



# OPERATIONS COMMITTEE AGENDA

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Operations Committee Meeting  
**Monday, January 18, 2016**  
Tom Davies Square

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**COUNCILLOR ROBERT KIRWAN, CHAIR**

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**Evelyn Dutrisac, Vice-Chair**

3:00 p.m. OPERATIONS COMMITTEE MEETING  
COMMITTEE ROOM C-11

Council and Committee Meetings are accessible. For more information regarding accessibility, please call 3-1-1 or email [clerks@greatersudbury.ca](mailto:clerks@greatersudbury.ca).

## **DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF**

## **APPOINTMENT OF COMMITTEE CHAIR AND VICE-CHAIR**

1. Report dated December 17, 2015 from the Executive Director, Administrative Services/City Clerk regarding Appointment of Chair and Vice-Chair - Operations Committee. **4 - 5**  
**(RECOMMENDATION PREPARED)**  
(Deputy Clerk, Brigitte Sobush will call the meeting to order and preside until the Operations Committee Chair and Vice-Chair have been appointed, at which time the newly appointed Chair will preside over the balance of the meeting.)

## **PRESENTATIONS**

2. Report dated December 31, 2015 from the General Manager of Infrastructure Services regarding Status Report - 2015 Capital Projects. **6 - 8**  
**(ELECTRONIC PRESENTATION) (FOR INFORMATION ONLY)**
  - Peter Chiesa, Director of Engineering Services
  - Lee Laframboise, Manager of Construction Services(This report provides the status of 2014 carry-over and 2015 capital projects, the stage that they are presently at; and, the work to be completed in the following year with an anticipated completion date.)

## **REGULAR AGENDA**

## **REFERRED & DEFERRED MATTERS**

- R-1. Report dated December 24, 2015 from the General Manager of Infrastructure Services regarding School Zone Speed Limit - Various Schools. **9 - 10**  
**(RECOMMENDATION PREPARED)**  
(This report recommends that due to the closures of St. Andrew School, St. Bernadette School and St. Raphael School, the speed limits in those areas be returned to 50 km/h as per the school zone speed reduction policy.)

## **MANAGERS' REPORTS**

- R-2. Report dated December 31, 2015 from the General Manager of Infrastructure Services regarding Surplus Fill Yearly Statistics. **11 - 22**  
**(FOR INFORMATION ONLY)**  
(This report provides the annual statistics on the amount of fill that has been removed from various contracts and the areas where the fill has been placed.)

- R-3. Report dated January 4, 2016 from the General Manager of Infrastructure Services regarding Consolidation of Bridge Load Restriction Bylaws.  
**(RECOMMENDATION PREPARED)**

**23 - 28**

(Request for the consolidation of four existing bridge load restriction bylaws and the addition of three bridge load restrictions.)

## **ADDENDUM**

## **CIVIC PETITIONS**

## **QUESTION PERIOD AND ANNOUNCEMENTS**

## **NOTICES OF MOTION**

## **ADJOURNMENT**

## Request for Decision

### Appointment of Chair and Vice-Chair - Operations Committee

|               |   |
|---------------|---|
| Presented To: | Operations Committee                          |
| Presented:    | Monday, Jan 18, 2016                          |
| Report Date   | Thursday, Dec 17, 2015                        |
| Type:         | Appointment of Committee Chair and Vice-Chair |

#### Recommendation

THAT the City of Greater Sudbury appoints Councillor \_\_\_\_\_ as Chair and Councillor \_\_\_\_\_ as Vice-Chair of the Operations Committee for the term ending December 31, 2016.

#### Finance Implications

Funding for the remuneration of the Chair of the Operations Committee is provided for within the 2016 operating budget.

#### Background

This report sets out the procedure for the election by the Committee of the Chair and Vice-Chair of the Operations Committee for the term ending December 31, 2016.

The Procedure By-law provides that a Member of the Committee shall be appointed annually by the Committee to serve as Chair of the Operations Committee. As well, a Vice-Chair is appointed annually.

The above appointments need only be confirmed by resolution.

#### Remuneration

The Chair of the Operations Committee is paid \$2,043.26 per annum.

#### Selection

The selection of the Chair and Vice-Chair is to be conducted in accordance with Article 45 of the Procedure By-law.

Council's procedure requires that in the event more than one (1) candidate is nominated for either the Chair or Vice-Chair's position, a simultaneous recorded vote shall be used to select the Chair and Vice-Chair.

It is always in order for a Member of Council to nominate themselves and to vote for themselves. Under Robert's Rules of Order a nomination does not need a second.

#### Signed By

**Report Prepared By**

Brigitte Sobush  
Deputy City Clerk  
*Digitally Signed Dec 17, 15*

**Recommended by the Department**

Caroline Hallsworth  
Executive Director, Administrative  
Services/City Clerk  
*Digitally Signed Dec 17, 15*

**Recommended by the C.A.O.**

Kevin Fowke  
Acting Chief Administrative Officer  
*Digitally Signed Jan 5, 16*

Once the successful candidates have been selected, a recommendation will be introduced.

## For Information Only

### Status Report - 2015 Capital Projects

|               |                        |
|---------------|------------------------|
| Presented To: | Operations Committee   |
| Presented:    | Monday, Jan 18, 2016   |
| Report Date   | Thursday, Dec 31, 2015 |
| Type:         | Presentations          |

### Recommendation

For Information Only

### Principal Objectives

The Engineering Services Division manages construction projects on behalf of the other Divisions in Infrastructure Services. These projects are referred to as linear projects, such as roads, drainage, watermains, sanitary sewers, and resurfacing. More complex projects in these Divisions are managed with support from professional engineering consultants. These complex projects include bridge rehabilitation and plant work.

Engineering Services continues to attempt to work on the planning and design perimeters the year before the project proceeds to construction. This strategic initiative would allow more consultation with stakeholders and a more detailed budget estimate. This also allows for earlier tenders which, in turn, optimizes the short construction season due to our climate.

