



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 25, 2025

Report Number: PWES-2025-17

Subject: 2025-2029 Public Works & Engineering Services Five-Year
Capital Works Plan

Recommendations

It is recommended:

That Report PWES-2025-17, 2025-2029 Public Works & Engineering Services Five-Year Capital Works Plan **be received**;

And that the Public Works & Engineering Services (PWES) Capital projects for 2025, as summarized in Attachment 1 to Report PWES-2025-17 **be approved**;

And further that the 2025 PWES Capital projects **be funded** through the following reserves and reserve funds as set out in Report PWES-2025-17;

- 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 furthermore, that the Public Works & Engineering Services Capital Works Plan for 2025-2029, as outlined in Attachment 2 to Report PWES-2025-17, be approved.

Executive Summary

The Public Works & Engineering Services (PWES) Department is recommending approval of the 2025 PWES Capital Works Projects and funding allocations for 2025 as well as approval of the capital works plan for 2025-2029.

The total number of 2025 projects for PWES is 41, representing \$111M in budget allocation, of which \$103M was previously allocated and \$8M is newly requested allocation for 2025. Most of these projects are on-going and approximately 8 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 2025 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, approvals and easement acquisition for the PJ Cecile Storm Pump Station under the Disaster Mitigation and Adaptation Fund program;
- Continuation of construction for the Lesperance Trail from County Road 22 to County Road 42;
- Construction of the Tecumseh Secondary Plan Area Northwest water and wastewater infrastructure Phases 1 and 2;
- Construction of the Brouillette Court Watermain Replacement;
- Construction of the Centennial Drive and Woodbridge Drive Watermain Replacements;
- Construction of the Lesperance Road Trail (Riverside Drive to First Street), Little River Boulevard Trail (Tecumseh/Windsor Boundary to Lesperance Road) and Lesperance Road Rehabilitation (McNorton Street to First Street);
- Construction of the Lesperance Road Right Turn Lane and Traffic Signal Improvements at County Road 22;
- Construction of the Banwell Road Improvements – Tecumseh Ancillary Works;
- Commence engineering design for the Cedarwood Sanitary Pump Station Reconstruction;
- Preparation of various studies such as the Asset Management Plan Update, Watermain Vulnerability Study, Urban Forestry and Naturalization Master Plan, the Sanitary I&I Program in the Lanoue/Lemire area, completion of the Tecumseh Hamlet Secondary Plan Area EA and Functional Servicing Study and the completion of the County Road 46 and 8th & 9th Concession Roads EA.

Details and in-progress updates for the 2025-2029 projects are provided within the following sections of this report.

Background

Approval of 2025 PWES Capital Works Projects and the full 2025-2029 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.

In general, many of the projects listed in this report for 2025 are ongoing projects that require works to continue into 2026. 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 2025 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 2025-2029. Section D rounds out the report with municipal drain projects.

Comments

Detailed information is provided for all 2025 projects, both those previously approved and those newly proposed to commence in 2025. 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 2025, as well as future and total costs. Attachment 2 provides the entire proposed Capital Works Plan for 2025-2029. Attachment 3 illustrates the geographic location of the 2025 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 2025

A1. Annual Tar & Chip, Asphaltting and Crack Sealing

Work	Requested for 2025	Location of Work	Extent
Asphaltting	\$1,100,000	Clovelly Road Burlington Road Warwick Road Essex Road Kensington Blvd. Rutland Road Edgewater Blvd.	Full Extent Full Extent Full Extent Full Extent Full Extent Full Extent Full Extent
Tar & Chip	\$0	-	-
Crack Sealing	\$100,000	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 \$100,000 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 \$1,200,000.

- **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 2025	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 4 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 for budget purposes. The actual funding will be from the appropriate asset category Lifecycle Reserve or Reserve Fund.

A3. 2025 Sidewalk Repair Projects

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$0	\$69,000	\$0	\$69,000

The 2025 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 2025 sidewalk repair project is to be provided from the Sidewalk Lifecycle Reserve in the amount of \$69,000.

A4. School Safety Zone Improvements

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$0	\$100,000	\$0	\$100,000

At the March 26, 2024 Policies and Priorities Committee (PPG) Meeting, the Committee received report PWES-2024-20 School Safety Zones Policy 125. This report provided background, governing regulations, and technical information used in the development of Policy 125. This policy outlines best practices for implementing school safety zones, with a focus on enhancing the safety of all pedestrians in school zones during all times of the day and week.

At the April 9, 2024 Regular Meeting of Council, Motion: RCM-85/24 was passed by Council which included authorizing funding in the amount of \$180,000 from the Road Lifecycle Reserve for the review and analysis of the twelve (12) School Safety Zones;

On April 15, 2024, a Request for Proposal (RFP) for Engineering Consulting Services for a School Safety Zone Review and Analysis was posted on the Town's Bids & Tenders account and on the Town's website. Proposals were received up to and including May 9, 2024, at which time seven (7) engineering consulting firms submitted proposals. Based on an evaluation of the RFP submissions, WSP Canada Inc. (WSP) was retained to undertake the study.

The WSP study is expected to be completed in Q1 2025. Recommendations from the WSP study will guide the school safety zone improvements, and upon completion, a future report will be brought forward to Council to present the study and to seek Council approval for implementation of the recommendations. Administration recommends that an allowance of \$100,000 be carried in the 2025 Capital Works Plan for potential improvements. This amount will be refined in the future report to Council.

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

- **Reference Reports:**

- [Report PWES-2024-20](#), "School Safety Zones Policy 125", March 26, 2024; Motion PPC-05/24.

A5. Traffic Calming Improvements

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$0	\$100,000	\$0	\$100,000

At the March 26, 2024 Policies and Priorities Committee (PPG) Meeting, the Committee received report PWES-2024-21 Speed Management and Traffic Calming Policy 126. This report provided key technical information and regulations relating to managing speed and implementation of traffic calming measures, where warranted, within the Town. Policy 126 provides PWES staff with a transparent and consistent process to follow to manage speed and implement traffic calming on roads within the Town.

In April 2024, Council approved the recommendations of Report PWES-2024-23 which included the adoption of Speed Management and Traffic Calming Policy 126.

The Town receives numerous concerns with regard to speeding every year. Currently, PWES staff are reviewing traffic complaints received in 2024 in accordance with Policy 126 and a future report will be brought forward to Council in 2025 regarding potential traffic calming opportunities. Administration recommends that an allowance of \$100,000 be carried in the 2025 Capital Works Plan for potential traffic calming improvements. This amount will be refined in the future report to Council.

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

• **Reference Reports:**

- [Report PWES-2024-21](#) “Speed Management and Traffic Calming Policy 126”, March 26, 2024; Motion PPC-06/24.
- [Report PWES-2024-23](#) “Speed Management and Traffic Calming Policy 126”, April 9, 2024; Motion RCM-89/24.

A6. Traffic Signal Assessment Update

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$0	\$26,500	\$0	\$26,500

In September 2015, Council approved the recommendations of PWES Report No. 51/15 that adopted the 2015 Signal Assessment report prepared by Dillon Consulting Ltd. and confirmed that the recommendations from the assessment were to be implemented through future PWES Capital Works Plans. The 2015 project included an assessment of 11 traffic signals and 1 mid-block signalized pedestrian crossing owned and maintained by the Town. Since the 2015 assessment, the Town has added 1 new signalized intersection.

In keeping with the Asset Management Plan, it is recommended that a Traffic Signal Assessment Update be completed in 2025. This project will include site visits to each traffic signal location to assess the condition of the infrastructure. To be compatible with the Town’s GIS mapping system, the condition assessment will utilize the ArcGis

Collector App to capture and rank all asset information. Findings from these site visits will be summarized into a report outlining the status, age, remaining life, and estimated costs for upgrades over the next 10 years. The assessment information will be provided in a format that will allow it to be uploaded to the Town’s GIS mapping system.

Funding for this project is to be provided from the Road Lifecycle Reserve in the amount of \$26,500.

- **Reference Reports:**

- [PWES Report No. 51/15](#), “Traffic Signal Infrastructure Assessment (2015)”, September 1, 2015; Motion RCM-319/15.

A7. St. Clair Beach Area – Streetlight Maintenance

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$0	\$60,000	\$0	\$60,000

During recent PWES site visits in the Kensington Beach area, it was identified that many of the existing streetlight poles are reaching the end of their service life. Administration recommends that aging wood poles be replaced with new 30-foot class 5 wood poles. The existing streetlights and streetlight arms are to be salvaged and re-installed on the new poles. Administration further recommends that an allowance of \$60,000 be approved to allow for the replacement of approximately 15 to 20 poles in 2025.

