

<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON MARCH 10, 2020</b>
<b>FROM:</b>	<b>KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL &amp; ENGINEERING SERVICES &amp; CITY ENGINEER</b>
<b>SUBJECT:</b>	<b>CONTRACT AWARD: RFT 20-01 2020 INFRASTRUCTURE RENEWAL PROGRAM DOWNTOWN SEWER SEPARATION PHASE 3 PROJECT RICHMOND STREET</b>

<b>RECOMMENDATION</b>
-----------------------

That on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the award of contracts for the 2020 Infrastructure Renewal Program Downtown Sewer Separation Phase 3 Richmond Street Project:

- (a) the bid submitted by L-82 Construction Limited at its tendered price of \$5,999,884.24, excluding HST, for the 2020 Infrastructure Renewal Program, Downtown Sewer Separation Phase 3 Richmond Street project, **BE ACCEPTED**; it being noted that the bid submitted by L-82 Construction Limited was the lowest of eight bids received and meets the City's specifications and requirements in all areas;
- (b) AECOM Canada Ltd. (AECOM), **BE AUTHORIZED** to carry out the resident inspection and contract administration for the said project in accordance with the estimate, on file, at an upset amount of \$439,843.00, excluding HST, in accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy;
- (c) the proposed by-laws, attached as Appendix 'C' to allow for the temporary two way configuration of King St and Appendix 'D' for the removal of the temporary measure, **BE INTRODUCED** at the Municipal Council meeting to be held on March 24, 2020, for the purpose of amending the Traffic and Parking By-law (PS-113).
- (d) the financing for this project **BE APPROVED** as set out in the Sources of Financing Report attached, hereto, as Appendix 'A';
- (e) the Civic Administration **BE AUTHORIZED** to undertake all the administrative acts that are necessary in connection with this project;
- (f) the approval given, herein, **BE CONDITIONAL** upon the Corporation entering into a formal contract, or issuing a purchase order for the material to be supplied and the work to be done, relating to this project (RFT 20-01); and
- (g) the Mayor and City Clerk **BE AUTHORIZED** to execute any contract or other documents, if required, to give effect to these recommendations.

<b>PREVIOUS REPORTS PERTINENT TO THIS MATTER</b>
--

- Civic Works Committee - June 18, 2019 - Agenda Item # 2.6 - Appointment of Consulting Engineers – 2020- 2021 Infrastructure Renewal Program

- Civic Works Committee - February 20, 2019 - Agenda Item # 2.4 - Contract Award: Tender No. 19-15 - 2019 Infrastructure Renewal Program - Downtown Sewer Separation Phase 2 Project
- Civic Works Committee - March 19, 2018 - Agenda Item # 2.5 - Contract Award: Tender No. 18-04 - 2018 Infrastructure Renewal Program - York Street Sewer Separation Phase 1 Project
- Civic Works Committee - November 29, 2016 - Agenda Item #17 - RFP 16-49 Irregular Bid, Engineering Services for the City Centre Servicing Strategy
- Civic Works Committee – September 26, 2017 – Agenda Item #14 – Domestic Action Plan (DAP): London – Proposal Update
- Civic Works Committee - November 21, 2017 - Agenda Item # 7 - Pollution Prevention and Control Plan Update

## 2019-2023 STRATEGIC PLAN

This report supports the Strategic Plan in the following areas:

- Building a Sustainable City:
  - Build infrastructure to support future development and protect the environment.
  - Manage the infrastructure gap for all assets.
  - Protect and enhance waterways, wetlands, and natural areas.
  - Improve the quality of pedestrian environments to support healthy and active lifestyles
- Growing our Economy:
  - Increase public and private investment in strategic locations; revitalize London’s downtown and urban areas

## BACKGROUND

### **Purpose**

This report recommends award of a tender to a contractor and continuation of consulting services for the sewer separation and reconstruction of:

- Richmond Street from York Street to Dundas Street.

A project location map is included for reference in Appendix ‘B’.

