disaster Mitigation and Adaptation Fund 2020 Intake Phase 2: P.J. Cecile Storm Pump Station Replacement Project Award of Engineering Consulting Services”, February 14, 2023; Motion RCM-29/23.

B10. Stormwater Rate Study

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$45,000	\$0	\$0	\$45,000

In December 2019, Council authorized Administration to undertake a Stormwater Rate Study to assess the feasibility of implementing a user fee system to meet the significant funding requirements needed to implement stormwater infrastructure improvements. Watson & Associates Economists Ltd. were retained to undertake the Study. A draft report was received in 2023 and is currently being reviewed by Administration. Software options for implementation are also being investigated and a future report will be brought forward to Council regarding recommendations for this project.

Funding for this project was previously provided from the Storm Sewer Lifecycle Reserve in the amount of \$45,000.

• Reference Reports:

- [Report PWES-2019-50](#), “Storm Drainage Master Plan, Study Completion and Final Adoption”, December 10, 2019; Motion RCM-402/19.
- [Report PWES-2019-49](#), “2020-2024 Public Works & Environmental Services Five Year Capital Works Plan”, December 10, 2019; Motion RCM-401/19.
- [Report PWES-2020-33](#), “Pre-Approval of 2021 Public Works & Environmental Services Capital Works Projects”, December 8, 2020; Motion RCM-375/20.

- [Report PWES-2022-03](#), “Approval of 2022 Public Works & Engineering Services Capital Works Projects”, January 25, 2022; Motion RCM-23/22.
- [Report PWES-2023-01](#), “2023-2027 Public Works & Engineering Services Five-year Capital Works Plan”, January 26, 2023; Motion RCM-04/23.

B11. Manning Road Secondary Plan Area (MRSPA) – Stormwater Infrastructure

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$2,780,000	\$0	\$9,955,000	\$12,735,000
Estimated Landowner Recoveries (Stormwater): \$10,188,000			

In December 2019 through Report PWES-2019-49, Council authorized Administration to complete the detailed design for the Manning Road Secondary Plan Area (MRSPA) stormwater facility and to move forward with acquiring property for the MRSPA stormwater management pond in 2020. In accordance with this report, Dillon Consulting Ltd. was retained based on their previous work on the MRSPA EA, MRSPA EA Addendum and related Functional Servicing Report (FSR).

This project will incorporate the strategic priorities of growth and economic development as outlined within the May 5, 2022 SCM Presentation and confirmed in Council's new Strategic Plan.

During 2020, the Town acquired property for the MRSPA stormwater management facility. It was originally intended to update the previous 2015 Environmental Study Report and FSR to reflect the current storm design criteria as provided in the Windsor/Essex Region Stormwater Management Standards Manual (December 2018) and then complete the detailed design for the MRSPA stormwater facility in 2023. Based on consultation with MRSPA landowners, however, this process was paused in 2023 to provide the opportunity to consider alternative servicing approaches for this area.

It is anticipated that a future report will be brought forward to Council to provide a project update following consideration of alternative servicing approaches.

Funding for this project was previously provided from the Storm Sewer Lifecycle Reserve in the amount of \$2,780,000.

• Reference Reports:

- [Report PWES-2019-55](#), “Amendment to 2019-2023 PWES Five Year Capital Works Plan, Manning Road Secondary Plan Area, Stormwater Management Facility”, November 12, 2019; Motion RCM-369/19.

- [Report PWES-2019-49](#), “2020-2024 Public Works & Environmental Services Five Year Capital Works Plan”, December 10, 2019; Motion RCM-401/19.
- [Report PWES-2020-33](#), “Pre-Approval of 2021 Public Works & Environmental Services Capital Works Projects”, December 8, 2020; Motion RCM-375/20.
- [Report PWES-2022-03](#), “Approval of 2022 Public Works & Engineering Services Capital Works Projects”, January 25, 2022; Motion RCM-23/22.
- [Report PWES-2023-01](#), “2023-2027 Public Works & Engineering Services Five-year Capital Works Plan”, January 26, 2023; Motion RCM-04/23.

