

## Request for Decision

### Roads and Water/Wastewater Capital Program Mid Year Financial Summary

Presented To: Finance and  
Administration  
Committee

Presented: Tuesday, Jul 11, 2017

Report Date Wednesday, Jun 28,  
2017

Type: Managers' Reports

### Resolution

#### Resolution 1:

THAT the City of Greater Sudbury approves retrofits to the Old Transit Garage and the Old Transit Administration Building to accommodate permanent storage requirements and temporary administration facilities at an estimated cost of \$650,000 to be funded from identified existing capital funds as described in the report from the General Manager of Growth and Infrastructure entitled Roads and Water/Wastewater Capital Program Mid Year Financial Summary dated June 28, 2017.

#### Resolution 2:

THAT the City of Greater Sudbury approves tendering the sewer upgrades for the Jacob Street section of Lively at an estimated cost of \$4.0M with funds of \$3.05M identified in the existing capital budget and \$950,000 from the deferral of the Walden Wastewater Treatment Plant detailed design to 2019 as described in the report from the General Manager of Growth and Infrastructure entitled Roads and Water/Wastewater Capital Program Mid Year Financial Summary dated June 28, 2017;

#### Resolution 3:

THAT the City of Greater Sudbury approves additional spending of \$1.0M for watermain lining and \$1.0M for sewer main lining with funding to come from the Capital Financing Reserve Fund – Water and Wastewater respectively as described in the report from the General Manager of Growth and Infrastructure entitled Roads and Water/Wastewater Capital Program Mid Year Financial Summary dated June 28, 2017;

#### Resolution 4:

THAT the City of Greater Sudbury approves upgrades to the Green Avenue Storm Conveyance at an

#### Signed By

##### Report Prepared By

Mark Frayne  
Director of Engineering Services  
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##### Manager Review

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##### Division Review

David Shelsted  
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##### Recommended by the Department

Tony Cecutti  
General Manager of Growth and  
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##### Financial Implications

Ed Stankiewicz  
Executive Director of Finance, Assets  
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##### Recommended by the C.A.O.

Ed Archer  
Chief Administrative Officer  
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estimated cost of \$2.5M with funding to come from existing capital budgets as described in the report from the General Manager of Growth and Infrastructure entitled Roads and Water/Wastewater Capital Program Mid Year Financial Summary dated June 28, 2017;

Resolution 5:

THAT the City of Greater Sudbury approves increasing the scope of the Nickel Lift Station Upgrades and forcemain project to include upsizing of the watermain on Kelly Lake Road at an estimated cost of \$1.0M and that the funding be provided equally through identified existing capital funds and the deferral of \$500,000 in Well Building Repairs fund projects as described in the report from the General Manager of Growth and Infrastructure entitled Roads and Water/Wastewater Capital Program Mid Year Financial Summary dated June 28, 2017.

## **Relationship to the Strategic Plan / Health Impact Assessment**

This report refers to Responsive, Fiscally Prudent, Open Governance: Focus on openness, transparency and accountability in everything we do.

## **Report Summary**

The purpose of this report is to provide Council with an update of Infrastructure department capital construction projects works in progress (WIP) as well as request approval on a number of projects that are outside of the approved budget.

## **Financial Implications**

1. The capital funding for upgrades to the Old Transit Garage will come from identified existing capital funds, (\$180,000) and System Improvement Funds (\$100,000) and the deferral of Well Building Repairs (\$370,000). The re-allocation of funding from Well Building Repairs will be reinstated in the 2019 capital budget. For 2017, the CGS assets division has budgeted for minimal maintenance and utility costs related to the former Transit Garage. For 2018 the estimated costs would be adjusted upwards to reflect increased utility costs associated with staff occupancy. The projected costs for 2018 are estimated to be fully recovered by the occupants based on square footage. Water Wastewater share will be approximately \$80,000, while the remaining occupants (Roads, Leisure and Solid Waste) will contribute approximately \$106,000. The \$80,000 for Water wastewater will form part of the 2018 water rate supported operating budget, while the incremental costs of approximately \$33,000 will be added to the tax levy portion of the operating budget. When the Facility rationalization is complete, future budgets and allocations of costs will be adjusted to reflect actual occupancy of facilities.
2. The funding of \$3.05M for Lively Sewer upgrades were approved in 2017 capital budget. The detailed design funds for Walden Wastewater Treatment Plant were approved in the 2013 capital budget. The reallocation of funding from the Walden project will be reinstated in the 2018 and 2019 capital budgets.
3. The Capital Financing Reserve Fund Uncommitted – Water has a balance of \$4.9M and the balance would be reduced to \$3.9M if the watermain lining projects are approved. The Capital Financing Reserve Fund Uncommitted – Wastewater has a balance of \$7.7M and the balance would be reduced to \$6.7M if the sewermain lining projects are approved.
4. The funding for the Green Avenue Storm Conveyance upgrades will come from \$405,000 in existing developer contributions and the remaining \$2.095M will come from funds set aside for Junction Creek watershed projects. Those funds will be reassigned in future year's capital budgets to support

projects as recommended by the watershed study.

5. The funding for the Kelly Lake watermain upsizing will come from existing capital funds (\$500,000) and the remaining \$500,000 will come from the deferral of \$500,000 in Well Building Repairs fund which will be reinstated in the 2018 capital budget.