Funding for St. Clair Beach Area Streetlight Maintenance is to be provided from the Road Lifecycle Reserve in the amount of \$60,000.

A8. Boulevard Street Trees

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$125,000	\$125,000	\$375,000	\$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 and thereby improve walkability. 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.

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 February 2024, Council approved the recommendations of Report PWES-2024-07 which included a multi-year boulevard street tree enhancement program to improve the tree canopy within Town road right of ways and to further address the requirements of the Municipal Act, 2001. This program also acknowledges the benefits of healthy “green infrastructure” as a climate adaptation measure.

2025 is the second year in the five-year program and it is again recommended that, in addition to the approximately 100 trees that are planted by Community & Recreation Services (CRS) annually, an additional 250 boulevard trees be planted this year. 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 CAO-2019-12](#), “Climate Change Emergency Declaration”, December 10, 2019; Motion RCM-390/19.
- [Report PWES-2020-20](#), “Tree Maintenance and Removal Policy”, December 8, 2020; Motion PPC-14/20.
- [Report PWES-2024-07](#), “2024-2028 Public Works & Engineering Services Five-Year Capital Works Plan”, February 13, 2024; Motion RCM-21/24.

A9. Lesperance Right Turn Lane and Signals at CR22

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$400,000	\$1,530,000	\$0	\$1,930,000
Estimated Recoveries from County of Essex: \$400,000 Grant (unconfirmed): Canada Community-Building Fund - \$1,085,000			

In response to 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.

In February 2024, Council approved the recommendations of Report PWES-2024-07 which included retaining RC Spencer 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. At that time, project design and tendering were planned for 2024 with construction anticipated in 2025.

During preliminary design for the right turn lane, the following issues were determined:

- Significant improvements are required to the existing Lesperance/CR22 intersection (curb modifications, signal upgrades, etc.) to meet current AODA requirements.
- The intersection improvements may impact the section of the Lesperance Road trail (CR22 to CR42) located between Westlake Drive and CR22.
- The Town Water Division advised that the section of existing 300 mm diameter watermain located between Westlake Drive and CR22 (which will be under the Lesperance Road trail) is aging ductile iron pipe. 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 Town Water Division recommended that this section of watermain be replaced prior to the construction of the Lesperance Road trail.

As a result of the above, Administration recommends the following additions to the Lesperance Road Right Turn project:

- The Lesperance/CR22 intersection be upgraded to be AODA compliant. This portion of the project would be cost shared 50/50 with the County of Essex.
- To achieve efficiencies, the section of the Lesperance Road trail (CR22 to CR42) from Westlake Drive to CR22 be removed from the Lesperance Road trail project and added to this project.
- To achieve efficiencies, the existing 300 mm ductile iron watermain, located between Westlake Drive and CR22, be replaced with new 300 mm PVC watermain.

It is currently planned to complete the design and to tender/construct this project in 2025.

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

- Road Lifecycle Reserve in the amount of \$1,125,000
- Watermain Reserve Fund in the amount of \$405,000
- **Reference Reports:**
 - [Report PWES-2023-70](#), “Lesperance Road (County Road 22 to Westlake Drive) Traffic Operations Review”, October 10, 2023; Motion RCM-277/23.
 - [Report PWES-2024-07](#), “2024-2028 Public Works & Engineering Services Five-Year Capital Works Plan”, February 13, 2024; Motion RCM-21/24.

A10. Riverside Drive Streetlight Improvements

Previously Approved	Requested for 2024	Future Costs	Total Project Costs
\$250,000	\$125,000	\$0	\$375,000

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 PWES site visits along the Riverside Drive East corridor after dusk, variations in streetlight intensity and coverage were observed.

In February 2024, Council approved the recommendations of Report PWES-2024-07 which included engaging a consultant to review the existing streetlights in accordance with current standards and that recommended improvements from that review be implemented. Accordingly, Dillon Consulting Ltd. (Dillon) was retained to complete a photometric analysis for the existing street lighting levels along Riverside Drive East.

Dillon’s analysis determined that there are multiple locations where the lighting levels need to be improved to meet current applicable standards. Dillon’s analysis split the recommended improvement into four priority groups with the most deficient areas requiring the most timely attention being priority group one. Recommended improvements include improvements to intersection lighting, adding additional fixtures on existing hydro poles that do not have fixtures, adding new poles and fixtures, lighting improvements at pedestrian crossings, etc.

Administration recommends the proposed improvements be completed in 2025 and 2026.

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

- **Reference Reports:**

- [Report PWES-2024-07](#), “2024-2028 Public Works & Engineering Services Five-Year Capital Works Plan”, February 13, 2024; Motion RCM-21/24.

A11. CWATS Projects

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$0	\$1,296,300	\$0	\$1,296,300

The County Wide Active Transportation Study (CWATS) Plan was adopted by County Council in 2012, prior to which it was endorsed by all Essex County area municipalities, including Tecumseh Council. Its intent is to facilitate the creation of a new interconnected active transportation network across the County comprising on-road bike lanes, paved shoulders, signed routes along existing roads and multi-use pathways.

In October 2024, Council adopted the recommendations of Report DS-2024-34 which endorsed the following 2025 CWATS projects and authorized Administration to submit an application “Form B – CWATS Facility Enhancement” to the CWATS Implementation Committee for its consideration.

- CWATS Segment TEC-24 – Bike Lanes on CR42 (from CR42/CR43 roundabout to CR42/CR19 roundabout). The cost estimate for design and construction is \$1,850,000 with the Town’s share being \$1,110,000 (60%) and the County’s share being \$740,000 (40%).
- CWATS Project COE-8A – Multi-Use Trail on West Side CR19 (from CR22 to Jamsyl Drive). The cost estimate for design and construction is \$139,725 with the Town’s share being \$83,835 (60%) and the County’s share being \$55,890 (40%).

The County is continuing with the multi-year construction of CR42/CR43 corridor improvements. To date, Phase 1 (CR42 underground servicing) and Phase 2 (CR42/CR43 roundabout and CR43 realignment) have been completed. The County is tendering Phase 3 (surface and road works on CR42 from CR19 to Lesperance) and Phase 4 (surface and road works on CR42 from Lesperance to CR42/CR43 roundabout) in Q1 2025 with construction planned in 2025 and 2026. This construction will include CWATS Segment TEC-24.

As per PWES project A17 included in this report, it is anticipated that the County may move forward with the construction of CR19 improvements from CR22 to just south of the Baillargeon Drain in 2025, which will include CWATS Project COE-8A (multi-use trail). Subsequent to the presentation of Report DS-2024-34, the extent of the CR19 improvements was expanded southerly as a result of coordination with the MRSPA development. Accordingly, the construction of CWATS Project COE-8A will also extend to just south of the Baillargeon Drain. The cost estimate for design and construction of the additional length of trail (Jamsyl to Baillargeon Drain) is approximately \$170,775, with the Town's share being \$102,465 (60%) and the County's share being \$68,310 (40%).

It is recommended that these CWATS projects be included in the County Road Improvement projects and that the Town's portion of the costs be provided from the Infrastructure Reserve in the amount of \$1,296,300.

- **Reference Reports:**

- [Report DS-2024-34](#), "County Wide Active Transportation System (CWATS) and Municipal Partnership Program (MPP) Town of Tecumseh 2025 Proposed Projects-Our File: T03 COU", October 22, 2024; Motion RCM-251/24.

A12. 2025 Bridge and Culvert Improvements

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$0	\$367,000	\$0	\$367,000

In November 2015, Council approved the recommendations of PWES Report No. 62/15 that adopted the 2015 Bridge Roadside Safety Review Report (Report) prepared by Dillon Consulting Ltd. and confirmed that the recommendations from the Report were to be implemented through future PWES Capital Works Plans.

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. In February 2024, Council approved the recommendations of Report PWES-2024-07 which included retaining a consultant to undertake the 2024 Bridge and Culvert Needs Study for Structures with Spans greater than 3.0 m. In December 2024, Administration received a draft version of the 2024 Bridge and Culvert Needs Study – Structures with Spans greater than 3.0 m (Study). Following Administration's review of the draft Study, a future report will be brought forward to Council to adopt the Study and to utilize its recommendations in future annual PWES Capital Works Plans.