B12. CR43 Trunk Watermain W-4 (CP Rail to CR42)

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$4,886,000	\$0	\$0	\$4,886,000

In December 2020, Council approved the recommendations of Report PWES-2020-33 that authorized Administration to proceed with the engineering design of two sections of watermain on CR43 and Banwell Road. These locations included:

- CR43 from CR42 to Shields Drive (\$260,000)
- Banwell Road/CR43 from Intersection Road to South of CP Rail (\$800,000)

In January 2023, Council approved the recommendations of Report PWES-2023-01 which combined these projects into one project entitled “County Road 42 and County Road 43 Improvements – Phase 2”.

Subsequent to Report PWES-2023-01, discussions occurred between ENWIN Utilities Ltd. (ENWIN) and Town Administration on the possibility of extending a trunk watermain on Banwell Road (from Mulberry Drive to the CP Rail), with the intent to create a looped trunk watermain on Banwell/CR43 that would connect to the trunk watermain on CR42. Additionally, this trunk watermain would benefit the Tecumseh Hamlet Secondary Planning Area as well as provide redundancy in the ENWIN watermain distribution system for secondary service to both the NextStar Battery Plant on Banwell Road, and the Future Hospital at CR42/9th Concession Road.

In May 2023, Council approved the recommendations of Report PWES-2023-42 which provided authorization to proceed with the following:

- The design of the CR43 Trunk Watermain Project W-4 (CP Rail to CR42) in 2023 with construction in 2024 as part of the County of Essex’s CR42 & CR43 Improvement Project Phase 2;

- The expenditures of \$4,886,000 for the engineering and construction costs to be funded from the Watermain Reserve Fund;
- That Dillon Consulting Limited be retained for engineering consulting services, including completion of the detailed design, drawings and specifications, contract administration and inspection for the CR43 Trunk Watermain Project W-4 (CP Rail to CR42);
- That the local watermain projects for the CR42 & CR43 Improvements Phase 2, as contained within report PWES-2023-01 2023-2027 PWES Five-Year Capital Works Plan, in the updated estimate amount of \$1,146,500, be cancelled.

Subsequent to Report PWES-2023-42, the Town Water Division advised that, to avoid major service disruption if a problem occurs on the private side that requires a watermain to be shut down, it is preferred to service individual private properties from a local watermain. With a separated local and trunk system, the local watermain can be isolated with no interruption to the remainder of the trunk watermain service area. Accordingly, the Town Water Division recommended that, in addition to the proposed trunk watermain, a local watermain be maintained on CR43 and Banwell Road to service the adjacent private properties.

In addition to the above, the intended design for the CR43 Trunk Watermain W-4 (CP Rail to CR42) Project included a 300 mm diameter watermain extending easterly from CR43 and then northerly to connect to the 300 mm diameter watermain (W-1) that was proposed to be constructed as part of the Tecumseh Secondary Plan Area – Northwest Water & Wastewater Infrastructure Project. As described earlier in this report, the proposed Phasing for the Tecumseh Secondary Plan Area – Northwest Water & Wastewater Infrastructure Project has been revised and the planned construction date for the section of 300 mm diameter watermain (W-1) from Intersection Road to the south side of the Hydro corridor is now beyond 2028. Accordingly, it is recommended that the 300 mm diameter section of watermain be removed from the CR43 Trunk Watermain W-4 (CP Rail to CR42) Project.

The CR43 Trunk Watermain W-4 (CP Rail to CR42) is being coordinated with the County of Essex revised phasing plan for their CR42/43 improvements project. Construction is planned to commence in 2024.

Administration recommends that the CR43 Trunk Watermain W-4 (CP Rail to CR42) Project be expanded to include the replacement of the local watermain on Banwell Road and that the planned 300 mm diameter section of watermain extending easterly from CR43 be removed from the CR43 Trunk Watermain W-4 (CP Rail to CR42) Project.