# Update on Growth and Infrastructure Department Capital Construction Projects

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The purpose of this report is to provide Council with an update of the Growth and Infrastructure Department capital construction projects works in progress (WIP) as well as request approval on a number of projects that are outside of the approved budget.

The report provides six key areas of focus summarized as follows:

1. Update of Depot Rationalization and request for re-allocation of capital;
2. Update of Lively-Walden sewer works and request for re-allocation of capital;
3. Allocation of Water and Wastewater capital reserve funds for enhanced 2017 construction works;
4. Update of Green Avenue Storm Conveyance Works and request for re-allocation of capital;
5. Update of Kelly Lake Road construction project and request for re-allocation of capital;
6. Summary of Progress of Capital Construction scheduled for 2017 and 2018.

## (1) Update of Depot Rationalization and Request for Re-Allocation of Capital

### Background

On January 26, 2016 Council received a report entitled Facility Rationalization Review <https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=2&id=939>. The report provided a summary of the operating conditions of a number of City facilities including 15 public works depots, 4 parks depots, the Old Transit Garage at the Frobisher site and, numerous existing administration facilities. Council passed a number of resolutions and this report will summarize the status and progress on a few of those resolutions.

### Surplus Depots

Resolution No. CC2016-18 declared seven (7) existing depot sites to be surplus to City operations, and authorized staff to initiate sale or lease of these properties. These negotiations have largely been successful and almost all of these properties have been sold.

As a consequence of these sales, operations staff has also rationalized storage requirements. All equipment stored in these sold facilities has been relocated to other existing storage yards or depot buildings.

## **Old Transit Garage**

Resolution No. CC2016-24 approved that the Old Transit Garage at the Frobisher Operations site could be used for CGS and Police storage requirements. City staff from the Assets Section has worked with the various operating Divisions to confirm storage needs. The Old Transit Garage has proven to be a very appropriate and cost-effective storage facility.

The re-purposed storage garage has provided a secure and convenient facility for the storage of some seasonal equipment. It has also served to store equipment inside and away from the elements for some operations that previously had to store equipment outside.

The retrofit of the Old Transit Garage was completed mostly with capital allocations set aside by each operating Division in their 2017 capital plans. The Water/Wastewater Services Division has identified an opportunity to build an engineered racking system that was not identified in the 2017 capital budget. This new racking system provides a safer and better organized storage system for parts and inventory management.

The capital cost to complete the upgrades required at the storage garage for the Water/Wastewater Services Division is estimated to be \$250,000.

## **Consolidated Operations**

Resolution No. CC2016-22 directed staff to complete a more detailed study of three key operating depots, namely Frobisher, St. Clair and Suez. The intent is to consider further opportunities to create operational efficiencies through appropriate capital investments, re-use or demolition of existing facilities and, consideration of property acquisition and supplemental buildings.

Through allocations in the 2017 capital budget, staff retained a consultant to assist with this more detailed study. The report is well underway and it is anticipated that the findings will be presented to Council in the Fall of 2017.

In the meantime, staff with the assistance of the consultant, has identified a number of concerns with operating spaces shared by the Roads and Transportation Services Division and the Distribution and Collection Section of the Water/Wastewater Services Division. These concerns were highlighted in the 2016 Facility Rationalization Review, and have since been revisited in more detail. The concerns are principally related to the Frobisher and North-West (Rayside) operations depots and can be summarized as:

- The existing facilities are not well equipped to deal with current demands and standards;
- A lack of appropriate space at both depots complicates morning mustering;

- A lack of lunchroom space, locker room space and configuration, and shower stall space makes it challenging to follow expected modern occupational hygiene practices;
- A lack of suitable training space makes delivering training difficult;
- A lack of space exists for proper offices, secure storage shelving and racking.

Recently, experience with both planned and emergency maintenance responses have indicated that apparent organizational and operational advantages are possible from centralizing the Distribution and Collection Section staff into a single depot.

Recognizing the need for depot improvements the more detailed study will identify a longer term solution to the depot issues. It is anticipated that significant retrofits to existing depot facilities would require time for proper evaluation, consideration of costs, detailed designs and construction. It is common for projects like this to require several years for implementation following the identification of approved funding.

In the interim, staff has identified an opportunity to retrofit an existing facility at a modest cost. This would allow the workforce to occupy an intermittent space, address any health and safety concerns, and obtain some short term operational benefits.

The interim plan seeks to make modest improvements to the former Old Transit Office to centrally house the Distribution and Collection Section for the transitional period until the new permanent depot solution is identified, funded, and constructed.

In support of this model a conceptual sketch was developed to determine if the option was feasible and provide the foundation for cost estimates. Modifications to the Old Transit Office focus mainly on providing sufficient locker room space appropriately configured complete with shower facilities to support the occupational hygiene needs of the Section.

In consultation with the Assets Section, the estimated cost to construct the required facilities, and move the staff to the interim depot would be in the order of \$400,000.

Once the Distribution and Collection Section vacates the existing two depots, any remaining immediate health and safety retrofits to the Frobisher and Rayside depots will be funded through existing budgets.

## **Funding Sources**

There is approximately \$180,000 in the Water and Wastewater depot upgrade budget available for this project, which does not reflect the enhanced scope of this project. The remaining \$470,000 has been identified in the System Improvement fund (\$100,000) and the

deferral of Well Building Repairs (\$370,000). The Well Building Repairs will be reinstated in the 2019 capital budget.