### **Context**

Downtown was historically served by combined sewers, and were some of the first sewers built in the city with construction dates going back as far as 1852. Combined sewers were designed to collect all flows, including sanitary sewage and storm runoff, in the same pipe and convey it to a treatment plant. They are remnants of early sewer infrastructure and were typically designed to overflow to nearby watercourses during high flows. Combined sewers are no longer permitted to be constructed in Ontario. All new sewers must be separate sanitary sewer and storm sewers. Construction of separate storm and sanitary sewers effectively reduces the volume of storm drainage

diverted to the sanitary sewer system and reduces/prevents sewer system overflows to the Thames River. Separated systems also reduce the cost of treating wastewater flows since stormwater is not directed to treatment plants.

This project is the third phase of the sewer separation strategy which will ultimately allow for the separation of 20 blocks of combined sewers in the downtown core. With the many changes occurring downtown, including intensified growth, it is time to replace these combined sewers with a new separated system that will have the capacity to not only service existing and new growth, but also significantly reduce overflows to the Thames River.

The surface features of this project offer the opportunity to implement the intent of “Richmond Walk” which is identified as Transformational Project 5 in Our Move Forward: London’s Downtown Plan.

## DISCUSSION

### Project Description

This project includes Richmond Street from the York Street to Dundas Street, and will generally involve:

- Replacement of existing combined sewers with new sanitary and storm sewer, including private drain connections;
- New watermain and individual water services;
- Full road reconstruction back to its current configuration, including new asphalt, curb and gutter, and slightly wider sidewalks; and,
- Landscaping, paving finishes, and provision for incorporating future public art elements.

Infrastructure replacement needs have been coordinated within Environmental and Engineering Services for efficient use of funds during construction. The project budget has been included in the approved 2020 Wastewater and Treatment, Water and Transportation Capital Works Budgets.

This project also includes work by four utility partners (London Hydro, Telus, Rogers and Start). This coordinated effort addresses existing utility needs and upgrades for downtown intensification. The work identified by the four utility partners, to be funded by them, was included within the City’s tender for this project.

A full road closure of this segment of Richmond Street, including the Richmond and King intersection, is planned during construction for this phase of the Downtown Sewer Separation, for the following reasons:

- To avoid unscheduled road closures due to unforeseen circumstances (poor soils, unforeseen underground infrastructure issues, Ministry of Labour orders, etc.) that could result in confusion and driver frustration.
- To allow the contractor to work in a more efficient and unrestricted manner thus allowing the work to be undertaken in a more expeditious manner.
- To allow the contractor to work in a safer environment with fewer safety related distractions.
- To avoid the time and cost of building and removing temporary road surfaces.
- To avoid the cost of temporary traffic signals.

In order to minimize the impact on the general public, local businesses, and residents it is generally proposed to undertake the Downtown Sewer Separation Phase 3 project in stages as follows:

- Stage 1 – Richmond Street, just north of York Street to just south of King Street,
- Stage 2 – Richmond Street and King Street intersection, and
- Stage 3 – Richmond Street, just north of King Street to just south of Dundas Street.

It should be noted that the breaking down of the construction into stages has the advantage of minimizing the inconvenience to the general public, local businesses and residents. Staging was coordinated with consideration for other potential upcoming construction work to be undertaken by the private utility companies and private development projects.

To accommodate traffic on King Street during the Richmond Street road closure, two blocks of King Street from Talbot to Clarence will be temporarily converted to two-way traffic. This will allow motorists to navigate the area more easily during construction. This will also provide a better opportunity for the local businesses to receive deliveries during the Richmond/King intersection closure.

The Covent Garden Market parking structure will also be temporarily reconfigured to provide a better means of access and egress during the course of the construction work. This temporary accommodation will make it safer for both pedestrians and motorists, as the current configuration only accounts for the one-way eastbound movement on King Street.