Based on the above noted 2015 Report and draft 2024 Study, Administration recommends that the following bridge deficiencies be addressed in 2025:

- Bridge 1005 is a concrete slab on steel girder (bridge) located over Pike Creek at Baseline Road. Deficiencies in the existing steel beam guide rails have been identified (\$100,000).
- Bridge 1010 is a corrugated steel pipe arch culvert located on Malden Road immediately west of Manning Road, spanning the West Townline Drain. Deficiencies in the existing steel beam guide rails have been identified (\$150,000).
- Bridge 2001 is a corrugated steel pipe arch culvert (with precast concrete block headwalls and retaining walls) located at the 8th Concession Road over the Colchester Townline Drain. Deterioration of the headwalls including very severe spalling and cracking of grout, and mortar with loss of stone was observed above the pipe inlet and outlet (\$115,000).
- Pedestrian Bridge #1 is a 23.5 m span steel bowstring pony truss bridge that is founded on concrete caissons and is located in Lakewood Park over the Lakewood Park Channel. Deterioration of the bridge coating and corrosion of the floor system have been identified. It is recommended that this bridge be replaced in 6 to 10 years and that annual inspections be completed until the bridge is replaced (\$2,000/year for inspections).

Administration recommends that a consultant be retained to review the existing steel beam guide rails (Bridges #1005 and #1010) and headwalls (Bridge #2001) in accordance with current standards and to design the required improvements. It is further recommended that the improvements be constructed in 2025. Administration also recommends that a consultant be retained to undertake annual inspections of Pedestrian Bridge #1.

Funding for this project is to be provided from the Bridge Lifecycle Reserve in the amount of \$367,000.

- **Reference Reports:**

- [PWES Report No. 62/15](#), "Bridge Signage & Roadside Safety Review (2015)", November 3, 2015; Motion RCM-400/15.
- [Report PWES-2024-07](#), "2024-2028 Public Works & Engineering Services Five-Year Capital Works Plan", February 13, 2024; Motion RCM-21/24.

A13. Watermain Vulnerability Study

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$0	\$50,000	\$0	\$50,000

In June 2024, the City of Calgary (Calgary) suffered a catastrophic failure on the Bears paw South Feeder Main (BSFM). The BSFM is the most important feeder main in Calgary's potable water transmission network. Failure of these types of feeder mains can result in system contamination, significant disruption/restrictions for water users as well as serious implications for emergencies such as fighting fires and water supply to hospitals, long term care facilities, etc.

In August 2024, the City of Montreal (Montreal) experienced a significant watermain break that flooded numerous homes and businesses. Since Montreal had a parallel feeder main connecting water treatment plants to various reservoirs servicing the affected areas, water use restrictions were not required as seen during the Calgary watermain break. Without this parallel connection, it is estimated that hundreds of thousands of people could have been without water for several days. A significant challenge that Montreal faced, however, was sourcing parts required for the repair which resulted in a lengthy repair time.

The above examples highlight the significant challenges a municipality may face because of a major disruption in a potable water distribution system. The Town of Tecumseh receives potable water from the City of Windsor's (City) water distribution system which is under the control of ENWIN Utilities Ltd. (ENWIN). Many of these connection watermains are decades old. The Town Water Services Division proactively considers opportunities to improve redundancy/resiliency when recommending upgrades to our water distribution system through the PWES Capital Works Plan. Without a holistic review of the Town and City water distribution systems, it is likely that significant challenges would result if there was a loss of service from one of our feeder mains.

To better understand these risks/vulnerabilities and to determine system improvements that would reduce these risks/vulnerabilities, Administration recommends that a Water Vulnerability Study be undertaken. Given the interconnection of our system with the City's system, it is recommended that this assessment be undertaken as a partnership project with ENWIN. It is anticipated that this assessment would include reviewing/assessing the condition of transmission watermains, identifying potential failure points, conducting hydraulic modelling failure scenarios to determine vulnerabilities, recommend works to improve resiliency/redundancy, etc. Completion of this study will help ensure that Tecumseh and ENWIN are adequately prepared and structured to respond effectively in the event of a catastrophic watermain failure.

Administration recommends that an allowance of \$50,000 be approved in the 2025 Capital Works Plan for a Watermain Vulnerability Study.

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

A14. Brouillette Court Watermain Replacement

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$255,000	\$275,000	\$0	\$530,000

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.

In February 2024, Council approved the recommendations of Report PWES-2024-07 which included proceeding with the detailed design (2024) and construction (2025) of the Brouillette Court Watermain Replacement Project. In 2024, Hrycay Consulting Engineers Inc. was retained to complete project detailed design, which included updated construction cost estimates. The project tender was posted on the Town’s Bids and Tenders Portal in late January 2025 with the tender period closing in late February 2025. A future report will be brought forward to Council with recommendations for the Tender Award. It is planned to construct the project in 2025.

Funding for this project is to be provided from the Watermain Reserve Fund in the amount of \$275,000.

- **Reference Reports:**
 - [Report PWES-2024-07](#), “2024-2028 Public Works & Engineering Services Five-Year Capital Works Plan”, February 13, 2024; Motion RCM-21/24.

A15. Fire Hydrant Upgrades

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$20,000	\$20,000	\$60,000	\$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 1,373 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 February 2024, Council approved the recommendations of Report PWES-2024-07 which included proceeding with a 5-year project to convert all fire hydrants to Storz pumper port connection fittings commencing in 2024. The Town Water Division, in consultation with Fire Services, recommends that this project continue in 2025. It is further recommended that the fire hydrant conversions continue to 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.

- **Reference Reports:**

- [Report PWES-2024-07](#), "2024-2028 Public Works & Engineering Services Five-Year Capital Works Plan", February 13, 2024; Motion RCM-21/24.

A16. Watermain Auto Flusher Replacements

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$45,000	\$45,000	\$45,000	\$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.

In February 2024, Council approved the recommendations of Report PWES-2024-07 which included proceeding with a 3-year project to replace all watermain auto flusher

units commencing in 2024. The Town Water Division recommends that this project continue in 2025 and 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.

- **Reference Reports:**

- [Report PWES-2024-07](#), “2024-2028 Public Works & Engineering Services Five-Year Capital Works Plan”, February 13, 2024; Motion RCM-21/24.

A17. County Road 19 Improvements – County Road 22 to Baillargeon Drain

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$1,022,000	\$1,278,000	\$0	\$2,300,000

In 2017 the County of Essex (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 that time, the south leg improvements of the intersection were not completed. In 2021, the County commenced the design for the south leg (CR22 to Jamsyl Drive being approximately 400 m), however, the design was subsequently paused.

In 2023, Town Administration recommended that a holistic review of the planned CR19 drainage improvements be undertaken with consideration of the Manning Road Secondary Planning Area (MRSPA) development to optimize the drainage solution for all parties. This drainage review was undertaken in 2024 and resulted in a recommended drainage solution that provided benefits to the Town, County and MRSPA developers. The optimized solution, however, expanded the southern extent of the CR19 improvements from Jamsyl Drive to just south of the Baillargeon Drain (increasing the total project length from approximately 400 m to approximately 1000 m). Accordingly, the proposed length of the watermain to be installed as part of the CR19 improvements project has increased.

The ultimate schedule for CR19 improvements is under the control of the County, however, negotiations between the Town, the County and the MRSPA developers are on-going and there is potential that CR19 improvements could commence in 2025. Administration recommends that an appropriate allowance be included in the 2025 Capital Works Plan for the installation of the Town’s 400 mm trunk watermain from CR22 to just south of the Baillargeon Drain.

Funding for this project is to be provided from the Watermain Reserve Fund in the amount of \$1,278,000.

- **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.
- [Report PWES-2024-07](#), “2024-2028 Public Works & Engineering Services Five-Year Capital Works Plan”, February 13, 2024; Motion RCM-21/24.

A18. Sanitary I&I Monitoring Program – Lanoue/Lemire Area

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$0	\$140,000	\$0	\$140,000

In February 2024, Council approved the recommendations of Report PWES-2024-15 that adopted the Sanitary Model Recalibration and Basement Flood Risk Mitigation Study (Study) prepared by Dillon Consulting Ltd. and dated January 2024. The objective of this study was to provide recommendations to mitigate basement flood risk within the mainly urbanized residential areas of the Town’s northern settlement area. This included the assessment of sanitary sewer capacity, sanitary pump stations and outlets to the City of Windsor sanitary system.