To optimize this strategy, Engineering Services has adopted a comprehensive approach to Project Management and continues to improve and fine tune this approach. Project Managers ensure that the objectives are met with a focus on budget, schedule, and scope control. Also within this initiative, the Construction Services team is focused on quality assurance and contractor performance management.

All of the above initiatives will ensure that the City continues to receive value for money and a good quality end product.

#### Signed By

**Report Prepared By**

Peter Chiesa  
Director of Engineering Services  
*Digitally Signed Dec 31, 15*

**Division Review**

Peter Chiesa  
Director of Engineering Services  
*Digitally Signed Dec 31, 15*

**Recommended by the Department**

Tony Cecutti  
General Manager of Infrastructure  
Services  
*Digitally Signed Dec 31, 15*

**Recommended by the C.A.O.**

Kevin Fowke  
Acting Chief Administrative Officer  
*Digitally Signed Jan 5, 16*

## **Summary**

The Project Engineering Services Section has prepared construction drawings and specifications for twenty-six (26) projects. These projects were identified in the 2015 Capital Budget along with budget amounts in various operating accounts.

### **Projects to be Tendered in 2016**

Three (3) projects have been identified as carryovers to 2016. The carryovers were necessary and are explained in detail below:

#### Second Avenue (Coniston) – Highway 17 to Balsam Street

This project involves the replacement of the existing watermain, including a section which passes under the storm drainage system of Amanda Street and the installation of a Pressure Regulating Valve (PRV). Due to the complexity of designs associated with PRVs and staff workloads, part of this project was assigned to a professional engineering consultant. This project will be tendered and constructed in 2016.

#### Barry Downe Road – Westmount to Kingsway

This project involves the replacement of critical below-grade infrastructure, including storm sewers and watermain as well as a new lane on the west side of the street and cycle tracks on both sides of the road. Due to the magnitude of this project, and to allow sufficient time for consultation with adjacent land owners and adequate time for property acquisition, the design will continue throughout 2016. Construction is subject to Council approval of the capital budget, however, the project will be ready for tender late 2016 or early 2017.

#### Lamothe Street – Watermain Improvements

This project was approved for the 2015 construction season but has been delayed for tender in 2016. Due to the severe cold weather this past winter, a number of priority and emergency repairs have occupied staff resources. In particular, the extensive damage to the Ash Street watermain had taken precedent and occupied staff that would have been assigned to this project.

### **Projects over Three (3) Construction Seasons**

There was one (1) project that commenced in 2015 and will be completed in 2017, namely Moonlight Avenue from Bancroft Drive to the Kingsway. This phasing is necessary due to the complexity and volume of work required.

Below is a breakdown of the work to be completed in each year:

2015 – New watermain and sanitary sewer, along with road excavation, concrete curb, concrete sidewalk, and base asphalt from Bancroft Drive to Hines Street.

2016 – New watermain and sanitary sewer, along with road reconstruction, concrete curb, concrete sidewalk, and base asphalt from Hines Street to the Kingsway.

2017 – The final lift of asphalt to be placed by mid-June.

### **2014 Carryover Projects**

There were a total of eight (8) projects that were carried over from 2014. Seven of these projects have been completed.

Dollard Street, from Madison Avenue to the north end is complete with the exception of surface asphalt scheduled to be placed in summer 2016. This project included watermain replacement and road reconstruction. The completion date was extended due to the above average amount of rain experienced in the fall of 2014. This project will have all of the underground work completed in 2015. Surface asphalt will be placed in 2016.

### **Financial Review**

The total cost of all construction projects managed by the Engineering Services Division in 2015 was approximately \$33.3 Million with approximately \$5.9 Million to be tendered in 2016.



## Request for Decision

### School Zone Speed Limit - Various Schools

|               |                             |
|---------------|-----------------------------|
| Presented To: | Operations Committee        |
| Presented:    | Monday, Jan 18, 2016        |
| Report Date   | Thursday, Dec 24, 2015      |
| Type:         | Referred & Deferred Matters |

### Recommendation

THAT the speed limits on Holland Road, from Woodbine Avenue to Sparks Street, Arvo Avenue, from Sparks Street to the North End and Lamothe Street, from Leon Avenue to Barry Downe Road, be returned to 50 km/h due to the closure of St Andrew School;

AND THAT the speed limit on Auger Avenue, from Hawthorne Drive to Huntington Drive be returned to 50 km/h due to the closure of St Bernadette School;

AND THAT the speed limit on Dublin Street, from Arthur Street to Attlee Avenue be returned to 50 km/h due to the closure of St Raphael School;

AND THAT a by-law be prepared to amend Traffic and Parking By-Law 2010-1 in the City of Greater Sudbury to implement the recommended changes all in accordance with the report dated December 24, 2015 from the General Manager of Infrastructure Services.

#### Signed By

##### **Report Prepared By**

Joe Rocca  
Acting Co-ordinator of Transportation &  
Traffic Engineering Services  
*Digitally Signed Dec 29, 15*

##### **Division Review**

David Shelsted  
Director of Roads & Transportation  
Services  
*Digitally Signed Jan 4, 16*

##### **Recommended by the Department**

Tony Cecutti  
General Manager of Infrastructure  
Services  
*Digitally Signed Jan 4, 16*

##### **Recommended by the C.A.O.**

Kevin Fowke  
Acting Chief Administrative Officer  
*Digitally Signed Jan 5, 16*

## Background

St. Andrew School, St. Bernadette School and St. Raphael School have closed and 40 km/h school zone speed limits are still in effect for those areas.

To deal with numerous requests to reduce the speed limit near schools, City Council adopted a school zone speed reduction policy in 2001 and further revised the policy in 2009. The approved policy states the following:

That staff be directed to bring to the attention of City Council request for speed reduction zones adjacent to schools based on the following considerations:

- That a school speed zone be installed at schools with primary grade aged students.
- That the school speed zone be limited to residential streets or residential collector streets.
- That the maximum speed of the roadways considered for school speed zones be 50 km/h.

