



SMITHS FALLS

RISE AT THE FALLS

Report # 2017-147

To: Mayor and Council

From: W. Troy Dunlop, Director of Public Works and Utilities

Date: October 19, 2017

Committee of the Whole Date: October 23, 2017

Title: Connecting Links Program 2018-2019 – Project Selection

For Direction

For Information

For Adoption

Attachment 3 pages

Recommendation: THAT Council of the Corporation of the Town of Smiths Falls approve Option 3 - Beckwith Street (Chambers to Russell) as the priority for funding under the Province's Connecting Links Program (2018 - 2019); And That Council authorize the CAO to submit an application to the Ministry of Transportation for funding for a total project estimated at \$1,948,541.63 (HST included). And Furthermore That the Council of the Corporation of the Town of Smiths Falls pass a by-law supporting the referenced application under the Connecting Links Program (2018 - 19).

Purpose: The purpose of this report is to obtain support from Town Council for project selection for funding consideration under the MTO Connecting Links Program 2018/19.

Background: On August 11th, 2017, the Minister of Transportation announced the launch of the next intake of the Connecting Links Program. This program currently supports over 350km of roads and 70 bridges along connecting links in 77 municipalities across Ontario.

The Connecting Links Program provided \$20 million in infrastructure funding to eligible communities in 2016-17 and has since been increased to \$25 million in 2017-18. As part the next round of the program (2018-19) the overall program funding is set to increase to \$30 million and beyond. The intent of this program is to support municipalities with the construction and repair of roads and bridges on connecting links. Eligible costs may include aspects such as design, construction, renewal, rehabilitation and replacement of connecting link infrastructure.

Funding under the program will be considered for up to 90% of total eligible project costs. The maximum amount of funding for any single project will otherwise be capped at \$3 million. All projects included in the program must be completed on or before March 31, 2021. Applications must be submitted to the province on or before the deadline of November 3rd, 2017. Eligible costs under the program will relate to expenditures on or after April 1, 2018. Final funding announcements are otherwise expected to be released in the first quarter of 2018.

Analysis and Options: In order to be eligible for funding, the municipality must have an approved asset management plan (AMP), a connecting link maintenance plan/strategy, and a by-law passed by Council supporting the application. Projects submitted for consideration under the program must furthermore align with the community's priorities as identified within the comprehensive asset management strategy. A copy of the Scope of Eligible Work has also been attached to this report for reference.

When reviewing project eligibility locally, there are three priority areas of investment identified on the Connecting Link in the near term (1-5 years). A review of each of the items are included below:

Option 1 - Lombard / Abbott Intersection Modifications – The Lombard / Abbott Intersection Study has been completed by the Ainley Group and a list of recommendations has been provided to improve the operations and efficiencies of the intersection. These recommendations were recently received by Council on October 16th, 2017 under Resolution 2017-10-237. Under the terms of the Connecting Link Program, the detailed design and construction costs for this intersection would be eligible if the works are advanced on or after April 1, 2018. With that understanding this project is eligible for 90% funding on a total estimated project cost of \$165,000.

Option 2 – Beckwith Street Reconstruction (600m from Chambers to Elmsley) - The reconstruction of Beckwith Street (Chambers to Elmsley) is currently listed as a high priority in the near term (1 to 5 year) in the Asset Management Plan. This project is also closely aligned with the key objectives in the Strategic Plan regarding renewal of the Downtown Core. Works to be completed will include full replacement of water mains along with the segregation of combined sewers with a dual sanitary and storm drainage system. Road improvements, sidewalks, lighting upgrades and traffic signal improvements will also be included in the project scope.

Parsons is currently working on developing the preliminary design concepts for Beckwith Street and has since broken out a Class D estimate outlining eligible costs based on the program criteria. It should be noted that the estimate did not include consideration for the installation of storm sewers as these works are already subject to a separate grant application under the Ontario Community Infrastructure Fund – Top Up 2017 (\$933K). Using this scenario, the value of eligible road and signalization works would be \$3,299,878.25 (HST included). The grant eligible portion is therefore calculated to be 90% of the net project cost of \$2,971,642.57.

