

Municipality of Chatham-Kent
Infrastructure and Engineering Services
Engineering Division
Information Report

To: Mayor and Members of Council
From: Marissa Mascaro, P.Eng., Director, Engineering
Date: May 27, 2024
Subject: Update on Linear Infrastructure Capital Construction Projects for 2024

This report is for the information of Council.

Background

On April 29, 2024, the Municipality's Budget and Performance Services Division provided an overview to Council of the new budget and capital project application [OpenBook](#). This is an interactive reporting tool that allows users to explore the Municipal budget, see capital project maps, funding, timelines, and associated information for the Municipality's 2024-2027 capital budget.

Additionally, updates to the Municipality's Reserve Fund Policy and Purchasing By-law were approved in October and November 2023 respectively, which included revisions to the staff delegated and Council approval authorities for purchases and contract awards. In accordance with these updated policies, awards for some of the 2024 capital infrastructure construction projects continue to proceed through Reports to Council, however some of the infrastructure project contract awards are now proceeding through delegated authority (specifically for projects below \$1,000,000, with an approved project budget).

Comments

This report is to provide Council with an update on the various road/right-of-way construction projects that are underway or committed for 2024 along with expected timelines, and supplements the information available on the Municipality's [OpenBook application](#). This includes information on projects that had previously commenced and are continuing in 2024, and new projects that have been tendered or are scheduled for tender and expected to commence construction in 2024. A detailed list of the projects and associated statuses are included in Appendix A. Additional information on these projects are also available through OpenBook.

This report does not capture studies, plans and work that is in the design phase through 2024. This report also does not include operational and maintenance activities, or capital projects for assets outside of the Municipal rights-of-way (e.g. facilities, parks). Information and updates on these projects will continue to be provided through associated reports to council, news releases and/or related public communication tools, and/or updates on project webpages and the Municipality's Lets Talk page which allows the Municipality to share information and engage with the public on projects underway. This report also does not capture work that is led by other departments and/or agencies such as the Public Utilities Commission.

The Municipality is currently developing and updating its Asset Management Plans (AMPs) for core and non-core assets, which includes updates to the core AMPs for the right-of-way infrastructure. This will include identifying defined levels of service and associated budgets for a 10-year planning horizon in 2025. This information will be considered in updates to the 2024-2027 and future multi-year capital budget and project planning processes, and associated timelines for future construction projects.

The following provides a brief overview of the different types of capital infrastructure projects that the Municipality undertakes within its rights-of-way:

Pavement rehabilitation projects

The Municipality undertakes multiple programs annually to implement asset management principles through preventative maintenance and rehabilitation contracts for its road network. These programs utilize standard practices to renew and rehabilitate asphalt and surface treated roads including crack sealing, typical pavement rehabilitation measures, and alternative measures such as Cold in Place Pavement Recycling.

The Municipality undergoes a process annually to identify candidates for the road rehabilitation programs based on a review of the established Pavement Condition Index (PCI) for each of the road segments, historical rehabilitation information, operational information and current performance of the road segments, field inspections, assessments of the condition of the underground infrastructure, and review of any other improvement needs that should be considered through renewal or reconstruction activities. This is considered through the multi-year capital planning process and the various annual pavement management programs.

The road segments listed in Appendix A include contracts that were initiated in 2023, where completion of some segments were deferred to spring 2024, as well as road segments that were identified and prioritized for pavement renewal in the 2024 programs, which are expected to be underway this summer with completion planned for fall 2024.

This list does not include the conversion of gravel roads to hard surface. Further to the [Gravel Road Conversion Prioritization Framework](#) that was developed, work is underway to assess the conditions of the Municipality's existing gravel roads and

develop a preliminary list of prioritized roads for conversion which will be presented to Council this summer. It is proposed to initiate this program beginning in 2025, as identified through the 2024-2027 Capital Budget.

Road reconstruction and major underground infrastructure projects

Further to the above-described processes for assessing and developing candidates for the annual road rehabilitation programs, the Municipality also undertakes a review and prioritization process for the underground infrastructure rehabilitation plans and associated multi-disciplinary road/underground infrastructure reconstruction projects. This process considers the condition of the existing underground infrastructure and prioritizes underground infrastructure rehabilitation candidates based on condition reviews and operational considerations, continued implementation of the sewer separation plans, upgrading of infrastructure as required for increased capacity, and candidates for alternative infrastructure management programs such as watermain and sewer re-lining programs.

Implementation of the larger multi-disciplinary capital infrastructure reconstruction programs entails a multi-year process to identify and scope the required improvements, undertake preliminary and detailed design, and associated public and stakeholder consultations, secure the necessary approvals, and plan for the construction/phasing of the improvements. As noted above, this list does not capture work that is committed to or underway for the design of future infrastructure reconstruction projects. These are progressing and will continue to be re-evaluated through the Municipality's multi-year capital budget process to identify appropriate timelines for construction.