For 2017, the CGS assets division has budgeted for minimal maintenance and utility costs related to the former Transit Garage because the facility used minimal heat and hydro. For 2018 the estimated costs would be adjusted upwards to reflect increased utility costs associated with staff occupancy. The projected costs for 2018 are estimated to be fully recovered by the occupants based on square footage. Water wastewater share will be approximately \$80,000, while the remaining occupants (Roads, Leisure and Solid Waste) will contribute approximately \$106,000.

The \$80,000 for Water wastewater will from part of the 2018 water rate supported operating budget, while the incremental costs of approximately \$33,000 will be added to the tax levy portion of the operating budget.

When the Facility rationalization is complete, future budgets and allocations of costs will be adjusted to reflect actual occupancy of facilities.

## **(2) Update of Lively-Walden Sewer Works and Request for Re-Allocation of Capital**

### **Background**

The Water/Wastewater Master Plan and the Class Environmental Assessment for the Walden-Lively Wastewater Treatment System have identified a number of necessary wastewater facility upgrades.

The wastewater program includes a number of initiatives to be funded and phased in over multiple years. The program includes:

- Decommissioning the Lively Wastewater Treatment Plant (WWTP);
- Upgrades to the Walden WWTP;
- Retrofits and reconstruction of existing sewer systems to reduce direct inflow and infiltration;
- Upgrades to existing lift stations, forcemains and gravity sewer to increase capacity as required.

One such project, the upgrading of the sewer on Jacob Street was scheduled to commence in 2017. This work is necessary to ensure the capacity of the system meets the growth needs for the area.

To date, there is \$10.4M remaining in the capital budget allocated for the program. The current design estimate for the Jacob Street sewer is \$4.0M however the current budget

allocation is only \$3.0M. It is proposed that the difference be funded by transferring WIP from the Walden WWTP project which will likely not proceed to construction before 2019.

There is an ongoing study to review inflow and infiltration in the Walden system. The results of this study may affect the scope of the Walden WWTP upgrades and EA Study. The budget for the Walden WWTP will be reinstated in the 2018 or 2019 capital budget submissions as necessary to meet the cash flow needs of that project, and to address the final recommendations of the EA.

### **(3) Allocation of Water and Wastewater Capital Reserve Funds for Enhanced 2017 Construction Works**

#### **Background**

The Division experienced an overall surplus of \$2.2M in 2016 and as the surplus has been contributed to reserve funds, in accordance with policy, staff is proposing to utilize a portion of the uncommitted reserve funds to achieve additional infrastructure renewal work in the form of watermain and sewer system rehabilitation in 2017. Lining requires less engineering lead time and continues to provide good value for money. For example, the latest cost figures show that 590 meters of 150 mm (6") diameter watermain can be lined for approximately \$525,000. This is less than current pricing for full pipe replacement.

Staff is recommending that \$1.0M be approved for watermain lining and that the funding be provided from the Capital Finance Reserve Fund – Water, which has a current balance of approximately \$4.9M and \$1.0M be approved for sewer main lining and that the funding be provided from the Capital Finance Reserve Fund – Wastewater, which has a current balance of approximately \$7.7M.

### **(4) Update of Green Avenue Storm Conveyance Works and Re-Allocation of Capital**

#### **Background**

The 2004 Algonquin Road Watershed Stormwater Management Class Environmental Assessment recommended several projects to improve stormwater quantity and quality in the area. Since that time, a number of the drainage projects have been implemented including Rockwood Ave., Regent St. Culverts, and Field St. The Countryside pond is in the design phase and will begin construction next year. A number of other projects were to be implemented as development progresses to the point where their need is required.

We have received development applications upstream of Green Ave. that require the implementation of the Green Avenue conveyance improvements to support this and future



development and improve the existing conveyance system for Green Avenue residents. The original Algonquin Watershed Study identified risks associated with increased runoff from future development related to the downstream capacity of the existing Green Avenue conveyance system.

The project consists of upgrades to the Green Avenue culvert and channel through Brown's Concrete. Discussions with Brown's Concrete during design indicated the only window to complete construction works on their property to avoid disruption to their production is December and January. In an effort to avoid disruption to their operations and ensure development can proceed the City is requesting this project be approved. Completing the work now ensures that improvements are made in advance of the development and to address the business concerns.

The project is estimated to cost \$2,500,000 with \$405,604 funded from existing developer contributions. Future development contributions toward the project are estimated to be between \$750,000 and \$1,000,000. To complete the project, approximately \$2,094,396 is required to front end the construction. It is proposed to use existing capital accounts in the Drainage Section budget that will not be ready for construction in the near future. Future contributions, to be realized as developers complete their project will be returned to the Drainage Section Capital Reserve.

Staff proposes to finance this project from funds available in a reserve account for the East Branch Junction Creek Stormwater Management project in the amount of \$2,094,396. These funds have been set aside through successive budgets for projects in anticipation of recommendations from the Junction Creek Subwatershed Study. The Junction Creek, Ramsey Lake and Whitewater Lake Subwatershed Studies will be complete in March of 2018 and the resulting recommendations will propose projects and budgets for prioritization during the 2019 Budget. The 2017 Budget five year outlook allocated contributions for East Branch Junction Creek stormwater improvements in 2019, 2020 and 2021. A summary of the proposition can be found in Table 1.