The findings of this study identified the Lanoue Street/Lemire Street area as having significantly high rates of Rainfall Derived Infiltration and Inflow (RDII) when compared to RDII rates in other parts of the Town. Based on these findings, a higher risk of basement flooding exists in this area.

To reduce the potential for basement flooding in this area, the Study recommends sanitary sewer improvements on both Lanoue Street and Lemire Street. Prior to the implementation of sewer improvements, however, the Study recommends that additional investigation should be undertaken to determine the source of the high RDII rates in this relatively new area.

Based on the recommendations of the Study, Administration recommends that an Infiltration and Inflow (I&I) monitoring program be implemented for the Lanoue Street/Lemire Street area in 2025 to try to determine the source of the I&I. The findings of the I&I monitoring program may result in interim sewer improvements and/or reconsideration of the sewer improvements recommended in the Study.

Funding for this project is to be provided from the Wastewater Sewers Reserve in the amount of \$140,000.

- **Reference Reports:**

- [Report PWES-2024-15](#), “Sanitary Model Recalibration and Basement Flood Risk Mitigation Study”, February 27, 2024; Motion SCM-09/24.

A19. 2025 Sanitary Pump Station Improvements

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$263,305	\$145,000	\$0	\$408,305

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 2025, 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 \$263,305)
 - Electrical panel upgrades
 - Backup generator
 Note: \$140,000 was previously approved through Report PWES-2024-07
 \$123,305 was previously approved through Report PWES-2025-04
- Lakewood Sanitary Pump Station (Estimated Cost \$25,000)
 - Rebuild one pump
- Gauthier Sanitary Pump Station (Estimated Cost \$100,000)
 - 30 HP spare motor
 - 60 HP spare motor
 - 30 HP soft start
 - Sluice gate repairs
 - Mini split AC unit
- St. Alphonse Sanitary Pump Station (Estimated Cost \$20,000)
 - Rebuild one pump

Funding for this project is to be provided from the Wastewater Facilities Reserve Fund in the amount of \$145,000.

- **Reference Reports:**

- [Report PWES No. 51/16](#), “2016 Pump & Metering Station Condition Assessment”, December 13, 2016; Motion RCM-440/16.
- [Report PWES-2024-07](#), “2024-2028 Public Works & Engineering Services Five-Year Capital Works Plan”, February 13, 2024; Motion RCM-21/24.
- [Report PWES-2025-04](#), “Sylvestre Drive Sanitary Pump Station: Emergency Backup Generator”, January 28, 2025; Motion RCM-12/25.

A20. Little River Pollution Control Plant Expansion Municipal Class EA

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$60,000	\$120,000	\$0	\$180,000

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.

A significant portion of the Town of Tecumseh (Town) settlement areas, 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 a cost sharing schedule to identify the costs each party would be required to pay for future incremental plant expansions at the LRPCP. The cost share for future upgrades is 75% City and 25% Town. Accordingly, future expansions of the LRPCP will have significant financial implications for the Town.

In February 2024, Council approved the recommendations of Report PWES-2024-07 which included retaining a consultant to provide the Town with Advisory Services related to the City’s LRPCP Class EA. Subsequent to this meeting, CIMA+ was retained to assist the Town based on their extensive experience with pollution control plants and their knowledge of the Town’s existing and future wastewater needs.

In 2024, a number of meetings occurred between the Town and City in an attempt to confirm future Town capacity needs as well as other challenges impacting the LRPCP

such as existing infiltration and inflow (I&I) into the Town and City sanitary sewers. There has also been significant and on-going correspondence on this project.

CIMA+'s involvement to date has been vital to ensuring Tecumseh's future needs are accurately depicted in the EA and related cost considerations. As our discussions with Windsor are on-going and a second Public Information Centre is planned for 2025, it is imperative that CIMA+'s involvement continues on this project to ensure that the Town's interests are protected. It is recommended that an additional allowance of \$120,000 be approved for these Advisory Services.

Funding for this project is to be provided from the Wastewater Sewers Reserve Fund in the amount of \$120,000.

- **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-2024-07](#), "2024-2028 Public Works & Engineering Services Five-Year Capital Works Plan", February 13, 2024; Motion RCM-21/24.

A21. Tecumseh Hamlet Environmental Assessment & Functional Servicing Report

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$1,006,000	\$230,000	\$0	\$1,236,000

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.

Since 2020, Dillon Consulting Ltd. (Dillon) and DIALOG have been working on the Tecumseh Hamlet Secondary Plan Area Study, including analysis of the water distribution system, wastewater servicing, stormwater management, and transportation updates.

In May 2024, Council approved the recommendations of Report PWES-2024-33 that expanded the project scope and budget to address several items that were not anticipated in the original project budget including, but not limited to, the following: significant increases in stakeholder engagement, increased cost in project management due to the extension of the project schedule, revisions to functional servicing design

resulting from stakeholder engagement, design support for the Northwest Hamlet Trunk Water and Wastewater Infrastructure Project, legal survey plans for lands south of CP Rail, consultant fees for a natural heritage study, consultant fees for environmental heritage system memo, budgetary contingency, etc.

On September 24, 2024, Council held a Statutory Public Meeting in accordance with the requirements of the *Planning Act* to hear comments on the proposed Tecumseh Hamlet Secondary Plan and the associated Official Plan amendment. The Public Meeting was attended by affected property owners and their representatives, as well as property owners of adjacent lands. In addition, written correspondence was received from various agencies. Concerns with the following major items were raised:

- Shields Street extension/McAuliffe Park expansion
- Transition to existing neighbourhoods
- Proposed densities
- Collaboration with landowners
- Traffic analysis

As a result of the comments received, another significant round of stakeholder engagement was required to reconsider the following: allowable building heights and densities adjacent to Corbi Lane, proposed high density land use at the corner of Banwell Road and Intersection Road, requests for increased residential densities and removal of single-loaded roads for lands south of the CP Rail, etc.

In January 2025, Council approved the recommendations of Report DS-2025-03, that had the effect of adopting Official Plan Amendment No. 5 incorporating the Tecumseh Hamlet Secondary Plan document and associated Schedules into the Official Plan and updating existing policies and mapping Schedules where necessary. The report also provided detailed information on the efforts taken to address the concerns raised at the September 2024 Public Meeting.

To account for the additional tasks required to address concerns raised at the September 2024 Public Meeting, including stakeholder meetings, density considerations and related sewer capacity re-assessments, road layout revisions and continued coordination with the Northwest Hamlet Trunk Water and Wastewater Infrastructure Project, a project budget increase of \$230,000 is required.

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

- Road Lifecycle Reserve in the amount of \$27,700
 - Watermain Reserve Fund in the amount of \$27,700
 - Wastewater Sewers Reserve Fund in the amount of \$31,700
 - Storm Sewer Lifecycle Reserve in the amount of \$142,900
- **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.
- [Report PWES-2024-07](#), “2024-2028 Public Works & Engineering Services Five-Year Capital Works Plan”, February 13, 2024; Motion RCM-21/24.
- [Report PWES-2024-33](#), “Tecumseh Hamlet Secondary Plan Area Environmental Assessment and Functional Servicing Report Project Expenditures and Scope Increase”, May 28, 2024; Motion RCM-134/24.
- [Report DS-2025-03](#), “Official Plan Amendment No. 5 Tecumseh Hamlet Secondary Plan Results of Public Meeting and Final Recommendation OUR FILE: D08 TEC”, January 28, 2025; Motion RCM-11/25.

A22. Gouin Stormwater Pond – Tecumseh Hamlet

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$0	\$100,000	\$0	\$100,000

Construction of the Tecumseh Hamlet Secondary Plan Area – Northwest Water & Wastewater Infrastructure is planned to proceed in 2025. Completion of this project will provide the required trunk water and sanitary infrastructure for individual development planning to commence within the Tecumseh Hamlet between CR22 and Intersection Road. As per the works completed to date on the Tecumseh Hamlet Environmental Assessment & Functional Servicing Report, stormwater management for the portion of the Hamlet located between CR22 and Intersection Road is to be provided in a regional pond located adjacent to CR22. This regional pond is known as the Gouin pond.

The Gouin pond will service a large new development area that is currently owned by multiple property owners as well as existing properties located immediately east of the Hamlet. Accordingly, significant coordination efforts will be required between the Town and property owners to efficiently advance the design of this facility, including the development of a cost sharing agreement.