### **Public Consultation**

A project update meeting was held on November 28, 2019, for all owners and residents within and immediately bordering the project area to address questions and concerns. Regular project consultation has also occurred with the local property owners and businesses, and Downtown London. The proposed staging of construction was communicated to property owners and businesses to identify alternate business vehicle access, and impacts to pedestrians and traffic.

The City is committed to providing access for all business and residents during construction.

This project is included within the 2020 roster of the Core Construction pilot program, which since 2018 has strengthened coordination among City service areas, and provides ongoing business relations dialogue and enhanced communication concerning construction impacts.

### **Domestic Action Plan**

One of the municipal actions identified in the City of London's Domestic Action Plan (DAP) for Phosphorus Reduction is combined sewer replacement. The DAP states,

*“The City of London will accelerate plans to separate combined sewers, including the design and construction of necessary stormwater outlets, with the target of separating 80 per cent (17 kilometres) of its combined sewer system by 2025.”*

This target for combined sewer replacement is contingent on federal and provincial funding. The following table provides the length of combined sewer replacement achieved for this project in relation to the DAP targets.

<b>2016 – 2025 Combined Sewer DAP Target (km)</b>	<b>Prior DAP Combined Sewer Removed/Separated (km)</b>	<b>This Project – Combined Sewer Removed/Separated (km)</b>	<b>Remaining Combined Sewer (km) to achieve target</b>
17 km	5.9 km	0.3 km	10.8 km

This project achieves the removal of approximately 300m of combined sewer, as the City continues to work towards achieving its DAP targets.

### **Service Replacement**

Sanitary, storm and water services will be replaced up to the property line as part of this project, at no cost to the property owner.

The City will replace the sanitary private drain connection up to the property line as part of this project. A storm private drain connection will also be provided for selected properties up to the property line as part of this project. The property owners may elect to replace their private side sanitary or storm connection at their own cost. As part of this project, property owners are being advised to separate their roof and surface drainage from their sanitary plumbing, if they have not already done so, to comply with the City of London's Drainage By-Law (WM-4), Part 4 Discharges into Public Sewage Works, section 4.1 Prohibited discharges – sanitary sewers states:

*“No person shall permit storm water sewage from their property to be discharged into a sanitary sewer”.*

The City would see great benefit from achieving a complete separation of flows from both the public and private sides. These benefits include a reduced amount of surface water sent to the wastewater treatment plant which ultimately reduce wastewater overflows. Dundas Street property owners were required to demonstrate that their building roof and property yard drainage were separated from their sanitary plumbing in advance of Dundas Place construction. Downtown Sewer Separation Phase 1 and Phase 2 property owners have been informed of the need to separate their internal plumbing and will be given a timeframe of three years to comply with the City's Drainage By-Law, following the completion of the project. A similar approach is being taken with the property owners within the limits of the Phase 3 project.

The water service connection will also be replaced to the property line and selected properties will have their water service replaced up to the water meter as part of this project.

### **Tender Summary**

Tenders for the 2020 Infrastructure Renewal Program Downtown Sewer Separation Phase 3 project were posted on January 27, 2020. Eight contractors submitted tender prices as listed below, excluding HST.

<b>CONTRACTOR</b>		<b>TENDER PRICE SUBMITTED</b>
1.	L-82 Construction Limited	\$5,999,884.24
2.	Bre-Ex Construction Incorporated	\$6,039,552.44
3.	J-AAR Excavating Limited	\$6,671,450.15
4.	CH Excavating (2013)	\$6,877,127.39

5.	Amico Infrastructures (Oxford) Incorporated	\$7,783,031.00
6.	Omega Contractors Incorporated	\$7,876,183.85
7.	Blue-Con Construction	\$8,071,477.34

All tenders have been checked by the Environmental and Engineering Services Department and AECOM. No mathematical errors were found. The results of the tendering process indicate a competitive process. The tender estimate prior to tender opening was \$6,168,916.00, excluding HST. All tenders include a contingency allowance of \$750,000.00.