Stormwater and shoreline infrastructure

The Municipality continues to implement the projects identified through the completed stormwater master plans, as well as projects identified through the multi-year capital planning process, and based on identified operational and condition issues that were assessed and where recommendations have been identified through study/Environmental Assessment processes (e.g. slope stabilization projects).

Work is continuing on the Shrewsbury and Ridgetown Stormwater Master Plans, and updates on these will be forthcoming to Council later in 2024, with consideration for project implementations starting in 2025. Additional information on the projected timelines for the remainder of the Tilbury Stormwater Master Plan projects will also be brought forward to Council for consideration ahead of the 2025 Budget update process later this year.

Transportation infrastructure improvements

The 2024 construction projects consider priorities identified through the Road Safety Action Plan, including:

- The construction of pedestrian crossings as identified through the [report to Council](#) in October 2023 and as identified through opportunities in capital reconstruction projects that are underway and planned.
- The continued implementation of contracts to rehabilitate the Municipality's existing sidewalk infrastructure, as well as the construction of new sidewalks including consideration through review of the road reconstruction candidates and stand-alone sidewalk construction candidate projects.
- The prioritization of safety related infrastructure such as the replacement of and new installation of guiderail.

As noted above, this list does not capture work that is committed to or underway to advance the design of other transportation infrastructure improvements that will be considered for 2025 and future year implementations. Additionally, this list does not capture traffic calming measures. Studies are underway for traffic calming requests that have been received to date, and implementations are anticipated to begin starting in the fall. Additional information on the traffic calming assessments, selection of traffic calming measures and timelines for installations will be shared over the summer with those who have submitted requests through the Municipality's new [Traffic Calming Policy](#).

Bridge and culvert rehabilitation and reconstruction projects

As legislated under the Public Transportation and Highway Improvement Act, bi-annual inspections are conducted on all of the Municipality's bridge structures to continually monitor the condition of the structures and to ensure public safety. Capital plans are developed based on these inspection processes, reviewed by staff, and considered as part of the Municipality's Strategic Asset Management Policy and multi-year capital planning processes.

Where possible, the Municipality's bridge tenders typically offer construction Contractors a two-year window within which to schedule the works. This method has been implemented on Chatham-Kent bridge and culvert projects to allow the Contractor additional flexibility when scheduling the work, which allows for more competitive bids on these projects. Once mobilized to site, the Contractor must complete the project within the working days/stipulations of the contract.

Appendix A identifies projects that have been tendered, and where construction has commenced and is underway, or where projects have previously been tendered and construction is scheduled for 2024. Appendix A also identifies projects that are targeted to be tendered in late 2024 – some of these projects may not be initiated in 2024 and would be dependent on the successful Contractor's proposed schedule. Updates on these projects will be shared with Council and the public at the time that these projects are scheduled to commence.

Council Term Priorities

This report supports the following Council Term Priorities:

			
Deliver Excellent Service	Promote Safety & Well-Being	Grow Our Community	Ensure Environmental Sustainability
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Consultation

No consultation has been carried out for this report.

Communication

Communication to the public on this information occurs through multiple different tools and processes. Information on current projects is included on the Municipality’s webpages including <https://chatham-kent.openbook.questica.com/> and <https://www.chatham-kent.ca/Construction-Projects.aspx>.

For extensive reconstruction projects, prior to construction commencing, area residents are notified by hand delivered notifications regarding the work. For all projects, road construction signage is implemented in accordance with the Ontario Traffic Manual Book 7 to inform residents of traffic impacts and associated detours as applicable. Communication is also proposed to be through the inclusion of this report on the Council agenda and related communications.

Diversity, Equity, Inclusion and Justice (DEIJ)

The placement and reconstruction of curbs, paved roadways, and the construction of new sidewalks fosters inclusion by creating more accessible and accommodating environments for all residents.

Certain equity-deserving communities tend to be disproportionality impacted by road traffic injuries and facilities, such as those who do not or cannot drive, including those who do not drive due to economic status, disability, or newcomer status. Continuing to infill sidewalk gaps and build out the Municipality’s sidewalk network provides safer spaces for those who are walking as a mode of travel.

Financial Implications

There are no direct financial implications resulting from this informational report.

The work represented above and detailed in Appendix A is proceeding based on approved capital budgets through the annual budget process or through separate reports to Council for project specific approvals. The work detailed in Appendix A represents approximately \$55 M in project costs (including HST), as follows.

- \$15.7 M in pavement rehabilitation
- \$11.8 M in road reconstruction and major underground infrastructure projects
- \$7.5 M in stormwater and shoreline infrastructure work
- \$8.5 M in transportation infrastructure
- \$11.5 M in bridge and culvert work

Prepared by:

Marissa Mascaro, P.Eng., Director, Engineering

Reviewed by:

Edward Soldo, P.Eng., General Manager, Infrastructure and Engineering Services

Attachment: Appendix A – 2024 Linear Infrastructure Capital Construction Projects

cc Ryan Brown, P.Eng., Director, Public Works