Administration recommends that an allowance of \$100,000 be approved in the 2025 Capital Works Plan to provide funding for the Town to engage consultants (engineering, legal, etc.) as needed to assist property owners with advancing the Gouin pond. A portion of these costs will ultimately be recoverable from the new development property owners as development proceeds.

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

Section B: Carry Over Projects from 2024 Not Requiring Additional Funding in 2025

B1. Banwell Road Improvements – Tecumseh Ancillary Works

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$1,992,000	\$0	\$0	\$1,992,000

In September 2016, the City of Windsor (City) completed the Banwell Road Environmental Study Report (ESR) from Tecumseh Road East to CP Rail. The ESR recommended a new Banwell Road interchange at EC Row Expressway as well as road widening from Tecumseh Road East to CP Rail. The road widening and improvements will connect to the CR43 road improvements south of CP Rail, which were constructed in 2024.

In Fall 2023, the City retained Dillon Consulting Limited to complete the detailed design, contract administration and on-site inspection for the Banwell Road Corridor Improvements from Mulberry Drive (just north of the EC Row Expressway) to CP Rail.

Town Administration has attended project meetings with the City and their Consultant, ENWIN Utilities and the County of Essex since March 2024. Through these meetings, the locations of ancillary works where existing and future road and watermain infrastructure are to be integrated between the City and Town were identified. In addition, the opportunity for the installation of Tecumseh Gateway Signage was discussed.

The City’s project will address regional transportation needs within the Banwell Road Corridor and the EC Row Expressway interchange. The Tecumseh ancillary works will ensure that infrastructure interconnections are made to provide a seamless integration for road connections and to help facilitate development opportunities within the Tecumseh Hamlet Secondary Plan Area.

The Tecumseh ancillary works generally include Banwell Road intersection connections at Gouin Street, Maisonneuve Street, and Intersection Road. In addition, the works will

include a watermain connection and water boundary meter chamber at Intersection Road as well as a water boundary meter chamber on CR43 just south of the CP Rail.

The City’s current schedule is to construct the Banwell Road Corridor improvements and the EC Row Expressway interchange in 2025 and 2026. It is anticipated that the Tecumseh ancillary works will be constructed in 2026.

In August 2024, Council approved the recommendations of Report PWES-2024-46 that added the Banwell Road Corridor Improvements (Mulberry Drive to CP Rail) Town of Tecumseh Ancillary Works to the 2024-2028 PWES Capital Works Plan and further approved project funding in the amount of \$1,992,000.

Funding for this project was previously approved from the following:

- \$1,008,000 from the Road Lifecycle Reserve
- \$984,000 from the Water Facilities Reserve Fund

- **Reference Reports:**

- [Report PWES-2024-46](#), “Amendment to the 2024-2028 PWES Capital Works Plan Banwell Road Corridor Improvements (Mulberry Drive to CP Rail) - Town of Tecumseh Ancillary Works”, August 13, 2024; Motion RCM-196/24.

B2. Urban Forestry and Naturalization Management Plan

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$272,408	\$0	\$0	\$272,408

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 and thereby improve walkability. 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.

Administration currently maintains an inventory of all trees within Town rights-of-way which was last updated in 2022. Tree conditions range from dead/dying, poor, fair, good and excellent. The Town currently has approximately 6,139 trees within the rights-of-way of which 29 are classified as dead/dying and 109 in poor condition.

Bill 68, entitled Modernizing Ontario’s Municipal Act 2016 included an amendment to Section 270 of the Municipal Act which introduced a requirement for all municipalities to

adopt and maintain policies related to the protection and enhancement of the tree canopy and natural vegetation within a municipality.

Completion of an Urban Forestry and Naturalization Management Plan (UFNMP) will provide goals and policies to guide Council towards achieving and maintaining an increased urban forestry canopy coverage. The UFNMP will complement the Town’s existing Tree Maintenance and Removal Policy 108 and provide a high-level strategic plan to implement sustainable urban design within the Town’s urbanized areas. The UFNMP will also be a key element in meeting criteria requirements for future funding opportunities such as the Green Municipal Fund’s (GMF) and Growing Canada’s Community Canopies (GCCC) fund.

In July 2024, Council approved the recommendations of Report PWES-2024-38 which authorized Administration to proceed with the preparation of an UFNMP. To ensure the UFNMP incorporated all of the Town strategic objectives, PWES and Community & Recreation Services (CRS) worked collaboratively to develop a Request for Proposal (RFP) that was posted on the Town’s Bids and Tenders Portal and on the Town’s website on September 18, 2024. Proposals were received up to and including October 31, 2024, at which time five (5) consulting firms submitted proposals. The submitted proposals were evaluated by PWES and CRS. In November 2024, Council approved the recommendations of Report PWES-2024-54 that awarded the Consulting Services for the UFNMP to Dillon Consulting Ltd. The study has commenced and is expected to be completed by the end of 2025.

Funding for this project was previously provided from the Infrastructure Reserve in the amount of \$272,408.

• **Reference Reports:**

- [Report PWES-2024-38](#), “Amendment to the 2024-2028 PWES Capital Works Plan Urban Forestry and Naturalization Master Plan”, July 23, 2024; Motion RCM-174/24.
- [Report PWES-2024-54](#), “Urban Forestry and Naturalization Management Plan Award of Consulting Services”, November 26, 2024; Motion RCM-279/24.

B3. Lesperance Road Multi-Use Trail – CR22 to CR42

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$2,632,177	\$0	\$0	\$2,632,177
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.

In April 2024, Council approved the recommendations of Report PWES-2024-24 that awarded the construction of the multi-use trail to Total Source Contracting. Construction proceeded in 2024 with the trail granular base and asphalt surface being installed from CR42 to North Pacific Avenue and the trail granular base being installed from North Pacific Avenue to Westlake Drive. Construction of the remaining asphalt surface and restoration will continue in 2025.

Funding for this project was previously provided from the Infrastructure Reserve in the amount of \$2,632,177.

- **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.
- [Report PWES-2024-07](#), “2024-2028 Public Works & Engineering Services Five-Year Capital Works Plan”, February 13, 2024; Motion RCM-21/24.
- [Report PWES-2024-24](#), “Lesperance Road Trail (CR22 to CR42) – Tender Award”, April 23, 2024; Motion RCM-101/24.

B4. Pike Creek Drain at Baseline Road (1005)

Previously Approved	Requested for 2025	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 2025 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.

B5. Traffic Signal Upgrades (movement detection cameras)

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$100,000	\$0	\$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.

In February 2024, Council approved the recommendations of Report PWES-2024-07 which included the installation of intersection monitoring equipment at 10 Town signalized intersections. Due to competing priorities, the installation of the intersection monitoring equipment has been delayed and it is now planned to proceed with this work in 2026. Work will be completed by Public Works staff with assistance from the equipment supplier.

Funding for this project was previously approved 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.
- [Report PWES-2024-07](#), “2024-2028 Public Works & Engineering Services Five-Year Capital Works Plan”, February 13, 2024; Motion RCM-21/24.

B6. County Road 46 Municipal Class Environmental Assessment

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$80,000	\$0	\$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.

Two Public Consultation Centres (PCC) were held in 2024. PCC No.1 was held on April 4, 2024, with 65 people attending. PCC No.2 was held on November 13, 2024, with 24 people attending. Both PCCs included presentations, question and answer periods and exhibit boards for attendees to review. The exhibit boards were also posted online.

To date, all relevant background information has been reviewed and preliminary design alternatives for corridor improvements have been developed. BTE is currently evaluating the preliminary design alternatives and will be developing a technically preferred plan and related recommendations. PCC No.3 is tentatively planned for Spring 2025. Following PCC No.3, study recommendations will be finalized and a Notice of Study Completion will be issued to initiate the 30 day public review period. Future reports will be brought forward to Council to obtain authorization to issue the Notice of Study Completion and to adopt the final CR46 EA.

Funding for this project was previously approved from the Road Lifecycle Reserve in the amount of \$80,000.

• **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.
- [Report PWES-2024-07](#), “2024-2028 Public Works & Engineering Services Five-Year Capital Works Plan”, February 13, 2024; Motion RCM-21/24.

B7. 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 2025	Future Costs	Total Project Costs
\$5,050,000	\$0	\$0	\$5,050,000
Grant (confirmed): Active Transportation Fund - \$2,616,000			
Grant (confirmed): Rural Economic Development Program - \$240,000			

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 Drive). Following the meeting, an application for funding was submitted and ultimately approved by the funding agency. The maximum amount of federal funding available for this project is \$2,616,000.