- That if schools are closed, the speed limit will revert back to 50 km/h.
- That only those requests that meet the above four criteria be brought forward by staff to City Council for consideration.

**1. St. Andrew School – Holland Road, Sudbury**

St. Andrew School was a primary grade aged school situated on Holland Road in Ward 12 (see Exhibit A). The Sudbury Catholic School Board closed St. Andrew School this summer.

As per the City's policy, staff recommends that the speed limits on Holland Road, from Woodbine Avenue to Sparks Street, Arvo Avenue, from Sparks Street to the North End and Lamothe Street, from Leon Avenue to Barry Downe Road be returned to 50 km/h.

**2. St. Bernadette School – Auger Avenue, Sudbury**

St. Bernadette School was a primary grade aged school situated on Auger Avenue in Ward 8 (see Exhibit B). The Sudbury Catholic School Board closed St. Bernadette School this summer.

As per the City's policy, staff recommends that the speed limit on Auger Avenue, from Hawthorne Drive to Huntington Drive be returned to 50 km/h.

**3. St. Raphael School – Dublin Street, Sudbury**

St. Raphael School was a primary grade aged school situated on Dublin Street in Ward 11 (see Exhibit C). The Sudbury Catholic School Board closed St. Raphael School this summer.

As per the City's policy, staff recommends that the speed limit on Dublin Street, from Arthur Street to Attlee Drive be returned to 50 km/h.

## For Information Only

### Surplus Fill Yearly Statistics

|               |                        |
|---------------|------------------------|
| Presented To: | Operations Committee   |
| Presented:    | Monday, Jan 18, 2016   |
| Report Date   | Thursday, Dec 31, 2015 |
| Type:         | Managers' Reports      |

### Recommendation

For Information Only

### BACKGROUND

In 2003, City Council passed By-Law 2003-282, being a By-Law to establish a Surplus Fill Policy. A copy of the By-Law is attached along with Schedule "A".

Clause 10 of Schedule "A" indicates the General Manager shall provide an annual report to Council on the use of surplus fill. This report provides a breakdown of the locations used for the disposal of fill.

### SUMMARY

Approximately 93,000 cubic metres of material was removed from the various contracts tendered in 2015, with approximately 56,000 cubic metres from the Crean Hill contract alone.

#### Signed By

**Report Prepared By**

Peter Chiesa  
Director of Engineering Services  
*Digitally Signed Dec 31, 15*

**Division Review**

Peter Chiesa  
Director of Engineering Services  
*Digitally Signed Dec 31, 15*

**Recommended by the Department**

Tony Cecutti  
General Manager of Infrastructure  
Services  
*Digitally Signed Dec 31, 15*

**Recommended by the C.A.O.**

Kevin Fowke  
Acting Chief Administrative Officer  
*Digitally Signed Jan 5, 16*

The chart below outlines the area and sites utilized:

| AREA        | AVAILABLE SITES | SITES USED |
|-------------|-----------------|------------|
| Azilda      | 1               | 1          |
| Chelmsford  | 3               | 3          |
| Hanmer      | 1               | --         |
| Lively      | 4               | 2          |
| Dowling     | 1               | 1          |
| Sudbury     | 7               | 7          |
| Valley East | 4               | 4          |
| Whitefish   | 2               | 2          |

In addition to the above areas, the Sudbury Landfill Site was the designated fill dump site for the surplus fill from the Moonlight Avenue contract. Fill material brought to this site was utilized for the building of roadway.

Each year Engineering Services contacts other City sections and departments for any surplus fill needs that they may have and Engineering Services will include the location(s) in contract documents for the delivery of the surplus fill material.

In July 2015, a report on amendments to the Surplus Fill By-Law was presented to the Operations Committee (see attached report). The Committee did not decide on a recommendation and the report was deferred until such time as the Auditor General brought forward his report with recommendations and/or revisions.

Once this report is received, the General Manager will report back to the Operations Committee with any warranted or recommended revisions to the existing By-Law 2003-282.

*D. Belisle  
R. Surodick (2)  
Jeff. Blum*

**BY-LAW 2003-282**

**A BY-LAW OF THE CITY OF GREATER SUDBURY  
TO ESTABLISH A SURPLUS FILL POLICY**

**WHEREAS** the Council of the City of Greater Sudbury deems it desirable to adopt a policy for the dumping of surplus excavated material from City of Greater Sudbury construction projects or other works;

**NOW THEREFORE THE COUNCIL OF THE CITY OF GREATER SUDBURY  
HEREBY ENACTS AS FOLLOWS:**

1. In this By-law:

"City" means the City of Greater Sudbury;

"former municipalities" means the former Regional Municipality of Sudbury or any of its constituent area municipalities or any of their predecessor municipalities;

"Manager of Construction Services" means the City's Manager of Construction Services from time to time and includes his or her authorized designate; and

"surplus fill" means surplus excavated material or fill generated by construction projects or other works conducted by or for the City of Greater Sudbury.

2. The Policy on Surplus Fill attached hereto as Schedule "A" is hereby adopted.


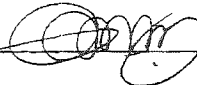
3. All previous Surplus Fill Policies of the former municipalities are hereby repealed.

4. The Manager of Construction Services is hereby authorized to process and approve or reject applications to have surplus fill disposed of on public land or private land and to authorize the disposition of surplus fill, all in accordance with the guidelines in the Policy on Surplus Fill, set out in Schedule "A" attached to and forming a part of this By-law.

5. No fee will be payable by the City for the right to deposit surplus fill generated by works conducted by the City of Greater Sudbury on public land or private land or charged by the City for the surplus fill provided to public land or private land.