### Consulting Services

AECOM was awarded the detailed design of the Downtown Sewer Separation Phase 3 project by Council on June 26, 2019. Due to the consultant's knowledge and positive performance on the detailed design, the consultant was invited to submit a proposal to carry out the contract administration and resident supervision for this project. Staff have reviewed the fee submission, including the time allocated to each project task, along with hourly rates provided by each of the consultant's staff members. That review of assigned personnel, time per project task, and hourly rates was consistent with other Infrastructure Renewal Program assignments of similar scope.

The continued use of AECOM on this project for construction administration is of financial advantage to the City because the firm has specific knowledge of the project, and has undertaken work for which duplication would be required if another firm were to be selected.

In addition to the financial advantage, there are also accountability and risk reduction benefits. The City requires a professional engineer to seal all construction drawings. These "record drawings" are created based on field verification and ongoing involvement by the professional engineer. This requirement promotes consultant accountability for the design of these projects, and correspondingly, reduces the City's overall risk exposure. Consequently, the continued use of the consultant who created and sealed the design drawings is required in order to maintain this accountability process and to manage risk.

In accordance with Section 15.2 (g) of the City of London's Procurement of Goods and Services Policy, civic administration is recommending that AECOM be authorized to carry out the remainder of engineering services, as construction administrators, and complete this project for a fee estimate of \$439,843.00, excluding HST. These fees are associated with the construction contract administration and resident supervision services to ensure that the City receives the product specified and associated value. The approval of this work will bring the total engineering services for this project to \$797,858.00, excluding HST, between 2020 and 2021.

### Operating Budget Impacts

Additional annual sewer, water and transportation operating costs attributed to new infrastructure installation are summarized in the following table.

DIVISION	RATIONALE	ANNUAL OPERATIONAL COST INCREASE
Sewer Operations	Additional 450m of storm sewer and an oil/grit separator	\$600
Water Operations	No changes	\$0

Transportation Operations	Snow removal for Wider sidewalks and boulevards. Seasonal removal and storage of planters including future replacement of broken planters.	\$2,000
Facilities Division	Operational budget to maintain new decorative lighting in front of the VIA train station. These were added as part Downtown Sewer Separation Phase 2.	\$5,000
<b>Total</b>		<b>\$7,600</b>

<b>CONCLUSIONS</b>
--------------------

Civic Administration has reviewed the tender bids and recommends L-82 Construction Limited be awarded the construction contract for Downtown Sewer Separation Phase 3 – Richmond Street.

AECOM has demonstrated an understanding of the City’s requirements for this project and it is recommended that this firm continue as the consulting engineer for the purpose of contract administration and resident supervision services, as it is in the best financial and technical interests of the City.

<p><b>SUBMITTED BY:</b></p>  <p><b>ASHLEY M. RAMMELOO, MMSc., P. ENG. DIVISION MANAGER SEWER ENGINEERING</b></p>	<p><b>CONCURRED BY:</b></p>  <p><b>SCOTT MATHERS, MPA, P. ENG. DIRECTOR, WATER AND WASTEWATER</b></p>
<p><b>RECOMMENDED BY:</b></p>  <p><b>KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL &amp; ENGINEERING SERVICES &amp; CITY ENGINEER</b></p>	

March 2, 2020

MM/yc

- Attach: Appendix 'A': Sources of Financing  
Appendix 'B' :Location Map  
Appendix 'C': Proposed Traffic and Parking By-Law Amendments  
Appendix 'D': Proposed Traffic and Parking By-Law Amendments

c.c. John Freeman Gary McDonald  
Doug MacRae Ugo DeCandido Alan Dunbar  
Jason Davies Chris Ginty Jim Yanchula  
L-82 Construction Limited London Hydro TELUS  
Rogers Communication Start Communications AECOM



APPENDIX 'A'

#20025

Chair and Members  
Civic Works Committee

March 10, 2020  
(Award Contract)