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).

In February 2024, Administration submitted an application for funding to the Ontario Rural Economic Development (RED) program. There were two funding streams available under the RED program and Administration determined that the Tecumseh Road Main Street CIP project was eligible under the Strategic Economic Infrastructure Stream. This stream focuses on economic infrastructure projects that improve physical community assets that have been identified as strategically important to the community. The application was approved by the funding agency with the maximum amount of provincial funding available for this project being \$240,000. The funding from the RED

program will assist with the installation of street trees, landscaping and decorative lighting along Lesperance Road from McNorton Street to First Street.

In January 2025, Council received Report PWES-2025-05 that provided an update on the Lesperance Road & Little River Boulevard Multi-Use Trails project including the following:

- The design includes approximately 3.0 kilometers of 3.0-meter-wide pathway on the west side of Lesperance Road from First Street to Riverside Drive and approximately 0.3 kilometers of 3.0-meter-wide pathway on the north side of Little River Boulevard from Lesperance Road to Gauthier Drive.
- Design features include accessible landings at street intersections, improved street lighting, improved crossings at side streets, connectivity with other existing pathways, Town Hall parking improvements, beautification between McNorton Street and First Street, significant tree planting, etc.

Throughout this project, significant collaboration occurred between PWES, Development Services and Community & Recreation Services. This collaboration has ensured that active transportation needs are satisfied, and that aesthetically pleasing park features are incorporated into the project, while maintaining safety within the public right-of-way. This has resulted in the integration of the Lesperance Road multi-use trail network with proposed improvements to Col. Paul Poisson Park as well as to the Town Hall /OPP/Fire Station One Campus. Final project features will be subject to project budget, vendor response to the tender and timing of construction and completion.

RC Spencer is on schedule to have the design and tender documents completed in February 2025 with project tendering anticipated in late-February 2025. Construction is planned to commence in early Spring 2025 with completion in Fall 2025. A future report will be brought forward to Council with tender award recommendations.

Funding for this project was previously provided from the following:

- Road Lifecycle Reserve in the amount of \$690,000
- Infrastructure Reserve in the amount of \$4,360,000
- **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.
- [Report PWES-2024-07](#), “2024-2028 Public Works & Engineering Services Five-Year Capital Works Plan”, February 13, 2024; Motion RCM-21/24.
- [Report PWES-2024-42](#), “Rural Economic Development (RED) Program, Tecumseh Main Street CIP Streetscaping and Landscaping Beautification – Lesperance North Contribution Agreement”, July 23, 2024; Motion RCM-182/24.
- [Report PWES-2025-05](#), “Lesperance Road & Little River Boulevard Multi-Use Trails Project Update”, January 28, 2025; Motion RCM-13/25.

B8. Tecumseh Water Tower – Internal Cleaning and Inspection

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$32,000	\$0	\$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 February 2024, Council approved the recommendations of Report PWES-2024-07 which included the cleaning and inspection of the water tower. The inspection was completed in 2024 during which it was determined that some maintenance work was required. Due to contractor scheduling constraints, the required maintenance will be completed in 2025.

Funding for this project was previously 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

- [Report PWES-2024-07](#), “2024-2028 Public Works & Engineering Services Five-Year Capital Works Plan”, February 13, 2024; Motion RCM-21/24.

B9. Hwy 3/CR34 Water Valve Replacement

Previously Approved	Requested for 2025	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/CR34 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 a single project, however, the Town subsequently 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. Water valve replacement will continue in 2025 as time permits in the Water Services Division.

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.
- [Report PWES-2024-07](#), “2024-2028 Public Works & Engineering Services Five-Year Capital Works Plan”, February 13, 2024; Motion RCM-21/24.

B10. Centennial Drive & Woodridge Drive Watermain Replacement Project

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$4,562,000	\$0	\$0	\$4,562,000
Grant (confirmed): ICIP, Green Stream Stage II 2021 Intake - \$2,566,550			

Grant (unconfirmed): Canada Community-Building Fund - \$400,000

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.

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. Hrycay Consulting Engineers Inc. (Hrycay) was subsequently retained in September 2022 to undertake detailed design, contract administration and construction inspection for the project. The project schedule included detailed design in 2022-2024 with construction tentatively scheduled for 2025.

Hrycay completed the detailed design in 2024 and the project was tendered in December 2024. The tender closes in early 2025 and a future report will be brought forward to Council with tender award recommendations. Construction is proposed to be completed by the end of 2025.

Funding for this project was previously provided from the following:

- Watermain Reserve Fund in the amount of \$3,547,000
- 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.
- [Report PWES-2024-07](#), "2024-2028 Public Works & Engineering Services Five-Year Capital Works Plan", February 13, 2024; Motion RCM-21/24.

B11. Cedarwood Sanitary Pump Station Replacement

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$9,000,000	\$0	\$0	\$9,000,000
Grant (confirmed): DMAF 2023 Intake - \$3,600,000			

The Cedarwood Sanitary Pump Station (Cedarwood PS) was constructed in 1972 and is located at the intersection of Gauthier Drive and Cedarwood Drive. It services Tecumseh and St. Clair Beach areas north of County Road 22, totaling approximately 920 hectares.

Stantec Consulting Ltd. (Stantec) was retained by the Town in 2022 to complete a Condition and Capacity Assessment on the Cedarwood PS, which recommended the full reconstruction of the pump station due to the following:

- The site is susceptible to flooding during lake flooding events as well as larger storm events.
- The existing pump station has been in operation for approximately 50 years.
- Pump components are aging and replacement parts are more difficult to obtain.
- Maintenance is more frequent and maintenance costs are increasing.
- Failure of the existing pump would adversely impact a large portion of the Town's urban area.
- A new pump station will ensure optimal operating efficiencies of the pumps and will reduce the risk of the sanitary system surcharging caused by inflow and infiltration within the pump station service area.

In May 2023, Council approved the recommendations of Report PWES-2023-43 that authorized Administration to submit an application to the federal government for funding under the Disaster Mitigation and Adaptation Fund (DMAF) 2023 Intake for the Cedarwood PS Reconstruction Project. The Town's application was submitted on July 19, 2023.

On May 13, 2024, the Town received correspondence advising that the Cedarwood PS Reconstruction Project had been approved in principle for \$3,600,000 in funding from the DMAF 2023 Intake program. In July 2024, Council approved the recommendations of Report PWES-2024-36 that authorized the Mayor and Clerk to sign a Contribution Agreement for the Cedarwood PS Reconstruction Project and further approved a funding allocation of \$9,000,000 for the project.

In January 2025, Stantec was retained to complete a Greenhouse Gas Assessment for the project and a Request for Proposals (RFP) was issued for Engineering Consulting Services for the project design, tendering, contract administration and construction observation. The anticipated project schedule is as follows:

- 2025 & 2026 – RFP, detailed design, regulatory approvals, utility works and completion of tender documents
- 2027 & 2028 – Reconstruction of the Cedarwood PS

Funding for this project was previously provided from the Wastewater Facilities Reserve Fund in the amount of \$9,000,000.

• **Reference Reports:**

- [Report PWES-2023-43](#), “Disaster Mitigation and Adaptation Fund 2023 Intake Cedarwood Sanitary Pump Station Reconstruction”, May 9, 2023; Motion RCM-142/23.
- [Report PWES-2024-36](#), “Disaster Mitigation and Adaptation Fund 2023 Intake Cedarwood Sanitary Pump Station Reconstruction Project Contribution Agreement”, July 9, 2024; Motion RCM-163/24.

B12. County Road 46, Webster and Laval Sanitary Sewer Extension

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$4,131,000	\$0	\$0	\$4,131,000
Estimated Landowner Recoveries (Sanitary Sewers): \$2,699,701			

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.

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.

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. The majority of the construction was completed in 2024 with the installation of surface asphalt and restoration in 2025.

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.

In July 2024, Council approved the recommendations of Report PWES-2024-37 that authorized Administration to assess the costs of the sanitary sewer system for the 8th Concession Road Sanitary Sewer Outlet Area to the benefiting lands in accordance with Part XII of the Municipal Act. Based on the related Part XII Cost Recovery By-Law, the recoveries from landowners for the CR46/Webster/Laval sanitary sewers are \$2,699,701. Correspondence will be sent out in Q1 2025 to all affected landowners identifying assessment amounts, payment options and Building Permit requirements.