6. This By-law shall come into force and take effect immediately upon the final passing thereof.

**READ THREE TIMES AND PASSED IN OPEN COUNCIL** this 13th day of  
November, 2003.

 Mayor  
 Clerk

**SCHEDULE "A" TO BY-LAW 2003-282  
of the City of Greater Sudbury**

Page 1 of 3

**POLICY CONCERNING SURPLUS FILL**

**Interpretation**

1. In this Surplus Fill Policy:

"City" means the City of Greater Sudbury;

"City land" means land owned by the City, any local boards of the City or any corporation owned or controlled by the City;

"Manager of Construction Services" means the City's Manager of Construction Services from time to time and includes his or her authorized designate;

"owner" means the registered owner or registered owners of land;

"private land" means land which is not City land or public land;

"public land" means land owned by the Government of Canada, the Government of Ontario, any ministry, department, commission, corporation, authority, board or other agency established from time to time by the Government of Ontario or the Government of Canada, or by a school board; and

"surplus fill" means surplus excavated material or fill generated by construction projects or other works conducted by or for the City of Greater Sudbury.

**Application of Policy**

2. This Policy shall apply to all surplus fill generated in the City.

**Guidelines - Disposition Surplus Fill**

3. No surplus fill shall be deposited on private land or public land unless first authorized by the Manager of Construction Services.
4. An application to have surplus fill deposited on private land or public land shall:
- (a) be made in writing;
  - (b) be signed by each owner of the land to which the application applies;
  - (c) set out the legal description and where available, a municipal address of the land to which the application applies;
  - (d) contain an acknowledgement by each applicant, that he or she understands that the City will not level any surplus fill deposited on the land;

**SCHEDULE "A" TO BY-LAW 2003-282  
of the City of Greater Sudbury**

Page 2 of 3

- (e) contain adequate direction or explanation of the location at which the surplus fill is to be deposited;
- (f) include a written release of liability of the City, which is satisfactory to the Manager of Construction Services, as to form and content; and
- (g) contain such other information and be accompanied by such other documentation as may be determined by the Manager of Construction Services from time to time.

5. The Manager of Construction Services shall make such investigations as to title and other matters as he or she shall consider appropriate in processing each application to have surplus fill deposited on public land or private land.

6. The Manager of Construction Services shall reject any application for deposit of surplus fill on private land or public land which the Manager of Construction Services, in his sole discretion determines:

- (a) pertains to land of less than 0.5 hectare in area, provided, however, this limitation shall not apply if the application is made by the owner of land on which the City has an easement and relates only to surplus fill generated on the portion of the City easement located on that land;
- (b) pertains to land located in a flood plain or land which the Nickel District Conservation Authority advises would not be suitable for the deposit of surplus fill;
- (c) pertains to land to which access is not appropriate for depositing surplus fill; or
- (d) does not conform with the requirements of Section 4.

7. The Manager of Construction Services shall advise the applicant whether the application for surplus fill has been approved or rejected.

8. The Manager of Construction Services shall retain approved applications for surplus fill until the earliest of:

- (a) 5 years after the date of approval of the application;
- (b) a change in ownership of the land to which the application applies; or
- (c) any registered owner of the land to which the application applies requests the application be withdrawn.

9.-(1) The Manager of Construction Services shall authorize disposition of surplus fill in accordance with the following priorities:

- (a) if the surplus fill is generated on a City easement, and there is an approved application for surplus fill by the owner of the land on which the fill is generated, the surplus fill shall be disposed of on that land;
- (b) if paragraph 9(1)(a) does not apply, the surplus fill shall be deposited on City land;



**SCHEDULE "A" TO BY-LAW 2003-282  
of the City of Greater Sudbury**

Page 3 of 3

- (c) if there is surplus fill which cannot be utilized on City land, the Manager of Construction Services may, in his or her sole discretion, authorize disposition of the surplus fill on public land or private land for which there is an approved application for surplus fill on file. In the event that there is more than one approved application for surplus fill on file, the Manager of Construction Services is authorized to determine where to deposit the surplus fill and his decision shall be final. In exercising his discretion the Manager of Construction Services shall consider the following factors:
  - (i) accessibility, location, cost and convenience of disposing of surplus fill should be considered in choosing a site from the approved applications on file; and
  - (ii) there shall be a preference to deposit surplus fill on public land in priority to private land.

(2) The Manager of Construction Services shall provide notice to the owner of land which was subject of an approved application for surplus fill prior to disposition of surplus fill on that land.

10. The General Manager of Public Works shall provide an annual report to Council on the use of surplus fill.

## Request for Decision

### Amendment to Surplus Fill By-Law 2003-282

Presented To: Operations Committee  
Presented: Monday, Jul 06, 2015  
Report Date Thursday, Jun 18, 2015  
Type: Managers' Reports

### Recommendation

THAT the City of Greater Sudbury directs staff to prepare revisions to the Surplus Fill By-Law 2003-282 all in accordance with Scenario 2 from the report dated June 18, 2015 from the General Manager of Infrastructure Services.

### Summary of Recommended Changes

The purpose of this report is to obtain approval of Council to change the standard process for disposal of surplus fill summarized as follows.

1. City of Greater Sudbury (CGS) staff will continue to make best use of surplus fill on planned CGS future projects when possible.
2. When no CGS future projects have been identified, surplus fill will be turned over to the Contractor for disposal or re-use at their discretion.
3. Contractors will be obligated to obtain a release from private owners who receive surplus fill, removing the City from any liabilities or costs associated with receipt of the surplus fill.
4. The practice of identifying and approving private sites for disposal of surplus fill will be discontinued, although private owners may be required to obtain permits from other government agencies such as the Conservation Sudbury (formerly Nickel District Conservation Authority) and, owners may have to comply with other City by-laws such as zoning.
5. The current Surplus Fill By-law 2003-282 will be amended or rescinded as necessary.
6. Standard contract documents will be amended in accordance with this report and any amended by-laws.

### Finance Implications

As the cost to dispose of surplus fill is not explicitly defined in our contracts, it is difficult to ascertain the financial impact. With the adoption of shifting disposal responsibility to the Contractor (Scenario 2), it is expected that disposal costs would not increase from the current method of disposal and the CGS may benefit from Contractor efficiencies and re-use.