**Table 1: Funding Proposition**

Project	Approved Funding to Date	Funds Spent	Budget Available	Budget Transfer
East Branch Junction Creek Stormwater Management	\$2,201,000	\$46,546	\$2,154,454	<\$2,094,396>
Green Avenue Stormwater Conveyance Upgrades	\$0	\$0	\$0	\$2,094,396

## **(5) Update of Kelly Lake Road Construction Project and Request for Re-Allocation of Capital**

### **Background**

The City is proceeding with a number of related infrastructure improvements on Kelly Lake Road.

The replacement of the existing steel drainage culvert on Kelly Lake Road at Junction Creek is under construction and scheduled to be completed this Fall.

The Copper Cliff Sewage Treatment Plant is scheduled to be decommissioned in 2018. Upgrades to the Nickel Lift Station have recently commenced to facilitate diverting wastewater from Copper Cliff to the Wastewater Treatment Plant (WWTP) on Kelly Lake Road. A forcemain will convey flows from Copper Cliff in a route that follows Lorne Street and Kelly Lake Road to the WWTP. The design of the forcemain is nearing completion.

The design of cycling infrastructure between Junction Creek and Lorne Street is well underway and will be incorporated with the forcemain design.

During the design phase of the Nickel Lift Station upgrades and forcemain, it was determined that it would be appropriate and efficient to replace the watermain at the same time. The preliminary estimate for this portion of the contract is \$1.0M and if approved the funding would come equally (\$500,000) from System Improvement funds and the deferral of Well Building upgrades approved in the 2017 capital budget. The total amount approved for Well Building Upgrades in 2017 was \$1,475,900. The design phases will start in 2017 with construction anticipated in 2018. The \$500,000 will be reinstated in the 2018 Capital Budget. The use of System Improvement funds is warranted as the replacement is an upsizing in the current watermain and will improve water flows to the affected commercial and industrial properties.

To minimize disruption to businesses on Kelly Lake Road, construction of the remaining work will not commence until the bridge construction is complete. It is anticipated that this work will proceed to tender later this year.

## **(6) Summary of Progress of Capital Construction Scheduled for 2017 and 2018**

Attached to this report in Appendix A is a summary of Roads, Bridges, Drains and Water/Wastewater capital construction projects status as of May 31, 2017.

All construction projects approved by Council for 2017 have either commenced construction, are out for tender pricing or, are still in the design phase. It should be noted that most projects

which commenced in 2017 show only minimal expenditures to date. This is because most projects only commenced in May and the report includes expenses to May 31<sup>st</sup>. Construction progress payments start to show on the accounts in July.

For the 2017 construction season, staff has focused on ensuring that all projects related to any grant funding is completed within the approved agreement with the Province or Federal government. While this is necessary to secure available funding, it has resulted in a number of regular construction projects that may not be completed in 2017.

In addition, there are a number of projects that are of sufficient size and scope that they will be completed over two construction seasons. As an example, Second Avenue in New Sudbury and the Kelly Lake Road upgrades will be completed in 2018.

All regularly scheduled capital allocations for preventable asset management, such as crack sealing, asphalt surface rehabilitation, and water and sewer lining, have all been tendered and are out to construction. While a number of projects remain in the design phase, we anticipate issuing many of these projects for tender later this year.

Upon completion of detailed design, or subsequent to obtaining tender prices, it occasionally becomes apparent that there are excess or insufficient funds in a given project. The capital budget policy allows transfers within the capital envelope for that operating division to ensure that projects proceed expeditiously. Where additional capital funds are necessary for changes in scope of work, Council approval would be obtained.

The attached spreadsheet is intended to be brief, but also to provide a more comprehensive summary of the work underway throughout the City. It is recognized that the volume of work for City staff to successfully execute the capital program is creating issues with workload management. It is acknowledged that Council has authorized the recruitment of additional staff on a contract basis to manage the workload. Due to regular succession, the general availability of skilled workers, and the need to ensure capital project work is expedited, recruitment efforts to date have not realized a substantially larger work force to date. The following efforts are being made to manage the workload and ensure the program is as successful as possible.

- Local consultant resources have been retained to ensure design and contract administration services meet the needs of the time-sensitive construction projects;
- Engineering Services has been reorganized to ensure the appropriate focus on project management functions;
- Project management manuals, and standard project business processes are being modified and developed as necessary to mitigate project risk, to enhance the experience for key stakeholders, and to develop more efficient project processes;
- Additional staff resources have been seconded from other operating divisions to assist with various aspects of project delivery, including design, project management and communications;

As discussed with Council in the past, it is understood that resources are necessary to successfully deliver a capital project when the project is presented for consideration. In that regard, staff are developing further tools to assist with planning future capital projects.