Funding for this project was previously provided from the Watermain Reserve Fund in the amount of \$4,886,000.

- **Reference Reports:**

- [Report PWES-2020-33](#), “Pre-Approval of 2021 Public Works & Environmental Services Capital Works Projects”, December 8, 2020; Motion RCM-375/20.
- [Report PWES-2022-03](#), “Approval of 2022 Public Works & Engineering Services Capital Works Projects”, January 25, 2022; Motion RCM-23/22.
- [Report PWES-2023-01](#), “2023-2027 Public Works & Engineering Services Five-year Capital Works Plan”, January 26, 2023; Motion RCM-04/23.
- [Report PWES-2023-42](#), “Amendment to the 2023-2027 PWES Capital Works Plan County Road 43 Trunk Watermain Project W-4 (CP Rail to County Road 42), May 9, 2023; Motion RCM-141/23.
- [Report PWES-2023-21](#), “Amendment to the 2023-2027 PWES Capital Works Plan Tecumseh Secondary Plan Area Northwest Water & Wastewater Infrastructure Project, February 28, 2023; Motion RCM-47/23.
- [Report PWES-2023-35](#), “Tecumseh Hamlet Secondary Plan Area Northwest Water and Wastewater Infrastructure Project Tender Award for Consulting Services”, April 25, 2023; Motion RCM-119/23.

Section C: 2025-2028 Capital Projects

This section provides highlights of projects proposed for 2025-2028. Council approval and funding allocations will be sought for under the 5-year capital works plans that are brought forward to Council on an annual basis.

➤ **2025: Traffic Signal PHM 125's (\$65,000)**

Preparation of legal drawings for each signalized Town intersection which will include signal timing, clearances, signage, etc. prepared by a qualified professional engineer.

➤ **2025: Bridge & Culverts Needs Study (Spans < 3m) (\$80,000)**

A condition assessment was completed in 2016 on the Town's 72 bridges and culverts with spans that were less than 3.0 metres. It is recommended that an update to the study be completed to determine and prioritize the short, medium and long term recommended works.

➤ **2025: Lakewood Park Pedestrian Bridge Maintenance (\$200,000)**

As identified in the 2022 Bridge & Culvert Needs Study (Spans >3m), the Lakewood Park pedestrian bridge is showing signs of corrosion on the floor system (stringer members). It is recommended that maintenance be completed on the stringers and floor beams.

➤ **2025: Roadside Safety Improvements – Bridge #1010 (\$70,000)**

A roadside safety assessment, in accordance with the 2017 MTO Roadside Design Manual, of the Town's bridges and culverts identified the need to install a guide rail at Bridge #1010.

➤ **2025: Water & Wastewater Master Plan Update (\$200,000)**

The last update to the Water and Wastewater Master Plan was completed and brought to Council for approval in late 2019. Since that time, several studies are ongoing or completed that will impact the servicing strategy and warrant the need for a Master Plan update. These studies include:

- Water Model Update – South Service Area
- Water Model Update – North Service Area
- Tecumseh Hamlet Secondary Plan Area – Class EA and FSR
- Sanitary Sewer Model update

➤ **2025-2026: Riverside Drive East Pathway Improvements (\$487,500)**

Installation of a multi-use trail on the south side of Riverside Drive to connect the existing pathways between Arlington Boulevard and Kensington Boulevard. It is also recommended to install cross-rides at the intersections between Brighton Road and Manning Road and to conduct a lighting assessment to ensure the safety of trail users.

➤ **2025-2026: Brighton Road Pathway Extension and Traffic Calming (\$312,000)**

Extension of the existing pathway on the west side of Brighton Road, south of the Tecumseh Road roundabout for approximately 75-metres. This work would be in conjunction with a pedestrian cross-over and traffic calming measure on Brighton Road midway between Tecumseh Road and VIA Rail. The traffic calming measure was recommended as part of the 2019 Brighton Road Corridor Review.