#### Signed By

**Report Prepared By**

Kevin Shaw  
Director of Engineering Services  
*Digitally Signed Jun 18, 15*

**Division Review**

Kevin Shaw  
Director of Engineering Services  
*Digitally Signed Jun 18, 15*

**Recommended by the Department**

Tony Cecutti  
General Manager of Infrastructure  
Services  
*Digitally Signed Jun 18, 15*

**Recommended by the C.A.O.**

Bob Johnston  
Interim Chief Administrative Officer  
*Digitally Signed Jun 23, 15*

## **Background**

### **Current Method of Disposal (Scenario 1)**

The current method of disposing of surplus fill tasks CGS Staff with reviewing and authorizing private site locations for our Contractor's use for the disposal of the surplus fill.

CGS Staff in conjunction with Conservation Sudbury jointly approve surplus fill sites, having the landowner sign a release form and provide a sketch or survey of the exact location where the surplus fill will be deposited on the property.

Our Contractor normally delivers surplus fill to an authorized private site and in many cases has to level the surplus fill because the receiving property owner has no means to do so. Leveling of the surplus fill is a necessity to the continuation of the disposal process. The cost associated with this method of disposal is normally carried in the contract pricing under the various items associated with the activities that generate the surplus fill, such as road excavation. In cases where work is performed by time and material such as emergency repairs, then excavation, disposal and leveling are all completed by time and material pricing.

The City's existing By-law 2003-282 does not allow City forces to level surplus fill on private property. It has not been practical to wait for private property owners to make arrangements to level the fill which is necessary for disposal to continue. Since the City is currently contractually obligated to delineate disposal locations, the additional cost of leveling surplus fill is deemed more practical than finding new disposal locations or paying for delays in contracts if sites are not available for disposal.

In addition to the practical challenges associated with disposal of surplus fill, the existing process is very restrictive to potential re-use. Should a Contractor have a potential re-use of the material, the City may benefit financially in the form of more favourable tender prices. The existing disposal method provides long term value to the property owner, but not to the Contractor or the City.

If the existing method of disposal of surplus fill were to be maintained then the surplus fill by-law should be amended. Alternatively, CGS staff considered two alternative methods of disposal of surplus fill, summarized in the following analysis.

## **Analysis**

### **Scenario 1 – Existing Methodology**

This Scenario is our current method of disposal as described above. The annual cost of disposal of surplus fill, under Scenario 1, based on an average of fill generated at construction projects over the past three years, amounts to approximately \$750,000. In addition to this disposal cost, is the cost to dispose of surplus fill generated through the Operations and Maintenance activities (CGS and contracted forces) for the repair of CGS underground infrastructure or culverts and ditching. This cost amounts to approximately \$300,000 annually.

For this scenario to continue, a modification to Surplus Fill By-law 2003-282 would be required to allow City crews and/or City Contractors to level fill on private property. This flexibility is deemed necessary under this scenario to allow City operating departments and Contractors the means to execute their work on schedule.

### **Scenario 2 – Transfer Responsibility for Disposal**

This Scenario would shift the responsibility for the locating of private surplus fill sites and the ownership of the surplus fill to the Contractor.

In preparing the cost analysis for this scenario, it was assumed that the quantity of surplus fill and the haul distances would remain the same as those used in Scenario 1. The Contractor would merely take over the work currently done by CGS staff to secure private disposal sites and assume ownership of the surplus fill. The Contractor would be responsible for convening meetings with private fill site property owners, in conjunction with Conservation Sudbury, to physically review the site to ascertain suitability to receive surplus fill. A Property Owner Release Form including various stipulations attached to the placement of the fill would be obtained from the Contractors after conclusion of the work. The cost associated with Scenario 2 is approximately \$750,000 annually. Under Scenario 2, the Contractor could elect to fill personal property or haul to smaller fill sites than the current 0.5 hectare CGS stipulated size requirement, thus potentially finding efficiencies that could be reflected in contract pricing.

Where possible, CGS contracts involving emergency repairs would either be provided suitable City-owned property for disposal, or be transferred responsibility for disposal. These alternative arrangements would be a component of the competitive procurement process.

### **Scenario 3 – Purchase Disposal Sites**

Under Scenario 3, the CGS would potentially purchase a number of large sites, in strategic locations across the geographic area of the CGS. This scenario would considerably increase the cost of the disposal of surplus fill as a result of land purchase; security requirements such as, fencing and gates to control access; substantially longer haul distances; and, the need to locate equipment for the purpose of fill leveling. The capital cost for Scenario 3 is estimated to be \$800,000. The annual operating cost could exceed \$1,000,000 with longer haul distances and the increased operating costs.

### **Other Considerations**

It is recognized that the best use of surplus fill is for re-use on other CGS projects. For all scenarios, CGS staff will continue to endeavour to find suitable uses for the fill. When contracts are issued for tender, the specifications will direct Contractors where to dispose surplus fill at CGS property, if opportunities exist.

Contractors and private land owners may continue to require permits from other various government agencies. For example, Conservation Sudbury may restrict placement of fill in flood plains. The Ministry of Natural Resources may also have restrictions with fill placement adjacent to waterways. The City will only manage the acquisition of supplemental permits in Scenarios 1 and 3.

In reviewing alternatives for disposal of surplus fill, CGS staff reviewed the possibility of using this material at CGS landfill sites. It was determined that most excavation sites have minimal volumes of material of a suitable nature for use at the landfill. The material must be relatively clean sands and fine gravels with low moisture content. CGS staff will continue to look for opportunities to take surplus fill to CGS landfill sites.

Conservation Sudbury would continue to provide a prime role in the examination of potential surplus fill sites for the purpose of authorizing the sites to receive fill.

In 2009, the City of Greater Sudbury passed the Site Alteration By-law 2009-170 which regulates the alteration of grades and the placing and dumping of fill. Staff will be meeting to ensure that the approach

moving forward ensures compliance with this By-law.