Appendix A - Capital Projects in Progress - Detailed Listing  
May 31, 2017

Budget Year (Ordered by most Recent Budget Request Year)		Capital Construction Expenditure Budget (Including Transfers per Capital Budget Policy)	Actual Expenditures up to May 31, 2017	Estimated Costs Remaining	Total Anticipated Costs	Variance	Project Status	Comments
	Project Description							
	<b>Water</b>	\$ 61,736,781	\$ 26,268,026	\$ 34,406,856	\$ 60,674,882	\$ 1,061,899		
	<b>Plants</b>	\$ 24,627,150	\$ 13,997,196	\$ 10,629,954	\$ 24,627,150	\$ -		
2012	Val Caron Booster	\$ 1,747,644	\$ 260,888	\$ 1,486,756	\$ 1,747,644	\$ -	in tender	to be tendered in July
2014	Well Inspection Rehab	\$ 1,762,036	\$ 1,445,598	\$ 316,438	\$ 1,762,036	\$ -	on going	3 year timeline
2014	Onaping Wells Caustic Soda	\$ 505,257	\$ 374,083	\$ 131,174	\$ 505,257	\$ -	in progress	completion in 2017
2014	David Street WTP	\$ 193,550	\$ 6,354	\$ 187,196	\$ 193,550	\$ -	in design	relates to HVAC Phase II
2014	Ramsey Lake Outfall	\$ 549,423	\$ 539,423	\$ 10,000	\$ 549,423	\$ -	complete	in warranty period
2014	Kingsway and Moss/Montrose Booster Station	\$ 600,000		\$ 600,000	\$ 600,000	\$ -	in design	
2014	Water Filling Station	\$ 400,000	\$ 164,277	\$ 235,723	\$ 400,000	\$ -	ongoing	as required, Countryside to be upgraded this year
2015	Wahnapiatae WTP	\$ 12,175,293	\$ 9,774,436	\$ 2,400,857	\$ 12,175,293	\$ -	technology review underway	relates to reactivator upgrade
2016	Misc. Repairs	\$ 709,322	\$ 600,109	\$ 109,213	\$ 709,322	\$ -	ongoing	multi year projects
Various	Well Building Repairs	\$ 3,014,776	\$ 330,482	\$ 2,684,294	\$ 3,014,776	\$ -	ongoing	multi year projects
Various	Well Building Upgrades	\$ 1,475,900	\$ -	\$ 1,475,900	\$ 1,475,900	\$ -	in design	multi year projects
Various	Booster Station Upgrades	\$ 262,405	\$ 183,392	\$ 79,013	\$ 262,405	\$ -	in design	multi year projects
Various	Various Projects < \$200,000	\$ 1,231,544	\$ 318,154	\$ 913,390	\$ 1,231,544	\$ -	ongoing	multi year projects

Budget Year (Ordered by most Recent Budget Request Year)		Capital Construction Expenditure Budget (Including Transfers per Capital Budget Policy)		Actual Expenditures up to May 31, 2017		Estimated Costs Remaining		Total Anticipated Costs		Variance		Project Status		Comments	
	Linear	\$	37,109,631	\$	12,270,830	\$	23,776,902	\$	36,047,732	\$	1,061,899				
2010	Valley Water System	\$	891,084	\$	156,156	\$	734,928	\$	891,084	\$	-	ongoing		EA done, detailed design and property aquisition o/s	
2012	Third Ave (Lively)	\$	549,161	\$	392,273	\$	156,888	\$	549,161	\$	-	complete		in claims process	
2012	MR80 Watermain	\$	150,000	\$	-	\$	150,000	\$	150,000	\$	-	in progress		valve	
2013	Whitefish Rechlorination Stat.	\$	845,169	\$	285,777	\$	559,392	\$	845,169	\$	-	in design		looping - construction 2018	
2013	John Street	\$	1,008,085	\$	944,075	\$	64,010	\$	1,008,085	\$	-	complete		in claims process	
2013	Jean Street	\$	750,799	\$	722,497			\$	722,497	\$	28,302	complete		surplus to be used for other water in accordance with policy	
2014	Second Avenue (Sudbury)	\$	700,000	\$	-	\$	700,000	\$	700,000	\$	-	in progress		construction commenced spring 2017	
2014	Dollard Avenue	\$	549,920	\$	429,693			\$	429,693	\$	120,227	complete		surplus to be used for other water in accordance with policy	
2014	Elgin street	\$	868,657	\$	790,719	\$	77,938	\$	868,657	\$	-	in progress		in progress	
2015	Maley Drive Watermain	\$	1,500,000	\$	280,672	\$	1,219,328	\$	1,500,000	\$	-	in progress		lined vs replacement	
2015	Second Avenue (Coniston)	\$	1,008,000	\$	811,740	\$	196,260	\$	1,008,000	\$	-	in progress		almost complete	
2015	Vermilion Water System	\$	550,000	\$	93,131	\$	456,869	\$	550,000	\$	-	in design		Copper Cliff flowmeter in design phase	
2015	Watermain Valve Replacement	\$	311,193	\$	1,408	\$	309,785	\$	311,193	\$	-	in progress		multi projects as required	
2015	Ash / Alder St.	\$	700,000	\$	527,499			\$	527,499	\$	172,501	complete		surplus to be used for other water in accordance with policy	
2015	Elm Street	\$	110,000	\$	-	\$	110,000	\$	110,000	\$	-	in design		lining to be done in advance of road work	
2015	Distribution Support	\$	399,133	\$	107,752	\$	291,381	\$	399,133	\$	-	in progress		used as contingency	
2015	Moonlight Ave	\$	1,900,000	\$	1,589,540			\$	1,589,540	\$	310,460	complete		surplus to be used for other water in accordance with policy	
2016	MR35	\$	1,287,033	\$	9,973	\$	1,277,060	\$	1,287,033	\$	-	in design		construction to commencein 2018	
2016	First Avenue (Coniston)	\$	625,000	\$	787	\$	624,213	\$	625,000	\$	-	tender awarded		money to be used in conjunction with CWWF	
2016	Lorne Street	\$	2,524,328	\$	982,936	\$	1,541,392	\$	2,524,328	\$	-	in progress		underway on Phase 1, RFP for next phases in development	
2016	Watermain Rehabilitation	\$	1,633,000	\$	1,486,789	\$	146,211	\$	1,633,000	\$	-	in progress		near completion	
2016	Arvo Street	\$	624,952	\$	447,864	\$	177,088	\$	624,952	\$	-	in progress		Phase 1 almost complete	
2016	MacLachlan Street	\$	325,000	\$	150,960			\$	150,960	\$	174,040	complete		surplus to be used for other water in accordance with policy	
2016	Roger Street	\$	790,000	\$	657,705			\$	657,705	\$	132,295	complete		surplus to be used for other water in accordance with policy	
2016	St Nicholas Street	\$	393,000	\$	355,763			\$	355,763	\$	37,237	complete		surplus to be used for other water in accordance with policy	
2016	Dundas Street	\$	225,000	\$	161,840			\$	161,840	\$	63,160	complete		surplus to be used for other water in accordance with policy	
2016	Mary court	\$	275,000	\$	251,323			\$	251,323	\$	23,677	complete		surplus to be used for other water in accordance with policy	
2016	Parkwood Street	\$	125,000	\$	2,024	\$	122,976	\$	125,000	\$	-	in design			
2016	Yorkshire Drive	\$	100,000	\$	-	\$	100,000	\$	100,000	\$	-	in progress		in construction	
2017	BarryDowne Westmount Kingsway	\$	1,160,000	\$	-	\$	1,160,000	\$	1,160,000	\$	-	in design			
2017	Margaret - Second Ave to East End	\$	500,000	\$	-	\$									