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.
 - [Report PWES-2024-37](#), “8th Concession Road Sanitary Sewer Outlet Area Main and Lateral Charges Part XII Cost Recovery By-Law Final Report and Recommendation”, July 9, 2024; Motion RCM160/24.

B13. Del Duca Drive Sanitary Sewer Extension

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$5,840,300	\$0	\$0	\$5,840,300
Estimated Landowner Recoveries (Sanitary Sewers): \$1,469,670			

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.

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.

In February 2024, Council approved the recommendation of Report PWES-2024-06 that awarded the tender to J&J Lepera Infrastructures Inc. in the amount of \$4,747,000 excluding HST. The majority of the construction was completed in 2024 with the installation of surface asphalt and restoration in 2025.

The project cost estimate of \$5,840,300 includes \$1,971,100 for road reconstruction, \$1,626,000 for storm sewers, \$1,908,400 for sanitary sewers and \$334,800 for watermains.

In July 2024, Council approved the recommendations of Report PWES-2024-37 that authorized Administration to assess the costs of the sanitary sewer system for the 8th Concession Road Sanitary Sewer Outlet Area to the benefiting lands in accordance with Part XII of the Municipal Act. Based on the related Part XII Cost Recovery By-Law, the recoveries from landowners for the Del Duca Drive sanitary sewers are \$1,469,670. Correspondence will be sent out in Q1 2025 to all affected landowners identifying assessment amounts, payment options and Building Permit requirements.

Funding for this project was previously provided from the following:

- Road Lifecycle Reserve in the amount of \$1,971,100
- Wastewater Sewers Reserve Fund in the amount of \$1,908,400
- Storm Sewer Lifecycle Reserves in the amount of \$1,626,000
- Watermain Reserve Fund in the amount of \$334,800

- **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-2024-06](#), “Delduca Drive Sanitary Sewer Extension – Tender Award”, February 13, 2024; Motion RCM-26/24.
- [Report PWES-2024-37](#), “8th Concession Road Sanitary Sewer Outlet Area Main and Lateral Charges Part XII Cost Recovery By-Law Final Report and Recommendation”, July 9, 2024; Motion RCM-160/24.

B14. Tecumseh Hamlet Secondary Plan Area – Northwest Water & Wastewater Infrastructure Projects

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$27,705,323	\$0	\$7,727,502	\$35,432,825
Grant (confirmed): Housing Enabling Water Systems Fund - \$15,121,676			

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 Project to the 2022 Capital Works projects. The water and wastewater infrastructure includes 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 two phases with Phase 1 generally being works north of Intersection Road, including the reconstruction of Intersection Road, and Phase 2 being works south of Intersection Road.

During detailed design it was determined the project would be significantly more expensive than previously anticipated due mainly to challenges associated with the deep sanitary sewer construction. It also became apparent that it may not be possible to construct Phase 1 in a single construction season. As a result, Administration re-evaluated the project and recommended a revised project phasing plan. In February 2024, Council approved the recommendations of Report PWES-2024-07 that included the following revised project phasing:

- 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)

The total project cost estimate (all Phases) is \$35,432,825 which includes \$3,510,000 for road reconstruction, \$2,006,900 for storm sewers, \$24,955,750 for sanitary sewers and \$4,910,175 for watermains.

In March 2024, Council approved the recommendations of Report PWES-2024-17 that authorized Administration to submit an application for funding under the Housing Enabling Water Systems Fund (HEWSF) for the Tecumseh Hamlet Northwest Trunk Water and Wastewater Infrastructure Project (the Project). The Town's application was submitted on April 17, 2024. Based on the HEWSF guidelines, the above noted project schedule was delayed to correspond with the funding timelines. The Town received notice, dated July 31, 2024, advising that the Project (Phases 1 & 2) had been approved in principle for \$15,121,676 in funding from the HEWSF program. In September 2024, Council approved the recommendations of Report PWES-2024-48 that authorized the Mayor and Clerk to sign a Contribution Agreement for the Project and further approved a funding allocation of \$20,714,625 for the project.

Stantec Consulting Ltd. completed the detailed design in 2024 and the project was tendered in December 2024. The tender closes in early 2025 and a future report will be brought forward to Council with tender award recommendations. Construction is planned for 2025 and 2026.

Funding was previously provided for this project from the following:

- Road Lifecycle Reserve in the amount of \$3,510,000
 - Watermain Reserve Fund in the amount of \$4,698,573
 - Wastewater Sewers Reserve Fund in the amount of \$18,146,750
 - Storm Sewer Lifecycle Reserve in the amount of \$1,350,000
-
- **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-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.
- [Report PWES-2024-07](#), “2024-2028 Public Works & Engineering Services Five-Year Capital Works Plan”, February 13, 2024; Motion RCM-21/24.
- [Report PWES-2024-17](#), “Housing-Enabling Water Systems Fund Tecumseh Hamlet Northwest Trunk Water & Wastewater Infrastructure Project”, March 26, 2024; Motion RCM-74/24.
- [Report PWES-2024-48](#), “Housing-Enabling Water Systems Fund (HEWSF) Tecumseh Hamlet Northwest Trunk Water and Wastewater Infrastructure Project Contribution Agreement”, September 10, 2024; Motion RCM-213/24.

B15. Scully & St. Mark’s Storm Pump Station & Riverside Drive Storm Sewers

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$23,346,900	\$0	\$0	\$23,346,900
Grant (confirmed): DMAF 2020 Intake - \$6,820,000			
Grant (unconfirmed): Ontario Community Infrastructure Fund - \$2,000,000			

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 their 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.

(Note: The DMAF Program is allowing claims to be reimbursed at 100% of eligible costs up to 75% of the total approved funding amount. Accordingly, the ultimate DMAF funding distribution between the Scully St. Mark's Pump Station and the PJ Cecile Pump Station will vary from what is shown in this report. Total DMAF funding remains \$10.7M.)

In June 2023, Council adopted the recommendations of Report PWES-2023-44, which awarded the construction of the Scully St. Mark's Pump Station and Riverside Drive Road Reconstruction project to Sterling Ridge Infrastructures Inc. in the amount of \$19,202,990.28 (excluding HST).

In June 2023, Council adopted the recommendations of Report PWES-2023-48, which awarded the engineering consulting services for the Scully St. Mark's Pump Station and Riverside Drive Road Reconstruction project (i.e. contract administration, construction inspection, quality control, commissioning services, etc.) 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 watermains, \$1,180,900 for sanitary sewers and \$19,128,700 for storm sewers and pumping stations.

Construction commenced in late 2023. Construction continued in 2024, however, the project schedule was delayed as a result of material supply issues, construction scheduling problems and the contractor's challenges with on-site soil conditions. Based on these delays, asphalt installation on Riverside Drive could not be guaranteed before the end of the 2024 construction season. As a result, the trunk storm sewer and related road reconstruction have been pushed to 2025.

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.
- [Report PWES-2024-07](#), “2024-2028 Public Works & Engineering Services Five-Year Capital Works Plan”, February 13, 2024; Motion RCM-21/24.

B16. P.J. Cecile (Kensington) Storm Pump Station

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$11,639,800	\$0	\$0	\$11,639,800
Grant (confirmed): DMAF 2020 Intake - \$3,880,000			
Grant (unconfirmed): Ontario Community Infrastructure Fund - \$4,000,000			

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 B15 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.

In February 2023, Council approved 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 commenced design in 2023 and the Town received the 90% design submission in late 2024. Applications for regulatory approvals are planned to be submitted in early 2025. Subject to the receipt of all required approvals, it is planned to tender the project in late summer 2025. To minimize disruption to the neighbouring Beach Grove Golf and Country Club, construction is tentatively planned to commence in January 2026.

In addition to engineering design, discussions continued in 2024 with landowners regarding the required expansion of existing easements to accommodate the proposed PJ Cecile Pump Station and outlet. These discussions are on-going.

Funding for this project was previously provided from the following:

- Storm Sewer Lifecycle Reserve in the amount of \$11,311,000 (\$2,500,000 of which will come from the Town's Infrastructure Reserve)
- 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.
- [Report PWES-2024-07](#), “2024-2028 Public Works & Engineering Services Five-Year Capital Works Plan”, February 13, 2024; Motion RCM-21/24.

B17. Stormwater Rate Study

Previously Approved	Requested for 2025	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 has been reviewed by Administration, and further consideration is required with regard to the assessment methodology. It is anticipated that the Town’s financial software can be used to implement the program, however, some software customization may be required. This project has been temporarily paused due to other competing priorities such as the Human Resources Information System (HRIS), development of the new budget documents, numerous grant applications, etc.

