



AGENDA

SPECIAL COUNCIL MEETING OF THE TOWN OF CARLETON PLACE

Tuesday, February 2, 2021, 5:00 p.m.
Virtual Zoom Meeting

Pages

1. CALL TO ORDER

2. APPROVAL OF AGENDA

Recommended Motion:

THAT the Agenda be approved as presented.

3. DISCLOSURE OF PECUNIARY INTEREST AND/OR CONFLICT OF INTEREST AND GENERAL NATURE THEREOF

4. BUSINESS

1. Central Bridge Replacement - Utility Relocations (Communication 132017)

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Dave Young, Project Manager

Recommended Motion:

THAT Council pass a by-law to authorize the Mayor and Clerk to enter into a Municipal Access Agreement (MAA) with Bell Canada which will provide the framework for the Town's interactions with Bell relating to their infrastructure within the municipal right-of-way.

2. Tender PW5 - Central Bridge Replacement and Bridge Street Reconstruction (Communication 132018)

5

Dave Young, Project Manager

Recommended Motion:

THAT Council award the low bidder, Louis Bray Construction all works planned to occur in 2021 from Tender PW5-2020 including Gillies Bridge Rehabilitation, McArthur Island Watermain Crossing, Bell St. Reconstruction, and Mill St. Pedestrian Upgrades; and

THAT staff work with Louis Bray Construction and R.V. Anderson through a value engineering exercise regarding the Year 2 works (Central Bridge Replacement, and Bridge St. Reconstruction) and report back to Council at the completion of this exercise.

5. BY-LAWS

1. By-law No. 27-2021 - Municipal Access Agreement (Bell Canada)

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Recommended Motion:

THAT By-law 27-2021 (Municipal Access Agreement with Bell Canada) be read a first, second and third time, and finally passed.

6. CONFIRMATORY BY-LAW

1. By-law No. 28-2021 - Confirmation of Council Proceedings

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Recommended Motion:

THAT By-law 28-2021 (Confirmation of Council Proceedings for February 2, 2021) be read a first, second and third time, and finally passed.

7. ADJOURNMENT

Recommended Motion:

THAT the meeting be adjourned at _____ p.m.

COMMUNICATION 132017

Received From: Dave Young, Project Manager
Addressed To: Council
Date: February 2, 2021
Topic: Central Bridge Replacement – Utility Relocations

BACKGROUND

Currently, Enbridge, Bell and Rogers have significant infrastructure placed within the Central Bridge structure that will need to be abandoned and/or relocated in advance of the bridge replacement in 2022. Staff, the Town's consultant, and representatives of the utility companies have been working on strategies for some time now on how to address the needs of the utilities without impacting the Town's plans for the replacement of the bridge. Bell has presented the Town with an option for an alternate approach to determine the Town's responsibilities for costs relating to utility relocations other than those found in the Telecommunication Act.

DISCUSSION

Enbridge has determined that they can provide service to the community without this connection for the duration of the project but will need to have the river crossing reinitiated after the bridge is reconstructed. Enbridge has installed valves on both ends of the bridge and will simply be able to take the existing gas main on the bridge out of service and abandon it as part of the bridge demolition process. Their plans for installation of a new gas main on the bridge have been considered as part of the design process.

Bell and Rogers have critical telecommunication infrastructure within the current structure that will need to be temporarily relocated to ensure continuity of service for the duration of the project. This temporary relocation plan will need to be implemented prior to the Town commencing work on the bridge. Bell is taking the lead role with developing relocation plans on behalf of all telecommunication parties. The relocation plan will see the installation of poles on both sides of the river, west of the Central Bridge and an aerial cable installed crossing the river. Cables will be installed underground from these poles to the existing cables on both sides of the bridge and connected to provide ongoing service during the construction project. During the bridge reconstruction, new cables will be installed on the bridge structure and prior to the completion of the bridge replacement, these cables will be spliced into the existing cables at the bridge approaches. Once the new cables on the bridge are integrated into the network, the temporary system will be taken out of service and poles and aerial cables will be removed.