RE: RFT 20-01 - 2020 Infrastructure Renewal Program - Downtown Sewer Separation Phase 3 Project - Richmond Street  
(Subledger WW200001)  
Capital Project ES241420 - Infrastructure Renewal Program - Sanitary Sewers  
Capital Project ES302519 - Wastewater Servicing Built Area Works  
Capital Project ES543619 - Storm Sewer Built Area Works  
Capital Project EW376520 - Infrastructure Renewal Program - Watermains  
Capital Project TS144620 - Road Networks Improvements (Main)  
Capital Project TS406719 - Traffic Signals - Maintenance  
Capital Project TS512319 - Street Light Maintenance  
L-82 Construction Limited - \$5,999,884.24 (excluding H.S.T.)  
AECOM Canada Ltd. - \$439,843.00 (excluding H.S.T.)

**FINANCE & CORPORATE SERVICES REPORT ON THE SOURCES OF FINANCING:**

Finance & Corporate Services confirms that the cost of this project can be accommodated within the financing available for it in the Capital Works Budget and that, subject to the adoption of the recommendations of the Managing Director, Environmental & Engineering Services & City Engineer, the detailed source of financing for this project is:

<b>SUMMARY OF ESTIMATED EXPENDITURES</b>	<b>Approved Budget</b>	<b>Revised Budget</b>	<b>Committed to Date</b>	<b>This Submission</b>	<b>Balance for Future Work</b>
<b>ES241420 - IRP-Sanitary Sewers</b>					
Engineering	\$1,724,865	\$1,724,865	\$99,292		\$1,625,573
Engineering (Utilities Share) 2)		68,176		68,176	0
Construction	8,543,460	8,543,460	871,708		7,671,752
Construction (Utilities Share) 2)	196,754	1,169,247	196,754	972,493	0
City Related Expenses	25,000	25,000			25,000
	<u>10,490,079</u>	<u>11,530,748</u>	<u>1,167,754</u>	<u>1,040,669</u>	<u>9,322,325</u>
<b>ES302519 - Wastewater Serv. Built Area Works</b>					
Engineering	300,000	300,000		60,634	239,366
Construction	4,393,220	4,393,220		1,270,755	3,122,465
	<u>4,693,220</u>	<u>4,693,220</u>	<u>0</u>	<u>1,331,389</u>	<u>3,361,831</u>
<b>ES543619 - Storm Sewer Built Area Works</b>					
Engineering	800,000	800,000		54,098	745,902
Construction	8,968,368	8,968,368		1,133,780	7,834,588
	<u>9,768,368</u>	<u>9,768,368</u>	<u>0</u>	<u>1,187,878</u>	<u>8,580,490</u>
<b>EW376520 - IRP-Watermains</b>					
Engineering	2,318,186	2,318,186	132,389	114,731	2,071,066
Construction	15,000,000	15,000,000	1,162,278	1,262,630	12,575,092
	<u>17,318,186</u>	<u>17,318,186</u>	<u>1,294,667</u>	<u>1,377,361</u>	<u>14,646,158</u>
<b>TS144620 - Road Networks Improvements (Main)</b>					
Engineering	1,000,000	1,000,000		114,731	885,269