Appendix A - Capital Projects in Progress - Detailed Listing  
May 31, 2017

Budget Year (Ordered by most Recent Budget Request Year)		Capital Construction Expenditure Budget (Including Transfers per Capital Budget Policy)	Actual Expenditures up to May 31, 2017	Estimated Costs Remaining	Total Anticipated Costs	Variance	Project Status	Comments
	Wastewater	\$ 97,660,688	\$ 35,128,327	\$ 62,824,878	\$ 97,953,205	\$ (292,517)		
	Plants	\$ 69,290,613	\$ 27,179,042	\$ 42,111,571	\$ 69,290,613	\$ -		
2009	St. Charles Street Lift Station	\$ 10,103,721	\$ 656,812	\$ 9,446,909	\$ 10,103,721	\$ -	in design	detailed design awarded, construction 2019
2009	Lively WWTP	\$ 1,320,919	\$ 615,648	\$ 705,271	\$ 1,320,919	\$ -	in design	design underway
2010	Azilda WWTP	\$ 3,210,349	\$ 895,182	\$ 2,315,167	\$ 3,210,349	\$ -	in progress	construction underway
2011	Garson Lagoon	\$ 853,214	\$ 785,636	\$ 67,578	\$ 853,214	\$ -	complete	
2012	Sudbury WWTP Phase 2	\$ 17,689,416	\$ 16,839,482	\$ 849,934	\$ 17,689,416	\$ -	complete except for standby power design	standby power design RFP being developed
2012	Belanger Lift Station	\$ 225,000	\$ 11,499	\$ 213,501	\$ 225,000	\$ -	in design	
2013	Walden WWTP	\$ 6,960,000	\$ 657,387	\$ 6,302,613	\$ 6,960,000	\$ -	in EA phase	add'l year of flow monitoring resulting in EA amendments
2013	Valley East WWTP	\$ 4,379,036	\$ 920,767	\$ 3,458,269	\$ 4,379,036	\$ -	in design	design underway,
2014	Chelmsford Lagoon	\$ 100,000		\$ 100,000	\$ 100,000	\$ -	in deisgn	
2015	Meatbird Transfer Station Decommisioning	\$ 401,371		\$ 401,371	\$ 401,371	\$ -	in progress	pending alternate disposal of hauled liquid waste
2016	Sudbury WWTP Phase3	\$ 5,294,949	\$ 124,949	\$ 5,170,000	\$ 5,294,949	\$ -	in design	standby power and dump construction pending design
2016	Copper Cliff WW System	\$ 10,000,000	\$ 407,671	\$ 9,592,329	\$ 10,000,000	\$ -	tender awarded	Phase 1 Construction starting, Phase II to commence 2018
2016	Lift Station Upgrades	\$ 2,751,879	\$ 2,368,003	\$ 383,876	\$ 2,751,879	\$ -	in progress	underway
2016	Chelmsford WWTP	\$ 899,037	\$ 301,637	\$ 597,400	\$ 899,037	\$ -	in design	design underway,
2016	Wanipitae Lagoon	\$ 175,000	\$ 21,878	\$ 153,122	\$ 175,000	\$ -	in design	design underway
2017	Generator TSSA Upgrades	\$ 380,000	\$ 83,964	\$ 296,036	\$ 380,000	\$ -	in progress	
2017	Lift Station Upgrades	\$ 1,220,000	\$ 86,888	\$ 1,133,112	\$ 1,220,000	\$ -	in design	
Various	Pump Replacements	\$ 410,000	\$ 211,828	\$ 198,172	\$ 410,000	\$ -	in progress	multi year projects
Various	Misc. Repairs	\$ 1,936,722	\$ 1,842,263	\$ 94,459	\$ 1,936,722	\$ -	in progress	multi year projects
Various	Various Projects < \$200,000	\$ 980,000	\$ 347,548	\$ 632,452	\$ 980,000	\$ -	in progress	multi year projects