Ontario Provincial Standard Specification (OPSS) 180 – General Specification for the Management of Excess Material that has been developed for use in provincial and municipal oriented Contracts will be included in future CGS Contracts.

Various municipalities were contacted to understand their methods of dealing with the disposal of surplus fill. The findings of these discussions are summarized in Table 1 below:

**Table 1 – Discussions with Similar Sized Municipalities**

| Municipality     | Disposal Responsibility | Time in Effect | Private Property Release Form | Fill Site Size | Public Sale | Landfill Cover |
|------------------|-------------------------|----------------|-------------------------------|----------------|-------------|----------------|
| Barrie           | Contractor              | Many years     | yes                           | any size       | no          | never          |
| Kingston         | Contractor              | 15 years       | yes                           | large          | no          | periodically   |
| North Bay        | Contractor              | 2 Years        | yes                           | any size       | n/c         | periodically   |
| Peterborough     | Contractor              | Many years     | yes                           | any size       | no          | periodically   |
| Sault Ste. Marie | Contractor              | Many years     | yes                           | large          | n/c         | periodically   |
| Timmins          | Contractor              | n/c            | yes                           | n/c            | no          | often          |

n/c = No Comment

## **Recommendation**

Staff recommends that the CGS adopt Scenario 2, which will shift the responsibility for surplus fill disposal to the Contractor. Under this Scenario, Conservation Sudbury would continue to be involved in the site approval process. Shifting of responsibilities would remove the burden from CGS staff to locate, review, and authorize surplus fill sites and it would provide the Contractor with the opportunity to sell surplus fill, potentially reflecting a reduction in contract pricing.

Staff will continue to make best use of surplus fill on planned CGS future projects when possible. Future contracts would be modified to stipulate methods of disposal, and conditions for release of obligations where material is disposed at private property.

Subject to approval of this report, Surplus Fill By-law 2003-282 will be modified to reflect changes in surplus fill disposal methodology as well as to reflect an appropriate phase-out period.

**RECOMMENDATION TO COUNCIL**

Moved By Emelyn Dufusac No. OP2015-20  
Seconded By Ken Cormier Date 2015-07-06

THAT the City of Greater Sudbury directs staff to prepare revisions to the Surplus Fill By-Law 2003-282 all in accordance with Scenario 2 from the report dated June 18, 2015 from the General Manager of Infrastructure Services.

*deferred*

**CARRIED**  
2015-07-06

  
**Councillor Kirwan, Chair**

Recommendations are not ratified until  
approved by City Council.

|               |                      |
|---------------|----------------------|
| Presented To: | Operations Committee |
| Presented:    | Monday, Jan 18, 2016 |
| Report Date   | Monday, Jan 04, 2016 |
| Type:         | Managers' Reports    |

## Request for Decision

### Consolidation of Bridge Load Restriction Bylaws

#### Recommendation

THAT bylaws 2006-250, 2007-145, 2008-86 and 2008-268, which govern load restrictions on four separate bridges be repealed and all bridge load restrictions be consolidated into one bylaw;

AND THAT the Roberts River Bridge on Ironside Lake Road in Capreol be posted with a maximum load limit;

AND THAT the Finland Creek Bridge on Balsam Street in Copper Cliff be posted with a maximum load limit;

AND THAT the posting for the Spanish River Bridge on Spanish River Road be revised from a triple load posting to a single load posting;

AND THAT the posting for the Kalmo Road Bridge on Kalmo Road be revised from a single load limit of 15 tonnes to a single load limit of 13 tonnes;

All in accordance with the recommendations from the report dated January 4, 2016 from the General Manager of Infrastructure Services.

#### Signed By

**Report Prepared By**

Stephen Holmes  
Roads Engineer  
*Digitally Signed Jan 4, 16*

**Division Review**

David Shelsted  
Director of Roads & Transportation  
Services  
*Digitally Signed Jan 4, 16*

**Recommended by the Department**

Tony Cecutti  
General Manager of Infrastructure  
Services  
*Digitally Signed Jan 4, 16*

**Recommended by the C.A.O.**

Kevin Fowke  
Acting Chief Administrative Officer  
*Digitally Signed Jan 5, 16*

## Background

This report has been prepared to consolidate existing bridge load restrictions into one bylaw and to add two new bridge load restrictions to the bylaw.

There are currently four separate bylaws which restrict loads on the following bridges:

Bylaw 2006-250 which restricts the load on the Vermilion River Bridge located on Moose Mountain Mine Road in Capreol to a triple load posting of 19 tonnes (single vehicle), 30 tonnes (tractor and trailer) and 42 tonnes (tractor and two trailers).

Bylaw 2007-145 which restricts the load on the Spanish River Bridge on Spanish River Road to a triple load posting of 23 tonnes (single vehicle), 36 tonnes (tractor and trailer) and 50 tonnes (tractor and two trailers).

Bylaw 2008-86 which restricts the load on the Romford Creek Bridge on William Avenue in Coniston to a triple load posting of 8 tonnes (single vehicle), 14 tonnes (tractor and trailer) and 19 tonnes (tractor and two trailers).

Bylaw 2008-268 which restricts the load on the Kalmo Road Bridge on Kalmo Road in Hanmer to a single load posting of 15 tonnes.

The City retains a Structural Engineer to perform biennial inspections of all 164 City bridges as required by Ontario Regulation 104/97 Standards for Bridges. The Engineer recommended a structural analysis of the Finland Creek Bridge on Balsam Street in Copper Cliff and the Roberts River Bridge on Ironside Lake Road in Capreol. The following postings were recommended as a result of the analysis:

- The Roberts River Bridge on Ironside Lake Road in Capreol be signed with a triple load posting of 14 tonnes (single vehicle), 25 tonnes (tractor and trailer) and 35 tonnes (tractor and two trailers);
- And the Finland Creek Bridge on Balsam Street in Copper Cliff be signed with a triple load posting of 16 tonnes (single vehicle), 28 tonnes (tractor and trailer) and 40 tonnes (tractor and two trailers).