➤ **2025-2026: Gauthier (Cedarwood) Sanitary Pump Station Replacement (\$9,000,000)**

The Gauthier (Cedarwood) Sanitary Pump Station was constructed in 1972. It services Tecumseh and St. Clair Beach areas north of County Road 22, totaling

approximately 920 hectares. Obtaining replacement parts has become more challenging, and the frequency of maintenance and costs are increasing. It is prudent to replace this aging infrastructure in advance of a mechanical failure. Funding programs to offset the cost of this project will be pursued.

➤ **2025-2027: CR42 & CR43 Improvements (\$859,550)**

The County of Essex commenced the first phase of construction in 2022 and it is anticipated to be completed in early 2024. It is currently planned to complete the CR42 surface works including roads, sidewalks and bike lanes in 2025-2027.

➤ **2025-2028: CR19 Improvements (\$4,272,000)**

The County of Essex is planning to commence the first phase of construction in 2025 on CR19 from CR22 to south of Jamsyl Drive (\$1,022,000). The timing of construction and costs allocated to the Town for the subsequent phases are as follows:

- 2027: Phase 2 Jamsyl to CP Rail – watermain (\$2,730,000)
- 2028: Phase 3 CP Rail Grade Separation – watermain (\$520,000)
- 2029: Phase 4 CP Rail to CR42 – watermain (\$975,000)

➤ **2026: (Tecumseh) Storm Drainage Master Plan Update (\$200,000)**

The Tecumseh Storm Drainage Master Plan was completed in 2019 and had identified recommended solutions in the amount of \$107M. Its study area comprised the existing built-up area north of CR42 to Lake St. Clair. It is recommended to conduct an update to the Master Plan in 2026 to expand the study area to include lands in the Tecumseh Hamlet Secondary Planning area and the stormwater solutions that were determined in the stand-alone Class Environmental Assessments and Functional Servicing Reports for this area.

➤ **2026: Shoreline Management EA/Implementation Plan (\$400,000)**

The Tecumseh Coastal Flood Risk Assessment Study was completed in 2022. The study investigated the Town vulnerability to the combined impacts of coastal and rainfall flooding. The study also presented high level conceptual mitigation options to reduce the vulnerability. Additional planning, such as an Environmental Assessment, is required to refine the flood hazard mitigation options and costs for community-scale initiatives to upgrade existing shore protection at low-lying waterfront lots.

➤ **2026: Town Property Shoreline Protection Condition Assessment (\$70,000)**

The Town owns shoreline properties with shore protection structures of varying age, type and condition. To maintain this infrastructure and provide for necessary improvements in future capital works plans, it is recommended that a condition assessment be undertaken.

➤ **2026 & 2028: Bridge & Culvert Needs Study (Spans > 3m) (\$50,000 each)**

Inspection of the Town's 16 bridges and culverts with a span greater than 3.0 metres are to take place every two years as legislated by Section 2(3) of the *Public Transportation and Highway Act*. Previous studies were completed in 2003, 2008, 2014, 2016, 2018, 2020 and 2022.

➤ **2026-2027: Oldcastle Stormwater Master Plan – Property & Easement Acquisition (\$4,000,000)**

The Oldcastle Stormwater Master Plan was completed and adopted by Council in June 2022. The Master Plan recommended stormwater solutions across the various watershed areas. It also recommended that the Town proceed as soon as possible to secure the lands and easements required for these improvements.

➤ **2026-2028: Ure Street Sanitary Sewer Extension (\$5,351,000)**

Ure Street Sanitary Sewer extension is a continuation of the sanitary sewer servicing within the 8th Concession Road sanitary service area in the Oldcastle Hamlet.

➤ **2026-2028: O'Neil Street Sanitary Sewer Extension (\$6,227,000)**

O'Neil Street Sanitary Sewer extension is a continuation of the sanitary sewer servicing within the 8th Concession Road sanitary service area in the Oldcastle Hamlet.