FINANCIAL IMPLICATIONS

There is different governing legislature that provides the legal framework for gas distributors and the telecommunication industry with respect to occupying the municipal corridor including placement on bridge structures.

The Town's agreement with Enbridge is captured within the Franchise Agreement which was endorsed by both parties in 2019. Due to the approach that Enbridge is able to take on this project (no temporary relocation required), there will be no costs allocated to the Town from Enbridge.

There will be considerable costs incurred relating to the telecommunications infrastructure, primarily since a temporary relocation is required. Bell has provided two (2) different scenarios as to how these costs could be distributed:

1. The traditional cost sharing approach would see the Town bear all costs associated with the temporary relocation and then the permanent placement of their infrastructure within the new bridge would be distributed to the Town at approximately 35% of the total cost of the works. The cost to the Town based on this approach would be approximately \$350,000. This is the approach that is currently practised in Town and is contained within legal framework. The need for temporary relocation is an unusual requirement and has not been encountered in any prior relocation request.
2. An alternative approach would be for the Town and Bell to enter into a Municipal Access Agreement (MAA). This agreement would be in place for a 10-year term and would not just govern the approach to the Central Bridge project but would provide the framework for all interactions between the Town and Bell over the term. The total cost to the Town for the Central Bridge Project as a result of implementing the MAA would be approximately \$220,000; a cost savings of approximately \$130,000 over Option 1.

The 2021 budget includes a budget of \$300,000 relating to the costs of this work.

STAFF RECOMMENDATION

THAT Council pass a by-law to authorize the Mayor and Clerk to enter into a Municipal Access Agreement (MAA) with Bell Canada which will provide the framework for the Town's interactions with Bell relating to their infrastructure within the municipal right-of-way.

COMMUNICATION 132018

Received From: Dave Young, Project Manager
Addressed To: Council
Date: February 2, 2021
Topic: Tender PW5-2020 – Central Bridge Replacement and Bridge Street Reconstruction and Various Projects.

SUMMARY

Tenders were received for the Central Bridge replacement, Bridge Street reconstruction, Bell Street reconstruction, Gillies Bridge rehabilitation, McArthur Island Watermain Crossing, and Mill Street Pedestrian Upgrades until Thursday, January 14th, 2021 at 2:00 p.m.

The following bids were received prior to tender closing:

| RANK | CONTRACTOR | BID PRICE (INCL. TOWN'S NET SHARE OF HST) |
|------|---------------------------------------|---|
| 1 | Louis Bray Construction | \$ 14,342,046.30 |
| 2 | Tomlinson Group | \$ 14,593,345.20 |
| 3 | Aecon Construction and Materials Ltd. | \$ 17,291,059.20 |
| 4 | Bonnechere Excavating Inc. | \$ 17,452,993.04 |
| 5 | Thomas Cavanagh Construction Ltd. | \$ 18,009,609.97 |
| 6 | Coco Paving Inc. | \$ 18,418,482.76 |

All bids received were complete and accurate, and the low bidder, Louis Bray Construction has demonstrated through examples of prior projects and industry references that were included in their bid submission that they are well qualified to undertake this major project.