At the request of staff, after a vehicle impact on the Spanish River Bridge, an inspection by a Structural Engineer was requested to review the bridge structure. The Engineer recommended removal of the triple load posting and replacement with a single load posting of 15 tonnes. The revised load restriction signs are posted.

Also at the request of staff, after ice buildup on the Kalmo Road Bridge, an inspection by a Structural Engineer was requested to review the bridge structure. The Engineer recommended a maximum single load posting of 13 tonnes. The bridge is currently posted with a maximum single load posting of 10 tonnes.

Staff recommends repeal of the existing bridge load restriction bylaws and consolidation of the load restrictions into one bylaw, and the revision of the load restriction to the Spanish River Bridge and Kalmo Road Bridge, and addition of the load restrictions to the Roberts River Bridge, and the Finland Creek Bridge into the new bylaw as detailed above.

A draft of the proposed new bylaw is attached to this report.



## **By-Law 2015-\***

### **A By-law of the City of Greater Sudbury to Limit the Weight of Vehicles on Certain Bridges in the City of Greater Sudbury**

**Whereas** section 123(2) of the *Highway Traffic Act*, R.S.O. 1990, c. H.8 as amended, allows municipalities to pass by-laws limiting the gross weight of any vehicle or any class thereof passing over a bridge;

**And Whereas** the Council of the City of Greater Sudbury deems it desirable to limit the gross vehicle weight of any vehicle or class thereof passing over certain bridges in the City of Greater Sudbury;

**Now Therefore, the Council of the City of Greater Sudbury Hereby Enacts as Follows:**

#### Load Limit – Any Number or Combination

1. No person shall move a vehicle or combination of vehicles on, over or upon the Bridge identified in Column A in Schedule A attached to and forming a part of this By-law, if the gross weight of the vehicle or combination of vehicles exceeds the maximum load set out for that bridge on the same line in Column B of Schedule A attached hereto.

#### Load Limits by Number and Combination

2. No person shall move a vehicle or combination of vehicles on, over or upon the bridge identified in Column A in Schedule B attached to and forming a part of this By-law, if the gross weight of the vehicle or combination of vehicles exceeds the maximum load for that bridge for the number or combination of vehicles identified in Columns B-1, B-2 or B-3 as set out in Schedule B attached hereto.

#### Signage

3. The City's General Manager of Infrastructure Services or his or her authorized designate shall arrange to have notice of the limit of the weights posted up in a conspicuous place at each end of each bridge in accordance with this By-law.

#### Offence

**5.-(1)** Any person violating Section 1 or Section 2 of this By-law shall be guilty of an offence, and upon conviction is liable to a fine as determined in accordance with section 125 of the *Highway Traffic Act*, R.S.O. 1990, c. H.8 as amended from time to time.

(2) Any person violating Section 4 of this By-law shall be guilty of an offence, and upon conviction is liable to a fine as determined in accordance with the *Highway Traffic Act*, R.S.O. 1990, c. H.8 as amended from time to time.

#### Repeal

6.-(1) By-laws 2006-250, 2007-145, 2008-86, 2008-268 are hereby repealed

(2) The repeal of any By-law identified in subsection 5(1) does not affect any offence committed against that By-law so repealed or any penalty or forfeiture or punishment incurred in respect thereof; or affect any investigation, legal proceeding or remedy in respect of such privilege, obligation, liability, penalty, forfeiture or punishment.

#### Effect

7. This By-law shall come into full force and effect upon passage.

Read and Passed in Open Council this \* day of \*, 2015

\_\_\_\_\_ - Mayor

\_\_\_\_\_ - Clerk

**Schedule A to By-law 2015-\***

**Load Restrictions – any Number or Combination of Vehicles**

**Page 1 of 1**

| <b>Column A<br/>Bridge - Description</b>   | <b>Column B<br/>Maximum gross weight of the vehicle or<br/>combination of vehicles permitted on the<br/>Bridge in Tonnes</b> |
|--|--|
| Kalmo Road Bridge / Whitson River Bridge<br>-Kalmo Road<br>-0.90 km north of Main Street<br>-CGS Structure Number 3006 | 13 tonnes  |
| Spanish River Road Bridge<br>-Spanish River Road<br>-3.20 km west of Manninen Road<br>-CGS Structure Number 1000       | 15 tonnes  |
| Coniston Creek Bridge<br>-Government Road<br>-0.50km east of Second Avenue<br>- CGS Structure Number 5016              | 6 tonnes   |

## Schedule B to By-law 2015-\*

### Load Restrictions by Number or Combination of Vehicles

Page 1 of 1

| Column A<br>Bridge - Description  | Column B<br>Maximum gross weight of the vehicle or<br>combination of vehicles permitted on the Bridge in<br>Tonnes |  |   |
|---|--|--|---|
|   | Column B-1<br>Single Vehicle Unit  | Column B-2<br>Two Vehicle Unit<br>(such as a Tractor<br>and Trailer) | Column B-3<br>Three Vehicle Unit<br>(such as a Tractor and<br>Two Trailers) |
| Finland Creek Bridge<br>-Balsam Street, Copper Cliff<br>-0.05 km north of Finland Street<br>-CGS Structure Number 1019    | 16 tonnes  | 28 tonnes  | 40 tonnes   |
| Roberts River Bridge<br>-Ironside Lake Road, Capreol<br>-0.30 km west of Hwy 806 (MR 84)<br>-CGS Structure Number 4005    | 14 tonnes  | 25 tonnes  | 35 tonnes   |
| Vermillion River Bridge<br>-Moose Mountain Mine Road,<br>Capreol,<br>-0.30 km south of Milnet Road<br>-CGS Structure 4001 | 19 tonnes  | 30 tonnes  | 42 tonnes   |
| Romford Creek Bridge<br>-William Avenue, Coniston<br>-0.03 km south of Nickel Street<br>-CGS Structure 5014               | 8 tonnes   | 14 tonnes  | 19 tonnes   |