➤ **2027: Manning Road Improvements, Phase 3 (\$8,041,980)**

Phase 3 relates to the road re-construction component of the project from Riverside Drive to St. Gregory's Road including improvements to an urban cross-section that accommodates pedestrians, cyclists and urban design features to create a gateway into Lakewood Park. It is also intended to construct the storm overflow from St. Thomas Street to Lakewood Park which had been identified as a recommendation in the Town's Storm Drainage Master Plan as project ESL-1.

➤ **2027: Sylvestre Drive Sanitary Sewer Extension (\$2,211,900)**

This project consists of the extension of a sanitary sewer on Sylvestre Drive from Sylvestre Drive to CR19 (approximately 410-metres), as well as adjacent to the CR19 right-of-way through a future easement (approximately 215-metres) or within an expanded County road right of way as part of a future CR19 improvement project.

➤ **2027+: AODA Sidewalk Ramp Repairs (\$100,000 Annually)**

Review and repair sidewalk ramps throughout the Town to ensure that they are AODA compliant. The sidewalk ramp condition, alignment and location will all be reviewed as part of the assessment.

➤ **2028-2030: Moynahan-Henin-Regal Sanitary Sewer Extension (\$8,776,000)**

Moynahan-Henin-Regal Sanitary Sewer extension is a continuation of the sanitary sewer servicing within the 8th Concession Road sanitary service area in the Oldcastle Hamlet.

Section D: Municipal Drain Projects

Town of Tecumseh is obligated to manage, repair, maintain and improve the Town's 120 Municipal Drains (totaling 221km) in accordance with the Drainage Act, including assessing costs to the benefitting upstream landowners according to the most current by-law. Municipal Drains are not municipal infrastructure and only the actual Town assessments are funded from the general tax rate.

There are approximately 63 active drainage projects that the Town is undertaking. These works include new municipal drains (2), maintenance of existing drains (24), drain improvements requiring an engineer's report (36) and apportionment agreements (1) all of which are at various stages of completion. The Drainage Superintendent receives requests for maintenance or repair and improvements for Municipal Drains and determines which section of the Drainage Act is most suitable to proceed with the request. These drainage requests, and subsequent works, are addressed as they occur and are brought before Council for their approval on a project-by-project basis.

Funding for the Town's assessment for Municipal Drains will generally come from the Drains Lifecycle Reserve.

Consultations

Financial Services

Development Services

Financial Implications

The 2024-2028 PWES Capital Works Plan is guided by Council's five-year strategic capital plan adopted in principle in May 2022 with primary focus on advancing Council's strategic priority of investment in infrastructure works to promote growth through development.

In addition to the capital projects adopted in 2022, additional projects have been added and or accelerated, including Multi-Use Recreational Trails on Lesperance Road, future phases of CR19 improvements, future phases of CR42 & CR43 improvements, MRSPA Stormwater Facility, Lesperance/CR22 Turning Lane, Riverside Drive Street Light Improvements, Boulevard Street Trees, Traffic Signal Upgrades (movement detection cameras), Arbour Street to Southfield Watermain, Brouillette Watermain Replacement and Del Duca Sanitary Sewer Extension.

Construction inflation costs and project scope changes also contribute to the growing capital expenditure forecast.

Capital expenditures anticipated for 2024 total \$44.8M with an additional \$90.8M projected for years 2025-2028, for a total of \$135.6M as compared to the 2022 plan which forecast expenditures of \$79M for years 2024-2028.

Some of this difference is due to timing, where delayed project starts such as the Scully/St. Mark's Storm Pump Station replacement, effectively accounts for close to \$10M of this increased expenditure forecast for years 2024-2028.

Grants, property owner contributions and partnership funding are expected to contribute \$46M towards projects planned for this five-year timeframe offsetting some of the total cost. As well, Development Charge (DC) fees for growth-related projects are expected to offset a portion of growth-related infrastructure investment. The timing and pace of development will impact the timing of DC recoveries and therefore directly impact Reserve Funds.