BACKGROUND

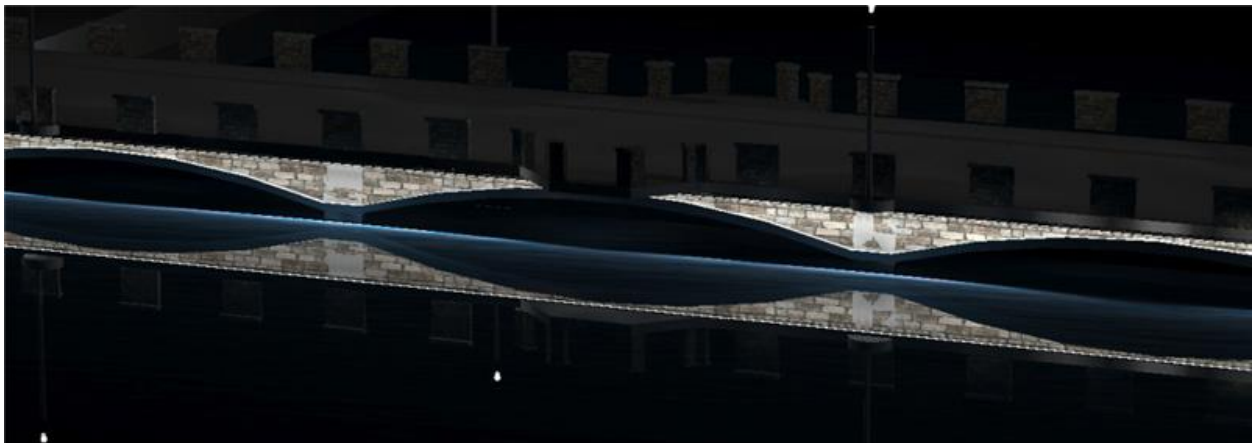
This tender process is the culmination of 18 months of detailed design development through the work of designers, with inputs from Council, Staff, various Stakeholders, residents, regulatory agencies, and utility companies. The tender package consisted of all projects relating to the Central Bridge replacement and the construction period will extend over two (2) years commencing in 2021. The following is a breakdown of the various components of the tender package:

- **Section A – General** – This section is comprised of all elements of a general nature such as the provision of bonding for the project, signage, traffic control, and construction layout. Most costs associated with this section are distributed to the Central Bridge Replacement.
Bid Price - \$715,683.17 (includes net HST)

- **Section B – Mill St. Pedestrian Improvements** – This section includes the construction of a new concrete sidewalk on the south side of Mill St. from Judson St. to the OVRT. This will provide a continuous pedestrian link during the replacement of the Central Bridge. Bid Price - \$49,946.86 (includes net HST)
- **Section C- McArthur Island Watermain Crossing** – This section contains the work required to install a new watermain crossing from Rosamond St to Princess St. This work is required to be completed prior to the existing watermain on the Central Bridge being taken out of service.
Bid Price - \$782,722.66 (includes net HST)
- **Section D – Gillies Bridge Rehabilitation** – This work consists of rehabilitating the substructure and deck surface of the Gillies Bridge. Again, this work will be carried out prior to the Central Bridge replacement as the structure is part of the local detour route.
Bid Price - \$1,299,617.66 (includes net HST)
- **Section E – Bell St. Reconstruction** – This work will consist of the reconstruction of Bell St. from Bridge St. to Mullet St., including the replacement of sewer and water infrastructure from Bridge St. to Edmond St. and storm sewer throughout the length of the project. Work is planned to take place in the first phase of the project as this will be an alternate traffic route during the Central Bridge replacement.
Bid Price – \$1,235,307.38 (includes net HST)
- **Section F – Bridge St. Reconstruction** – This work incorporates the reconstruction of Bridge St. from Lake Ave to the Central Bridge. Elements in this section include new concrete sidewalks with colored concrete spillway, new asphalt, three (3) new pedestrian crosswalks, new decorative streetlights, replacement of trees, new street furniture, several new landscape areas primarily contained within raised planters, upgrades to landscape areas at the intersection of Lake Ave., including a gateway feature and flagpoles. During the design process, efforts were made to address accessibility constraints on both public and private property. As a result of this effort, 42 entrances that currently do not meet accessibility guidelines will have existing steps eliminated following completion of the work. This project is planned to commence in 2022 in conjunction with the Central Bridge replacement.
Bid Price - \$3,337,142.88 (includes net HST)
- **Section G - Central Bridge Replacement** – The Central Bridge will be completely replaced, other than the existing piers and abutments which will require rehabilitation. This work is planned to occur in 2022.
Bid Price - \$5,383,940.47 (includes net HST)
- **Section H – Provisional Items and Contingency** – This section contains a predetermined amount for contingencies and items that have been identified as discretionary and based on pricing can be removed from the scope of work. The contingency amount that has been allocated for this project is \$1,000,000.00. This

is not to say that this total amount will be required but it does provide for unforeseen costs that arise over the course of the project and provides a mechanism to ensure work continues to progress in a timely manner. This approach has been incorporated on large scale projects in the past such as the South East Pumping Station. The following provides a description of three (3) design elements included in the provisional items in this section:

Uplighting for the Central Bridge – This was a feature that was identified from input received through Public engagement with the intent being to enhance the bridge's design elements. Our consultant had some experience from prior projects that utilized this technology. The specified product would have programmable capabilities with a wide range of color spectrum. (see rendering below)
Bid Price - \$152,640.00 (includes net HST)



Irrigation System – The proposed irrigation system was incorporated into the design through Stakeholder involvement and as a recommendation based on the type of tree grates that were recommended in the initial design stage. Although this approach would minimize future ongoing maintenance costs, the existing approach of manual watering of trees and plant material can continue to be implemented. This was the reasoning behind selecting this item to be incorporated into the Provisional items.

Bid Price -\$136,358.40 (includes net HST)

Oil and Grit Separator – During the Environmental Assessment process, the issue of the existing storm sewer outfall on the north side of the River was raised and an investigation of treatment options was incorporated into R.V. Anderson's scope of work. The consultant has recommended the installation of a treatment unit to be installed in-line on the existing storm sewer outfall approximately 50m north of the River. Although one unit, placed in a strategic location will not achieve treatment levels that would be imposed on new development, this approach will still have a significant impact on the level of suspended solids discharging into the Mississippi River. There is currently no legal obligation for the Town to move forward with this installation as the Province has not imposed a requirement for treatment of existing systems. This is the reasoning behind the inclusion of this item as a provisional item.

Bid Price - \$116,840.83 (includes net HST)

FINANCIAL IMPLICATIONS

The following table provides a breakdown of the Town's budget in comparison to the low bid received. The section containing General costs have been distributed to the various projects.

| Project | Budget | Estimated Cost to Complete | Difference |
|----------------------------------|---------------------|----------------------------|----------------------|
| Central Bridge | \$6,190,000 | \$6,511,330 | (\$321,330) |
| Gillies Bridge | \$900,000 | \$1,722,386 | (\$822,386) |
| Bell St - Road | \$700,000 | \$996,071 | (\$296,071) |
| Pedestrian Connection at Mill St | \$53,000 | \$49,947 | \$3,053 |
| McArthur Island Water Main | \$1,066,240 | \$947,899 | \$118,341 |
| Bell St -Water/Sewer | \$460,000 | \$279,585 | \$180,415 |
| Bridge St | \$2,400,000 | \$3,337,143 | (\$937,143) |
| Subtotal | \$11,769,240 | \$13,844,361 | (\$2,075,121) |
| Contingency & Provisional | \$0 | \$1,537,685 | (\$1,537,685) |
| Total | \$11,769,240 | \$15,382,046 | (\$3,612,806) |

It should be noted that the Mill Street, McArthur Island Watermain and Gillies Bridge projects were tendered earlier in 2020 with only one bid received from Louis Bray Construction in the amount of \$3,256,075.78. The same scope of work that is part of this current tender process came in at \$2,400,231.44. Staff has confirmed that timing and an increase in the total scope of work lead to a cost savings on these components of the overall project.

TOTAL FINANCIAL IMPACT

In addition to construction costs, there have been planning and design costs and tender administration costs that have been incurred for these projects already and there will be construction administration costs applied as the projects proceed. The following table provides the complete breakdown of all costs associated with these projects.

| Project | Expenses to Dec 31/2020 | Estimated Cost to Complete | Previously Funded | Funding Available | Fund from Water/Sewer Reserve | Debt Requirement |
|-------------------------------|-------------------------|----------------------------|--------------------|----------------------|-------------------------------|--------------------|
| Central Bridge | \$1,191,188 | \$6,511,330 | (\$357,836) | (\$4,166,500) | | \$3,178,182 |
| Gillies Bridge | \$135,465 | \$1,722,386 | (\$104,275) | (\$795,725) | | \$957,852 |
| Bell St - Road | \$32,086 | \$996,071 | (\$26,031) | (\$473,969) | | \$528,157 |
| Mill St Pedestrian Connection | \$0 | \$49,947 | \$0 | (\$53,000) | | (\$3,053) |
| McArthur Island Water Main | \$91,433 | \$947,899 | \$0 | (\$690,447) | (\$348,885) | (\$0) |
| Bell St -Water/Sewer | \$0 | \$279,585 | \$0 | (\$460,000) | \$180,415 | \$0 |
| Bridge St | \$341,748 | \$3,337,143 | \$0 | (\$383,340) | | \$3,295,551 |
| Subtotal | \$1,791,920 | \$13,844,361 | (\$488,141) | (\$7,022,981) | (\$168,470) | \$7,956,689 |
| Contingency & Provisional | \$0 | \$1,537,685 | \$0 | \$0 | | \$1,537,685 |
| Total | \$1,791,920 | \$15,382,046 | (\$488,141) | (\$7,022,981) | (\$168,470) | \$9,494,374 |