Option 3 - Beckwith Street Reconstruction (320m from Chambers to Russell) – Option 3, unlike Option 2 presents a more manageable project size that can reasonably be delivered within the program deadlines. The Beckwith Street Reconstruction project is “likely” to be completed in at least two phases and as such there are concerns that pursuing a grant on the full corridor could be problematic given that all six blocks would have to be completed on or before March 31, 2021. In terms of workable weather, this actually means that all paving

would have to be completed by October 2020. If the Town were to advance with Option 3, the value of eligible road and signalization works would be \$1,948,541.63 (HST included). The grant eligible portion is therefore calculated to be 90% of the net project cost of \$1,754,722.09.

Based on the above findings it is staff's recommendation that the Town proceed with an application for Option 3 under the 2018/2019 Connecting Links Program. This 320m section of Beckwith Street can readily be delivered within the program deadlines and it aligns with the recurring theme of a "phased project". While it is always difficult to pass on a larger grant opportunity, it is important to note that the upper blocks of Russell to Elmsley will remain separate and will otherwise be readily available for subsequent rounds of Connecting Links, OCIF and future Federal infrastructure programs.

Budget/Financial Implications: The preliminary cost construction of eligible roadworks in the first phase of redevelopment of the Downtown Core, including eligible engineering and contingencies would be \$1,754,722.09 (net of HST). If the Town were to be successful in the application, up to 90% of this amount, or \$1,579,249.88 would be funded by the province. The remaining balance of \$175,472.21 would be funded by the municipality.

Links to Strategic Plan:

Strategic Priority No. 2 Financial Sustainability

Objective 2.10 of the Strategic Plan outlines that the municipality will continue to research funding and grant opportunities with the objective of increasing the ratio of grant funding to taxation revenue. The application for funding under the MTO Connecting Links Program 2018-19 otherwise aligns with these objectives.

Consultations: Parsons, Engineering Technologist, Interim Treasurer and CAO

Existing Policy:

- By-Law no. 7850-2004, Policies respecting the procurement of goods and services
- Asset Management Plan - 2016

Notes/Action (space for Council Member's notes):

Respectfully Submitted:



W. Troy Dunlop, C.E.T.
Director of Public Works and Utilities

Approved for agenda by:



FOR: Malcolm Morris, CMO
CAO

MTO Region	Municipality Name	Community Location (if Applicable)	Provincial Highway	Connecting Link Roads	Length in Kilometres
Northeastern	Township of Northeastern Manitoulin & The Islands	Little Current	540	From junction of Highway 6, westerly on Meredith Street then southerly on Worthington Street	0.95
Northeastern	Town of Mattawa		533	First Street and Main Street from junction of Highway 17 easterly	0.95
Northeastern	City of North Bay		63	Trout Lake Road, from junction of Highways 11/17, easterly to Lee's Road	3.35
Northeastern	Municipality of West Nipissing	Sturgeon Falls	64	From junction of Highway 17, northerly	1.70
Northeastern	Municipality of West Nipissing	Sturgeon Falls	17	Front Street from junction of Coursol Road westerly	2.40
Northeastern	Village of Burk's Falls		520	From South Limit of Burk's Falls to Ryerson Crescent	1.05
Northeastern	Municipality of Powassan	Trout Creek	522	From junction of Highway 522B, southerly to Barrett St	0.55
Northeastern	Town of Espanola		6	Centre Avenue from the East Town Limits northerly	4.10
Northeastern	Town of Kirkland Lake		66	Government Road From Goldthorpe Drive, easterly to East Town Limits	3.70
Northwestern	City of Dryden		17	Government Road, Grand Trunk Avenue	4.70
Northwestern	City of Dryden		594	Duke Street, West River Road, Aubrey Road	3.90
Northwestern	Town of Fort Frances		11	Scott Street, Rainy River Colonization Road, Mill Road	4.75
Northwestern	Town of Fort Frances		71/11	Kings Highway, Rainy River Colonization Road, Third Avenue, Central Avenue, Church Street	4.30
Northwestern	Town of Rainy River		11	Atwood Avenue	2.70

Appendix 3 – Scope Of Eligible Work – Detailed

The following table describes in detail what items may be eligible for funding under the Connecting Links Program. References are made to Annexes which provide specific requirements to be met as a condition of funding for costs.