Appendix A - Capital Projects in Progress - Detailed Listing  
May 31, 2017

Budget Year (Ordered by most Recent Budget Request Year)		Capital Construction Expenditure Budget (Including Transfers per Capital Budget Policy)	Actual Expenditures up to May 31, 2017	Estimated Costs Remaining	Total Anticipated Costs	Variance	Project Status	Comments
	Linear	\$ 28,370,075	\$ 7,949,285	\$ 20,713,307	\$ 28,662,592	\$ (292,517)		
2013	Regent, Bouchard, Southview	\$ 600,000	\$ 227,039	\$ 372,961	\$ 600,000	\$ -	complete	in claims
2013	Kingsway	\$ 500,000	\$ 136,672		\$ 136,672	\$ 363,328	complete	no plans could be redirected at lining
2014	Dollard Avenue	\$ 400,000	\$ 173,325	\$ 226,675	\$ 400,000	\$ -	complete	complete
2014	Second Ave (Sudbury)	\$ 200,000	\$ 28,444	\$ 171,556	\$ 200,000	\$ -	in progress	construction commenced spring 2017
2014	Frobisher Depot Upgrades	\$ 106,598	\$ -	\$ 106,598	\$ 106,598	\$ (0)	in design	to be used pending July 11 report
2015	Lively Sewer System	\$ 650,000	\$ 211,856	\$ 438,144	\$ 650,000	\$ -	in design	
2015	Access Road	\$ 954,970	\$ 680,963	\$ 274,007	\$ 954,970	\$ -	in progress	in construction, close to completion
2015	Second Ave (Coniston)	\$ 162,430	\$ 160,241	\$ 2,189	\$ 162,430	\$ -	complete	complete
2015	Moonlight Ave	\$ 700,000	\$ 501,281		\$ 501,281	\$ 198,719	complete	complete
2016	Gatchell Outfall Sewer	\$ 10,008,277	\$ 1,862,840	\$ 8,145,437	\$ 10,008,277	\$ -	in design	detailed design to commence in 2017, construction 2019
2016	Lorne Street	\$ 880,000	\$ 262,231	\$ 617,769	\$ 880,000	\$ -	in progress	in construction
2016	MacLachlan Street	\$ 207,090	\$ 78,001	\$ 129,089	\$ 207,090	\$ -	complete	complete
2016	First Avenue (Coniston)	\$ 125,000	\$ -	\$ 125,000	\$ 125,000	\$ -	tendered	CWWF project, construction to be complete by fall 2017
2016	Loach's Road	\$ 100,000	\$ -	\$ 100,000	\$ 100,000	\$ -	in progress	lining projects for 2017
2016	Creighton Road	\$ 100,000	\$ -	\$ 100,000	\$ 100,000	\$ -	in progress	lining projects for 2017
2016	Roger Street	\$ 183,000	\$ 90,364		\$ 90,364	\$ 92,636	complete	surplus to be used for other water in accordance with policy
2016	Arvo Street	\$ 489,983	\$ 361,701	\$ 128,282	\$ 489,983	\$ -	in progress	in progress
2016	Lamothe	\$ 205,016	\$ 5,579	\$ 199,437	\$ 205,016	\$ -	in progress	in progress
2016	Sewer System Annual Repair	\$ 2,650,875	\$ 1,680,067	\$ 970,808	\$ 2,650,875	\$ -	in prgress	money transferred to Spruce St CWWF project
2017	Margaret - Second Ave to East End	\$ 285,000		\$ 285,000	\$ 285,000	\$ -	in construction	
2017	Lively Sewer System Upgrades	\$ 3,052,800		\$ 4,000,000	\$ 4,000,000	\$ (947,200)	in design	to be tendered pending July 11 report
2017	Sewer Annual Rehabilitation	\$ 1,341,841		\$ 1,341,841	\$ 1,341,841	\$ -	in design	
2017	Algonquin Sewer	\$ 1,000,000	\$ -	\$ 1,000,000	\$ 1,000,000	\$ -	tendered	
Various	Collection Support	\$ 461,658	\$ 336,078	\$ 125,580	\$ 461,658	\$ -	in progress	multi year projects
Various	Sewer with watermain	\$ 592,694	\$ 455,570	\$ 137,124	\$ 592,694	\$ -	in progress	multi year projects
Various	Various Other Projects < \$200,000 2017	\$ 2,412,843	\$ 697,033	\$ 1,715,810	\$ 2,412,843	\$ -	in progress	multi year projects
	TOTAL	#REF!						