Total costs to date go back to the initiation of the Central Bridge Project and include the Environmental Assessment Process and the design and consultation for all projects. Approximately \$500,000 has already been funded from previous budgets. There are several funding sources for the various projects that comprise this tender. Sources of funding are identified in the following table.

FUNDING SOURCES

| Project | Funding Budgeted | Source of Funding |
|----------------------------------|--------------------|-------------------------|
| Central Bridge | \$4,166,500 | OCIP Grant |
| Central Bridge | \$77,132 | 2016 Reserves |
| Central Bridge | \$44,099 | 2017 Reserves |
| Central Bridge | \$100,000 | 2018 Reserves |
| Central Bridge | \$23,412 | 2017 Taxes |
| Central Bridge | \$113,194 | 2019 Taxes |
| Gillies Bridge | \$564,643 | 2020 OCIF Formula Grant |
| Gillies Bridge | \$335,357 | 2020 Taxes |
| Bell St - Road | \$460,000 | 2020 Taxes |
| Bell St - Road | \$40,000 | 2021 Taxes |
| Pedestrian Connection at Mill St | \$13,000 | 2020 Taxes |
| Pedestrian Connection at Mill St | \$40,000 | 2021 Taxes |
| McArthur Island Water Main | \$250,000 | Developer Contribution |
| McArthur Island Water Main | \$408,103 | Development Charges |
| McArthur Island Water Main | \$32,344 | Reserve-2021 Budget |
| Bell St -Water/Sewer | \$460,000 | Reserve-2021 Budget |
| Bridge St | \$300,000 | Development Charges |
| Bridge St | \$83,340 | RED Grant |
| Total Funding | \$7,511,123 | |

The remaining balance of unfunded costs will need to be financed over a term to be determined. The following table provides a projection of the annual debt obligation based not only on the total unfinanced amount of \$9,494,374, but also lesser amounts based on the potential of identifying and implementing cost saving initiatives.

| DEBT OPTIONS- 20-YEAR AMORTIZATION | ANNUAL PAYMENT |
|------------------------------------|----------------|
| Full Amount (\$9,494,374) | \$ 690,412 |
| Reduce by \$500,000 | \$ 654,053 |
| Reduce by \$1,000,000 | \$ 617,694 |
| Reduce by \$2,000,000 | \$ 544,976 |

DISCUSSION

Staff has been reviewing the tender results with both our consultant and Louis Bray Construction to determine areas where cost savings can be realized through alternatives or elimination. It has been determined that there is little opportunity in the Year 1 works (Gillies Bridge, McArthur Island Watermain, Bell St., Mill St.) for cost savings as the design elements are necessary and cannot be substituted or eliminated. The total construction costs of the Year 1 works are \$4,131,733 (net HST including no contingency or provisional items).

Staff are exploring several opportunities within the Year 2 works (Central Bridge and Bridge St.) to reduce costs. In discussions with Louis Bray Construction, they have indicated that the Town could award them the Year 1 works in isolation while they undertake a value engineering exercise on the Year 2 works. Staff would then return to Council to discuss cost saving options stemming from the value engineering exercise and discussions with our consultant. Council could then decide on which cost savings measures to implement in awarding the Year 2 works.