Notwithstanding these offsetting sources of funds, the estimated net cost increases, if materialized, will significantly impact capital reserves.

Generally, funding for most projects is covered through reserves, reserve funds and grants where reserves and reserve funds accumulate funds through annual budget allocations. There is, however, long-term debt planned with respect to the Scully/St. Marks and PJ Cecile Storm Pumping Station projects, with borrowing of up to \$15M (PWES-2021-03) over the course of a few years available commencing in 2024.

The Town's overall capital reserve/reserve funds are relatively healthy today. The build-up of reserves over the past few years has been in anticipation of investment in significant capital projects. With much planning and design complete, construction of several major initiatives will commence and draw upon those reserves. Three of the

eight Reserve/Reserve Funds that fund PWES projects are forecast to be in deficit positions in this five-year plan, including:

- Storm LC Reserve – projected deficit of \$18M. This deficit was anticipated with borrowing of up to \$15M planned in the next two to three years. The Storm LC annual budget allocation is \$1.46M with a target of \$2.0M. Further increases to this annual allocation to get it to \$2.0M is recommended.
- Sidewalk LC Reserve – projected deficit of \$1M. This deficit is due to several large projects in a short timeframe. Administration recommends a one-time transfer from LC Roads Reserve to fund the bulk of this deficit as several large projects are associated with roadway work.
- Wastewater Facilities Reserve Fund – projected deficit of \$4M. This is largely due to the Cedarwood Pump Station project. The Town has applied for DMAF Intake 5 grant towards this project, which if successful, will contribute up to 40% of cost to this project. Long-term debt may need to be considered in outlook years.
- Wastewater Sewers Reserve Fund- projected surplus of \$6M. This figure could change greatly as grant funding from HEWSF of \$10.5M is included in our forecast, however has yet to be awarded. Development Charge fees are based on estimated timing and pace of development. Long-term debt may need to be considered if a grant application is not successful and/or if DC recoveries are delayed.

The recent volatility in construction costs, capacity constraints in the construction sector and unpredictability with supply chains appears to be improving. Administration will continue to pursue transfer payment adjustments for grants secured to combat inflationary increases. Further, the Town's existing capital reserves and relatively low debt levels provide for financial flexibility and some additional funding capacity.

Administration is comfortable recommending the advancement of the projects identified in this report. However, should recent inflationary pressures experienced with 2022 and 2023 capital projects continue in upcoming 2024 project tenders, alterations to capital plans may need to be considered.

Projected Lifecycle Reserve and Reserve Fund balances for 2024 are provided in Attachment 4.

Link to Strategic Priorities

Applicable	2023-2026 Strategic Priorities
☒	Sustainable Growth: Achieve prosperity and a livable community through sustainable growth.
☒	Community Health and Inclusion: Integrate community health and inclusion into our places and spaces and everything we do.
☒	Service Experience: Enhance the experience of Team Tecumseh and our citizens through responsive and respectful service.

Communications

Not applicable ☒

Website ☐

Social Media ☐

News Release ☐

Local Newspaper ☐

This report has been reviewed by Senior Administration as indicated below and recommended for submission by the Chief Administrative Officer.

Prepared by:

John Henderson, P.Eng.
Manager Engineering Services

Reviewed by:

Tom Kitsos, CPA, CMA, BComm
Director Financial Services & Chief Financial Officer

Reviewed by:

Brian Hillman, MA, MCIP, RPP
Director Development Services

Reviewed by:

Phil Bartnik, P.Eng.
Director Public Works & Engineering Services

Recommended by:

Margaret Misek-Evans, MCIP, RPP
Chief Administrative Officer

Attachment Number	Attachment Name
1	Requested 2024 Budget Allocations
2	2024-2028 PWES Five Year Capital Works Plan
3	Location Map of 2024 Projects
4	Lifecycle Reserve Summaries