Construction	11,196,200	11,196,200		1,005,306	10,190,894
	<u>12,196,200</u>	<u>12,196,200</u>	<u>0</u>	<u>1,120,037</u>	<u>11,076,163</u>
<b>TS406719 - Traffic Signal Maintenance</b>					
Engineering	500,000	500,000	31,489	25,512	442,999
Construction	2,176,385	2,176,385	653,982	242,089	1,280,314
Traffic Signals	1,406,426	1,406,426	1,406,426		0
	<u>4,082,811</u>	<u>4,082,811</u>	<u>2,091,897</u>	<u>267,601</u>	<u>1,723,313</u>
<b>TS512319 - Street Light Maintenance</b>					
Engineering	300,000	300,000		8,504	291,496
Construction	2,385,907	2,385,907		201,312	2,184,595
	<u>2,685,907</u>	<u>2,685,907</u>	<u>0</u>	<u>209,816</u>	<u>2,476,091</u>
<b>NET ESTIMATED EXPENDITURES</b>	<b><u>\$61,234,771</u></b>	<b><u>\$62,275,440</u></b>	<b><u>\$4,554,318</u></b>	<b><u>\$6,534,751</u></b> 1)	<b><u>\$51,186,371</u></b>
<b>SUMMARY OF FINANCING:</b>					
<b>ES241420 - IRP-Sanitary Sewers</b>					
Capital Sewer Rates	\$5,642,540	\$5,642,540			\$5,642,540
Federal Gas Tax	4,650,785	4,650,785	971,000		3,679,785
Contribution from Utility Companies 2)	196,754	1,237,423	196,754	1,040,669	0
	<u>10,490,079</u>	<u>11,530,748</u>	<u>1,167,754</u>	<u>1,040,669</u>	<u>9,322,325</u>
<b>ES302519 - Wastewater Serv. Built Area Works</b>					
Drawdown from Sewage Works Reserve Fund	2,928,570	2,928,570		1,198,250	1,730,320
Drawdown from City Services - Wastewater Reserve Fund (Development Charges) 3)	1,764,650	1,764,650		133,139	1,631,511
	<u>4,693,220</u>	<u>4,693,220</u>	<u>0</u>	<u>1,331,389</u>	<u>3,361,831</u>
<b>ES543619 - Storm Sewer Built Area Works</b>					
Drawdown from Sewage Works Reserve Fund	4,346,924	4,346,924		1,069,090	3,277,834
Drawdown from City Services - Storm Water Reserve Fund (Development Charges) 3)	5,421,444	5,421,444		118,788	5,302,656
	<u>9,768,368</u>	<u>9,768,368</u>	<u>0</u>	<u>1,187,878</u>	<u>8,580,490</u>
<b>EW376520 - IRP-Watermains</b>					
Capital Water Rates	10,753,000	10,753,000	1,294,667	1,377,361	8,080,972
Drawdown from Capital Water Reserve Fund	6,565,186	6,565,186			6,565,186
	<u>17,318,186</u>	<u>17,318,186</u>	<u>1,294,667</u>	<u>1,377,361</u>	<u>14,646,158</u>
<b>TS144620 - Road Networks Improvements (Main)</b>					
Capital Levy	22,107	22,107			22,107
Debenture Quota	1,582,505	1,582,505			1,582,505
Drawdown from Capital Infrastructure Gap R.F.	1,679,160	1,679,160			1,679,160
Federal Gas Tax	8,912,428	8,912,428		1,120,037	7,792,391
	<u>12,196,200</u>	<u>12,196,200</u>	<u>0</u>	<u>1,120,037</u>	<u>11,076,163</u>