STAFF RECOMMENDATION

THAT Council award the low bidder, Louis Bray Construction all works planned to occur in 2021 from Tender PW5-2020 including Gillies Bridge Rehabilitation, McArthur Island Watermain Crossing, Bell St. Reconstruction, and Mill St. Pedestrian Upgrades; and

THAT staff work with Louis Bray Construction and R.V. Anderson through a value engineering exercise regarding the Year 2 works (Central Bridge Replacement, and Bridge St. Reconstruction) and report back to Council at the completion of this exercise.

BY-LAW NO. 27-2021

A BY-LAW OF THE CORPORATION OF THE TOWN OF CARLETON PLACE TO AUTHORIZE A MUNICIPAL ACCESS AGREEMENT BETWEEN THE CORPORATION OF THE TOWN OF CARLETON PLACE AND BELL CANADA.

WHEREAS Section 5.3 of the Municipal Act, 2001 (S.O. 2001, c.25) authorizes that municipal powers, including municipality's capacity, rights, powers and privileges under Section 9, shall be exercised by by-law unless the municipality is specifically authorized to do otherwise;

AND WHEREAS Section 9 of the Municipal Act, 2001 (S.O. 2001, c.25), provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act;

AND WHEREAS Section 11 (3) of the Municipal Act, 2001 (S.O. 2001, c.25) authorizes a lower-tier municipality to pass by-laws respecting matters within the public utility sphere of jurisdiction which includes telephone systems;

AND WHEREAS the Council of the Corporation deems it expedient to enter into a Municipal Access Agreement which will provide the framework for the Town's interactions with Bell relating to their infrastructure within the municipal right-of -way.

NOW THEREFORE BE IT ENACTED:

1. That the Mayor and the Clerk are hereby authorized and instructed on behalf of the Corporation of the Town of Carleton Place to enter into and execute under its corporate seal a Municipal Access Agreement between the Corporation of the Town of Carleton Place and Bell Canada.

READ A FIRST TIME, SECOND TIME AND THIRD TIME AND FINALLY PASSED THIS 2ND DAY OF FEBRUARY, 2021.

Doug Black, Mayor

Stacey Blair, Clerk

BY-LAW NO. 28-2021

BEING A BY-LAW TO CONFIRM THE PROCEEDINGS OF THE COUNCIL OF THE CORPORATION OF THE TOWN OF CARLETON PLACE

WHEREAS the Municipal Act S.O. 2001, c 25, Section 5(1), as amended, provides that the powers of a municipal corporation are to be exercised by its council; and

WHEREAS the Municipal Act S.O. 2001, c 25, Section 5(3), as amended, provides that a municipal power, including a municipality's capacity rights, powers and privileges under section 9; shall be exercised by by-law; and

WHEREAS the Council for The Corporation of the Town of Carleton Place deems it expedient that the proceedings of meetings of Council be confirmed and adopted by by-law;

NOW THEREFORE the Council of the Corporation of the Town of Carleton Place enacts as follows:

1. That the actions of the Council of the Corporation of the Town of Carleton Place at its meeting held on **February 2, 2021**, in respect to each report, motion, resolution or other actions recorded and taken by the Council at its said meeting, except where the prior approval of the Ontario Municipal Board is required, is hereby adopted, ratified and confirmed as if all such proceedings were expressly embodied in this by-law;
2. That the Mayor and appropriate Manager of the Corporation are hereby authorized and directed to do all things necessary to give effect to the said actions of the Council of the Town of Carleton Place referred to in the proceeding section;
3. That the Mayor and Clerk, and their designates, are hereby authorized and directed to execute all documents necessary on behalf of the Council and to affix the corporate seal of the Corporation of the Town of Carleton Place to all such documents;
4. That the Treasurer, or designate, is hereby directed to execute any documents necessary on behalf of the Council of the Town of Carleton Place and to affix the corporate seal of the municipality to all such documents.
5. That this by-law shall come into effect upon final passage.
6. This by-law may be cited as the "**February 2, 2021 Confirmatory By-Law**"

READ A FIRST TIME, SECOND TIME AND A THIRD TIME AND FINALLY PASSED THIS 2nd DAY OF FEBRUARY 2021.

Doug Black, Mayor

Stacey Blair, Clerk