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.
- [Report PWES-2024-07](#), “2024-2028 Public Works & Engineering Services Five-Year Capital Works Plan”, February 13, 2024; Motion RCM-21/24.

B18. Manning Road Secondary Plan Area (MRSPA) – Stormwater Infrastructure

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$2,780,000	\$0	\$9,955,000	\$12,735,000
Estimated Landowner Recoveries (Stormwater): \$10,188,000			
Grant (unconfirmed): Ontario Community Infrastructure Fund - \$2,000,000			

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 in accordance with the preferred option outlined in the MRSPA EA. 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.

In 2024, the Town retained Landmark Engineers Inc. to develop an alternative regional stormwater management solution that would address the needs of the Town, MRSPA landowners and the County of Essex related to their planned CR19 improvements. Discussions are on-going to develop a cost sharing agreement based on the alternative regional stormwater management solution. It is anticipated that a future report will be brought forward to Council to provide a project update.

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.
- [Report PWES-2024-07](#), “2024-2028 Public Works & Engineering Services Five-Year Capital Works Plan”, February 13, 2024; Motion RCM-21/24.

B19. Ministry of Environment, Conservation and Parks – Consolidated Linear Infrastructure

Previously Approved	Requested for 2025	Future Costs	Total Project Costs
\$67,500	\$0	\$0	\$67,500

The Province adopted a Consolidated Linear Infrastructure Permissions Approach (CLI) that replaced the previous 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 municipal sanitary collection works and a single CLI ECA for all municipal stormwater management works (collectively, CLI ECAs).

The Town's CLI ECAs for both storm and sanitary linear infrastructure were issued on April 28, 2023 and a subsequent update to the storm CLI ECA was issued on May 27, 2024. These CLI ECAs replace the previous '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 the Town's sanitary sewage collection system and one approval document for the Town's stormwater management system.

In accordance with the Town's CLI ECAs, the Town is required to complete the following in 2025:

- Prepare and submit 2024 annual operating reports for both the sanitary sewage collection system and the stormwater management system.
- Prepare Operation and Maintenance Manuals for both the sanitary sewage collection system and the stormwater management system.
- Design and install public information signage at specific Municipal Stormwater Management and Sewage Collection Facilities/Systems.
- Prepare and submit an inventory of the Town's storm sewersheds with quality and quantity classifications.

Looking forward, the next scheduled review and update of the Town's CLI ECAs is due December 15, 2026.

Funding for this project was previously provided from the following:

- Storm Sewer Lifecycle Reserve in the amount of \$42,000
- Wastewater Sewers Reserve Fund in the amount of \$25,500
- **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.
- [Report PWES-2024-07](#), "2024-2028 Public Works & Engineering Services Five-Year Capital Works Plan", February 13, 2024; Motion RCM-21/24.

- [Report PWES-2024-26](#), “2023 Town of Tecumseh CLI-ECA Annual Performance Reports Sewage Collection & Stormwater Management Systems”, April 23, 2024; Motion-95/24.

Section C: 2026-2029 Capital Projects

This section provides highlights of projects proposed for 2026-2029. These projects will be brought forward for Council approval and funding allocations in future 5-year Capital Works Plans.

➤ **2026: Traffic Signal PHM 125's (\$65,000)**

Preparation of legal drawings (PHM 125 format) for each signalized Town intersection which will include signal timing, clearances, signage, etc. prepared by a qualified professional engineer.

➤ **2026: 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.

➤ **2026: 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 complete 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

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

The Tecumseh Storm Drainage Master Plan was completed in 2019 and identified recommended solutions in the amount of \$107M. The 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: 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: Oldcastle Stormwater Master Plan – Property & Easement Acquisition (\$5,000,000)**

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.

➤ **2026-2027: 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.

➤ **2026-2027: Shoreline Management EA/Implementation Plan (\$400,000)**

The Tecumseh Coastal Flood Risk Assessment Study was completed in 2022. The study investigated the Town's 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 & 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, 2022 and 2024.

➤ **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.

➤ **2026-2030: Lakewood Park Pedestrian Bridge Inspection and Replacement (\$250,000)**

As identified in the 2022 and 2024 Bridge & Culvert Needs Studies (Spans >3m), the Lakewood Park pedestrian bridge is showing signs of corrosion on the floor system (stringer members). It is recommended that annual inspections be completed until the bridge is replaced. It is further recommended that the bridge be replaced within the 6 to 10 year planning horizon (conditional on satisfactory inspection).

➤ **2027: New Bridge Over Pike Creek - Fairplay Woods (\$1,750,000)**

This project consists of constructing a new bridge over the Pike Creek Drain on the south side of Baseline Road to provide access to the Town's Fairplay Woods property.

➤ **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: 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+: 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.

➤ **2029: 2029 Road Needs Study (\$160,000)**

The Town undertakes a Road Needs Study on a five-year basis to help prioritize road projects and gauge the Town's effectiveness in the replacement and rehabilitation strategies to date. The last Roads Needs Study was undertaken in 2024.

➤ **2029: Tecumseh Water Tower – Internal Cleaning and Inspection (\$35,000)**

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. The last cleaning and inspection was completed in 2024-2025.

➤ **2029+: Intersection Road Reconstruction (\$5,500,000)**

Re-construction of Intersection Road including storm sewer improvements, road reconstruction, multi-use pathway, etc. Project schedule is subject to new development progression within the Tecumseh Hamlet.

➤ **2029+: Tecumseh Hamlet Trunk Water and Wastewater infrastructure South of Intersection Road (\$9,200,000)**

Construction of trunk water and wastewater infrastructure from Intersection Road to the south side of the Hydro corridor. Project schedule is subject to new development progression within the Tecumseh Hamlet.

Section D: Municipal Drain Projects

Town of Tecumseh is obligated to manage, repair, maintain and improve the Town's 119 Municipal Drains (totaling 225km) 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 52 active drainage projects that the Town is undertaking. These works include new municipal drains (0), maintenance of existing drains (18), drain improvements requiring an engineer's report (34) and apportionment agreements

(0) 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

Capital expenditures proposed for 2025 total \$49.9M with an additional \$90.7M projected over the remaining four years of the five-year capital works plan. Of the \$140.6M in total capital expenditures planned during this timeframe, \$83.5M is committed through capital projects that are already underway and/or previously approved by Council.

Generally, funding for most projects is covered through reserves, reserve funds (collectively "Reserves") and grants, where Reserves accumulate funds through annual budget allocations or user rates (water and wastewater) as part of the Town's Lifecycle Program. 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 2026.

Additional funding applicable to some projects includes Development Charges, County contributions and Landowner contributions.

The Town's overall capital Reserves are relatively healthy. 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 or underway, construction of several major initiatives has commenced and has begun to draw upon those Reserves. All eight of the Reserves that typically fund Public Works capital projects are expected to be fully funded during this planning period.

Notwithstanding the Town's successful Lifecycle Program, Town Reserves within this five-year planning period will benefit from Federal and Provincial application-based Grant programs such as DMAF, HEWSF, ATF, RED and ICIP that will contribute a combined \$24.7M.

Additionally, the Town plans to use approximately \$17.5M in Federal and Provincial formula-based Grant program funding during this five-year planning period. \$4.5M of accumulated CCBF and \$6.0M of accumulated OCIF funds, along with another \$6.0M in anticipated CCBF funds and \$2.0M in anticipated OCIF funds. CCBF and OCIF are formula-based grant programs of the Federal and Provincial governments respectively.

The Town currently holds approximately \$9.5M in long-term debt, which annual principal and interest repayments represent 3% of own-source funds. Annual debt repayment equivalent to 5% or less of own-source funds is considered “low risk” per the Province’s Financial Indicator Review.

Projected Lifecycle Reserve and Reserve Fund balances for 2025-2029 are provided in Attachment 4.

Link to Strategic Priorities

Applicable	2023-2026 Strategic Priorities
<input checked="" type="checkbox"/>	Sustainable Growth: Achieve prosperity and a livable community through sustainable growth.
<input checked="" type="checkbox"/>	Community Health and Inclusion: Integrate community health and inclusion into our places and spaces and everything we do.
<input checked="" type="checkbox"/>	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 2025 Budget Allocations
2	2025-2029 PWES Five Year Capital Works Plan
3	Location Map of 2025 Projects
4	Lifecycle Reserve Summaries