Types of Work	Scope of Work
Road Works	<ul style="list-style-type: none"> – Sub-Grade Preparation; – Base and Sub-Base Construction; – Surfacing and resurfacing; – Curb and gutter, sewer covers and catch basins; – Replacement of items such as sidewalks, sidewalk ramps, fences, entrances, retaining walls, wheelchair curb cuts, due to grade or alignment change; – Alteration of entrances limited to the return of the entrance to the property line; – Guide rail and end treatments including steel beam guide rail and traffic barrier over 150 metres in length. Shorter sections are considered "Maintenance" and not eligible for funding; – Median and channelization works; – Boulevard paving in lieu of shouldering or sod maintenance for erosion protection; – Retaining walls supporting or protecting roadways;

Types of Work	Scope of Work
	<ul style="list-style-type: none"> - Noise barriers; - Relocation and/or alteration of other municipal services, such as parking meters; - Construction of detours and temporary accesses, including costs of temporary easements, if required; - Traffic control measures related to construction projects; and - Cost of construction identification signs.
Appliances and Works	<ul style="list-style-type: none"> - Relocation and/or alteration of appliances and works as defined in the <i>Public Service Works on Highways Act</i>, R.S.O. 1990, c. P.49. - Refer to details in Annex A.
Traffic Control Devices	<ul style="list-style-type: none"> - Installation of new or upgrades to existing traffic control signals that are warranted, in accordance with the <i>Highway Traffic Act</i>, R.S.O. 1990, c. H.8, Regulation 626 of the <i>Highway Traffic Act</i>, and the Ministry of Transportation's Ontario Traffic Manual, Book 12 or accessibility standards as defined in Ontario Regulation 191/11 of the <i>Accessibility for Ontarians with Disabilities Act</i>. Refer to details in Annex B.
Pedestrian Signals	<ul style="list-style-type: none"> - Installation of warranted Mid-Block Pedestrian Signals and pedestrian crossovers (PXO) in accordance with current <i>Highway Traffic Act</i> regulations.
Illumination	<ul style="list-style-type: none"> - Illumination at intersections with warranted traffic signals or unsignalized, full channelized, rural intersections, or at unprotected level railway crossings subject to Canadian Transportation Agency Board Order at crossing. Refer to details in Annex C.
Drainage	<ul style="list-style-type: none"> - Sub drain installation, open ditching, including off-take ditches and related easement costs to the nearest sufficient outlet, if included as a secondary item in a construction contract (i.e. less than 25% of total cost). All other drainage works that are considered to be "Maintenance" are not eligible for funding; - Concrete, asphalt and granite curbs up to the value of equivalent concrete or asphalt curbs; - Storm sewer installation, including pumping stations where required as detailed in Annex D; - Initial drainage construction assessments on roads. Subsequent upkeep is "Maintenance" and is not eligible for funding; - Stream improvements, if required, not to exceed 150 metres beyond a structure; and - Culverts under 400 millimetres in diameter, if part of a construction contract, otherwise such culverts are considered to be "Maintenance" and not eligible for funding. Also, outlet sewers for underpasses, including pumping stations when required, subject to limitations as detailed in Annex D.
Stormwater Management	<ul style="list-style-type: none"> - A portion of the cost of storm water detention/retention, ponds/tanks and oversized sewer pipes as detailed in Annex E.
Bridges, Culverts and Grade Separations	<ul style="list-style-type: none"> - Structure costs for new structures, deck replacements, bridge widening, including those with warranted sidewalks, major painting, major repair of existing structures, replacement of primary bridge components such as beams or piles, installation and removal of bailey bridges and retaining walls. Where culvert installations are done individually and not as part of a construction contract, they are considered to be "Maintenance" and are not eligible for funding, except for culvert installations over 400 millimetres in equivalent circular diameter. Culvert installations over 400 millimetres are always considered to be "Construction" and may be eligible for funding, whether done individually or as part of a construction contract; - Outlet sewers for underpasses, including pumping stations when required, subject to limitations as detailed in Annex D; - Illumination: replacement to the equivalent of existing facilities only where necessary due to construction (see Annex C for details); - Stream improvements, if required, not to exceed 150 metres beyond a structure; - Stream diversion in lieu of structures, if covered by specific approval;