APPENDIX 'A'

#20025

Chair and Members  
Civic Works Committee

March 10, 2020  
(Award Contract)

RE: RFT 20-01 - 2020 Infrastructure Renewal Program - Downtown Sewer Separation Phase 3 Project - Richmond Street (Subledger WW200001)  
Capital Project ES241420 - Infrastructure Renewal Program - Sanitary Sewers  
Capital Project ES302519 - Wastewater Servicing Built Area Works  
Capital Project ES543619 - Storm Sewer Built Area Works  
Capital Project EW376520 - Infrastructure Renewal Program - Watermains  
Capital Project TS144620 - Road Networks Improvements (Main)  
Capital Project TS406719 - Traffic Signals - Maintenance  
Capital Project TS512319 - Street Light Maintenance  
L-82 Construction Limited - \$5,999,884.24 (excluding H.S.T.)  
AECOM Canada Ltd. - \$439,843.00 (excluding H.S.T.)

	Approved Budget	Revised Budget	Committed to Date	This Submission	Balance for Future Work
<b>TS406719 - Traffic Signal Maintenance</b>					
Capital Levy	3,881,921	3,881,921	2,091,897	267,601	1,522,423
Drawdown from Capital Infrastructure Gap R.F.	200,890	200,890			200,890
	4,082,811	4,082,811	2,091,897	267,601	1,723,313
<b>TS512319 - Street Light Maintenance</b>					
Capital Levy	2,585,462	2,585,462		209,816	2,375,646
Drawdown from Capital Infrastructure Gap R.F.	100,445	100,445			100,445
	2,685,907	2,685,907	0	209,816	2,476,091
<b>TOTAL FINANCING</b>	<b>\$61,234,771</b>	<b>\$62,275,440</b>	<b>\$4,554,318</b>	<b>\$6,534,751</b>	<b>\$51,186,371</b>

1) <b>Financial Note: (CONSTRUCTION)</b>	Utilities			
	ES241420	ES302519A	ES543619A	EW376520
Contract Price	\$972,493	\$1,248,777	\$1,114,171	\$1,240,792
Add: HST @13%		162,341	144,842	161,303
Total Contract Price Including Taxes	972,493	1,411,118	1,259,013	1,402,095
Less: HST Rebate		140,363	125,233	139,465
Net Contract Price	\$972,493	\$1,270,755	\$1,133,780	\$1,262,630

<b>Financial Note (CONSTRUCTION continued)</b>	CONSTRUCTION TOTAL			
	TS144620	TS406719	TS512319	TOTAL
Contract Price	\$987,919	\$237,902	\$197,830	\$5,999,884
Add: HST @13%	128,429	30,927	25,718	653,560
Total Contract Price Including Taxes	1,116,348	268,829	223,548	6,653,444
Less: HST Rebate	111,042	26,740	22,236	565,079
Net Contract Price	\$1,005,306	\$242,089	\$201,312	\$6,088,365

<b>Financial Note: (ENGINEERING)</b>	Utilities			
	ES241420	ES302519A	ES543619A	EW376520
Contract Price	\$68,176	\$59,585	\$53,162	\$112,746
Add: HST @13%		7,746	6,911	14,657
Total Contract Price Including Taxes	68,176	67,331	60,073	127,403
Less: HST Rebate		6,697	5,975	12,672
Net Contract Price	\$68,176	\$60,634	\$54,098	\$114,731

<b>Financial Note (ENGINEERING continued)</b>	ENGINEERING TOTAL			
	TS144620	TS406719	TS512319	TOTAL
Contract Price	\$112,746	\$25,071	\$8,357	\$439,843
Add: HST @13%	14,657	3,259	1,086	48,316
Total Contract Price Including Taxes	127,403	28,330	9,443	488,159
Less: HST Rebate	12,672	2,818	939	41,773
Net Contract Price	\$114,731	\$25,512	\$8,504	\$446,386

**TOTAL CONSTRUCTION & ENGINEERING** **\$6,534,751**

- London Hydro, Start Communications, Bell Canada, Rogers Communications and Telus Communications have confirmed the approval of their contribution towards this project. The expenditures have increased to accommodate their contributions.
- Development charges have been utilized in accordance with the underlying legislation and the Development Charges Background Studies completed in 2019.
- Additional annual operating costs to Sewer Operations, Transportation Operations and Facilities Division attributed to new infrastructure installation are as follows; Sewer Operations - \$600, Transportation Operations - \$2,000 and Facilities Division - \$5,000.

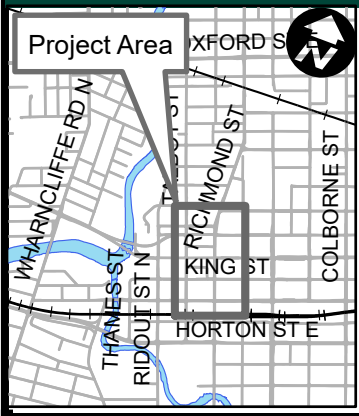
JG

Jason Davies  
Manager of Financial Planning & Policy

APPENDIX 'B'



LOCATION MAP



**2020 Downtown Sewer Separation Phase 3**

Richmond Street from York Street to Dundas Street

 Project Area

Map Produced by  
the Sewer Engineering  
Division  
January 30 2020 YC



**APPENDIX C**

**BY-LAW TO AMEND THE TRAFFIC AND PARKING BY-LAW (PS-113)**

**To convert King Street from Talbot Street to Clarence Street from one-way traffic flow to two-way traffic flow**

Bill No.