# City of Greater Sudbury Charter

**WHEREAS** Municipalities are governed by the Ontario Municipal Act, 2001;

**AND WHEREAS** the City of Greater Sudbury has established Vision, Mission and Values that give direction to staff and City Councillors;

**AND WHEREAS** City Council and its associated boards are guided by a Code of Ethics, as outlined in Appendix B of the City of Greater Sudbury's Procedure Bylaw, most recently updated in 2011;

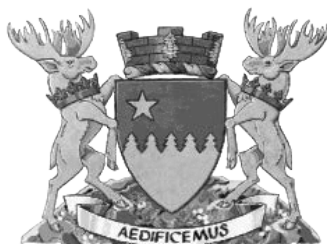
**AND WHEREAS** the City of Greater Sudbury official motto is "Come, Let Us Build Together," and was chosen to celebrate our city's diversity and inspire collective effort and inclusion;

**THEREFORE BE IT RESOLVED THAT** Council for the City of Greater Sudbury approves, adopts and signs the following City of Greater Sudbury Charter to complement these guiding principles:

**As Members of Council, we hereby acknowledge** the privilege to be elected to the City of Greater Sudbury Council for the 2014-2018 term of office. During this time, we pledge to always represent the citizens and to work together always in the interest of the City of Greater Sudbury.

**Accordingly, we commit to:**

- Perform our roles, as defined in the Ontario Municipal Act (2001), the City's bylaws and City policies;
- Act with transparency, openness, accountability and dedication to our citizens, consistent with the City's Vision, Mission and Values and the City official motto;
- Follow the Code of Ethical Conduct for Members of Council, and all City policies that apply to Members of Council;
- Act today in the interest of tomorrow, by being responsible stewards of the City, including its finances, assets, services, public places, and the natural environment;
- Manage the resources in our trust efficiently, prudently, responsibly and to the best of our ability;
- Build a climate of trust, openness and transparency that sets a standard for all the City's goals and objectives;
- Always act with respect for all Council and for all persons who come before us;
- Ensure citizen engagement is encouraged and promoted;
- Advocate for economic development, encouraging innovation, productivity and job creation;
- Inspire cultural growth by promoting sports, film, the arts, music, theatre and architectural excellence;
- Respect our historical and natural heritage by protecting and preserving important buildings, landmarks, landscapes, lakes and water bodies;
- Promote unity through diversity as a characteristic of Greater Sudbury citizenship;
- Become civic and regional leaders by encouraging the sharing of ideas, knowledge and experience;
- Work towards achieving the best possible quality of life and standard of living for all Greater Sudbury residents;



# Charte de la Ville du Grand Sudbury

**ATTENDU QUE** les municipalités sont régies par la Loi de 2001 sur les municipalités (Ontario);

**ATTENDU QUE** la Ville du Grand Sudbury a élaboré une vision, une mission et des valeurs qui guident le personnel et les conseillers municipaux;

**ATTENDU QUE** le Conseil municipal et ses conseils sont guidés par un code d'éthique, comme l'indique l'annexe B du Règlement de procédure de la Ville du Grand Sudbury dont la dernière version date de 2011;

**ATTENDU QUE** la devise officielle de la Ville du Grand Sudbury, « Ensemble, bâtissons notre avenir », a été choisie afin de célébrer la diversité de notre municipalité ainsi que d'inspirer un effort collectif et l'inclusion;

**QU'IL SOIT RÉSOLU QUE** le Conseil de la Ville du Grand Sudbury approuve et adopte la charte suivante de la Ville du Grand Sudbury, qui sert de complément à ces principes directeurs, et qu'il y appose sa signature:

**À titre de membres du Conseil**, nous reconnaissons par la présente le privilège d'être élus au Conseil du Grand Sudbury pour le mandat de 2014-2018. Durant cette période, nous promettons de toujours représenter les citoyens et de travailler ensemble, sans cesse dans l'intérêt de la Ville du Grand Sudbury.

**Par conséquent, nous nous engageons à :**

- assumer nos rôles tels qu'ils sont définis dans la Loi de 2001 sur les municipalités, les règlements et les politiques de la Ville;
- faire preuve de transparence, d'ouverture, de responsabilité et de dévouement envers les citoyens, conformément à la vision, à la mission et aux valeurs ainsi qu'à la devise officielle de la municipalité;
- suivre le Code d'éthique des membres du Conseil et toutes les politiques de la municipalité qui s'appliquent à eux;
- agir aujourd'hui pour demain en étant des intendants responsables de la municipalité, y compris de ses finances, biens, services, endroits publics et du milieu naturel;
- gérer les ressources qui nous sont confiées de façon efficiente, prudente, responsable et de notre mieux;
- créer un climat de confiance, d'ouverture et de transparence qui établit une norme pour tous les objectifs de la municipalité;
- agir sans cesse en respectant tous les membres du Conseil et les gens se présentant devant eux;
- veiller à ce qu'on encourage et favorise l'engagement des citoyens;
- plaider pour le développement économique, à encourager l'innovation, la productivité et la création d'emplois;
- être une source d'inspiration pour la croissance culturelle en faisant la promotion de l'excellence dans les domaines du sport, du cinéma, des arts, de la musique, du théâtre et de l'architecture;
- respecter notre patrimoine historique et naturel en protégeant et en préservant les édifices, les lieux d'intérêt, les paysages, les lacs et les plans d'eau d'importance;
- favoriser l'unité par la diversité en tant que caractéristique de la citoyenneté au Grand Sudbury;
- devenir des chefs de file municipaux et régionaux en favorisant les échanges d'idées, de connaissances et concernant l'expérience;
- viser l'atteinte de la meilleure qualité et du meilleur niveau de vie possible pour tous les résidents du Grand Sudbury.