Types of Work	Scope of Work
	<ul style="list-style-type: none"> - Construction and maintenance of detours in the immediate vicinity of temporary crossings; and - All items as applicable on the approaches for 30 metres from the outer extremities of any new bridge or culvert having an area of 4.5 square metres or more, except for railway grade separations.
Railway Crossings	<ul style="list-style-type: none"> - Crossing improvements as ordered by the Canadian Transportation Agency.
Preservation Management	<ul style="list-style-type: none"> - The following short-term or long-term remedial capital actions, which extend the life of an existing asset by rehabilitation procedures, may be eligible for funding: <ul style="list-style-type: none"> • Road surface: Continuous and Selective Paving, Routing and Sealing, Frost Heave Treatment; • Highway Services: Rehabilitation of intersections, interchanges; • Drainage: Rehabilitation of significant structures, timber culverts, concrete culverts, pipe culverts, roadway drainage; • Structures: Rehabilitation of bridge decks, structure piers, barrier walls and replacement of deck joints, bearings; and • Safety Devices: e.g., illumination, guiderail.
Detailed Design/Engineering	<ul style="list-style-type: none"> - Consultant's fees for the project design, preparation of tender package and administration of tendering process; - Resurfacing projects will not qualify unless it can be shown that the project required a significant amount of engineering in the opinion of the ministry; - Traffic counting; - Soils and foundation investigations; - Surveys and mapping, including aerial surveys; and - Refer to Annex F for a detailed scope of work.
Contract Administration	<ul style="list-style-type: none"> - Consultant's fees for contract administration during construction; - Supervision and inspections; - Material testing; - Field office rental; and - Refer to Annex G for detailed tasks and services.

Appendix 4 – Scope of Eligible Work – Annexes

Annex A: Appliances and Works

Where construction or improvement of a connecting link makes it necessary to alter or relocate appliances and works of an operating corporation, the cost that may be eligible for cost sharing under the terms of an applicable agreement is to be established based on the group to which the appliances and works belong.

Group 1

Group 1 relates to appliances and works as defined under *The Public Service Works on Highways Act*, R.S.O. 1990, c.49 s.1, i.e., poles, wires, conduits, transformers, pipes, pipe lines or any other works, structures or appliances except water mains and sewers under **Group 3** placed on or under a highway by an operating corporation. An operating corporation being defined, under the above noted statute, as a municipal corporation or commission or a company or an individual operating or using a telephone or telegraph service, or transmitting, distributing or supplying electricity or artificial or natural gas for light, heat or power.

Group 2

Group 2 relates to appliances and works as defined under *The Public Service Works on Highways Act*, R.S.O. 1990, c.49 s.1, i.e., poles, wires, conduits, transformers, pipes, pipe lines or any other works, structures or appliances except water mains and sewers under **Group 3** placed on or under a highway by Ontario Hydro, Bell Telephone Company, gas pipeline companies operating under Federal Charter.

Group 3

Group 3 relates to watermains and sanitary sewers placed on or under a highway other than storm sewers (see **Annex D**) and operated by the municipality, municipal corporation, or commission or company or individual.