By-law No. PS-113

A by-law to amend By-law PS-113 entitled, “A by-law to regulate traffic and the parking of motor vehicles in the City of London.”

WHEREAS subsection 10(2) paragraph 7. Of the Municipal Act, 2001, S.O. 2001, c.25, as amended, provides that a municipality may pass by-laws to provide any service or thing that the municipality considers necessary or desirable to the public;

AND WHEREAS subsection 5(3) of the Municipal Act, 2001, as amended, provides that a municipal power shall be exercised by by-law;

AND WHEREAS subsection 214.1(1) of the Highway Traffic Act, as amended, provides that the council of a municipality may by by-law designate a part of a highway under its jurisdiction as a community safety zone if, in the council’s opinion, public safety is of special concern on that part of the highway.

NOW THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

**One Way Streets**

Schedule 12 (One Way Streets) of the PS-113 By-law is hereby amended by **deleting** the following rows:

King Street	Ridout Street N	Ontario Street	Eastbound
-------------	-----------------	----------------	-----------

**One Way Streets**

Schedule 12 (One Way Streets) of the PS-113 By-law is hereby amended by **adding** the following rows:

King Street	Ridout Street N	Talbot Street	Eastbound
-------------	-----------------	---------------	-----------

King Street	Clarence Street	Ontario Street	Eastbound
-------------	-----------------	----------------	-----------

This by-law comes into force and effect on June 15, 2020

PASSED in Open Council on March 24, 2020

Ed Holder, Mayor

Catharine Saunders, City Clerk

First Reading – March 24, 2020

Second Reading – March 24, 2020

Third Reading – March 24, 2020

**APPENDIX D**

**BY-LAW TO AMEND THE TRAFFIC AND PARKING BY-LAW (PS-113)**

**To convert King Street from Talbot Street to Clarence Street from two-way traffic flow to one-way traffic flow**

Bill No.

By-law No. PS-113

A by-law to amend By-law PS-113 entitled, "A by-law to regulate traffic and the parking of motor vehicles in the City of London."

WHEREAS subsection 10(2) paragraph 7. Of the Municipal Act, 2001, S.O. 2001, c.25, as amended, provides that a municipality may pass by-laws to provide any service or thing that the municipality considers necessary or desirable to the public;

AND WHEREAS subsection 5(3) of the Municipal Act, 2001, as amended, provides that a municipal power shall be exercised by by-law;

AND WHEREAS subsection 214.1(1) of the Highway Traffic Act, as amended, provides that the council of a municipality may by by-law designate a part of a highway under its jurisdiction as a community safety zone if, in the council's opinion, public safety is of special concern on that part of the highway.

NOW THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

**One Way Streets**

Schedule 12 (One Way Streets) of the PS-113 By-law is hereby amended by **deleting** the following rows:

King Street	Ridout Street N	Talbot Street	Eastbound
-------------	-----------------	---------------	-----------

King Street	Clarence Street	Ontario Street	Eastbound
-------------	-----------------	----------------	-----------

**One Way Streets**

Schedule 12 (One Way Streets) of the PS-113 By-law is hereby amended by **adding** the following rows:

King Street	Ridout Street N	Ontario Street	Eastbound
-------------	-----------------	----------------	-----------

This by-law comes into force and effect on September 14, 2020

PASSED in Open Council on March 24, 2020

Ed Holder, Mayor

Catharine Saunders, City Clerk

First Reading – March 24, 2020  
Second Reading – March 24, 2020  
Third Reading – March 24, 2020