Budget Year (Ordered by most Recent Budget Request Year)	Project Description	Capital Construction Expenditure Budget (Including Transfers per Capital Budget Policy)	Actual Expenditures up to May 31, 2017	Estimated Costs Remaining	Total Anticipated Costs	Variance	Project Status	Comments
2009	Maley Drive	85,850,000	\$ 10,228,025	\$ 75,621,975	\$ 85,850,000	\$ -	In Construction	
2011	Transportation Study	442,969	\$ 423,704	\$ 19,266	\$ 442,969	\$ -	In Construction	
2011/2013	Downtown BIA Streetlights	829,893	\$ 563,822	\$ 266,071	\$ 829,893	\$ -	Deferred	Remaining construction deferred due to partnership funding
2013	Barrydowne Extension EA	500,000	\$ 2,240	\$ 497,760	\$ 500,000	\$ -	Deferred	Waiting for completion of Transportation Master Plan
2014	Frobisher Yard	1,447,935	\$ 247,992	\$ 1,199,943	\$ 1,447,935	\$ -	Deferred	Waiting for completion of Building Rationalization Study
2014	Second Avenue (Sudbury)	6,630,000	\$ 345,281	\$ 6,284,719	\$ 6,630,000	\$ -	In Construction	
2014	Crean Hill Road	9,670,159	\$ 7,317,034	\$ 2,353,125	\$ 9,670,159	\$ -	In Construction	
2014	MR 89 Skead Rd to Rix St	2,500,000	\$ 1,032,022	\$ 1,467,978	\$ 2,500,000	\$ -	Deferred	Phase I complete, waiting for private partnership for Phase II
2014 Bridge	Bowlands Bay Bridge	795,000	\$ 178,358	\$ 616,642	\$ 795,000	\$ -	In Construction	
2014 Bridge	William Ave. Bridge (Coniston)	540,000	\$ 142,922	\$ 397,078	\$ 540,000	\$ -	In Design	
2014 Bridge	Vermillion Lk Bridge (MR55)	1,950,000	\$ 254,606	\$ 1,695,394	\$ 1,950,000	\$ -	In Design	
2014 Bridge	Mikkola Road Bridge	1,900,000	\$ 227,181	\$ 1,672,819	\$ 1,900,000	\$ -	In Construction	
2014 Bridge	Douglas Street Bridge	500,000	\$ 125,468	\$ 374,532	\$ 500,000	\$ -	In Design	
2014 Bridge	Allan Street Bridge	400,000	\$ 211,850	\$ 188,149	\$ 400,000	\$ -	In Design	
2014 Bridge	Walter Street Bridge	400,000	\$ -	\$ 400,000	\$ 400,000	\$ -	Deferred	Deferred due to structural priority
2014 Bridge	Ironside Lake Rd Bridge	500,000	\$ 164,048	\$ 335,952	\$ 500,000	\$ -	In Design	
2014 Bridge	Garson Coniston Rd Bridge	920,588	\$ 80,672	\$ 839,916	\$ 920,588	\$ -	In Construction	
2014 Bridge	MR 55 (CPR Overhead)	2,785,000	\$ 66,561	\$ 2,718,439	\$ 2,785,000	\$ -	In Construction	
2014 Bridge	Old Soo Road Culvert	549,232	\$ 57,115	\$ 492,117	\$ 549,232	\$ -	In Construction	
2014 Bridge	Junction Crk BridgeKelly Lk Rd	2,319,771	\$ 200,671	\$ 2,119,100	\$ 2,319,771	\$ -	In Construction	
2014 Bridge	CNR Overpass(Falconbridge Rd)	450,000	\$ 163,015	\$ 286,985	\$ 450,000	\$ -	In Design	
2014 Bridge	MR15 Whitson River Bridges	2,800,000	\$ -	\$ 2,800,000	\$ 2,800,000	\$ -	In Construction	
2010-2015	Various Bridge Repairs	6,908,117	\$ 6,643,220	\$ 264,897	\$ 6,908,117	\$ -	In Construction	
2015	Elgin Street Greenway	1,040,000	\$ 5,003	\$ 1,034,997	\$ 1,040,000	\$ -	In Design	
2015	Moonlight Ave	3,636,344	\$ 2,737,509	\$ 898,835	\$ 3,636,344	\$ -	In Construction	
2015	Second Avenue (Coniston)	885,000	\$ 204,889	\$ 680,111	\$ 885,000	\$ -	In Construction	
2015	Leslie Street	295,000	\$ -	\$ 295,000	\$ 295,000	\$ -	In Construction	
2015	Amanda Street	240,000	\$ -	\$ 240,000	\$ 240,000	\$ -	In Construction	
2016	Brady Durham Greenstairs	1,300,000	\$ 211,996	\$ 1,088,004	\$ 1,300,000	\$ -	In Tender	
2016	Gutcher Ave	480,000	\$ 144,267	\$ 335,733	\$ 480,000	\$ -	In Construction	
2016	Lorne Street	5,500,000	\$ 653,927	\$ 4,846,073	\$ 5,500,000	\$ -	In Construction	
2016	Arvo Street	989,162	\$ 507,553	\$ 481,609	\$ 989,162	\$ -	In Construction	
2016	MR 35	5,500,000	\$ 101,521	\$ 5,398,479	\$ 5,500,000	\$ -	In Design	
2016	Rockfall Program	500,000	\$ 18,948	\$ 481,052	\$ 500,000	\$ -	In Design	
2016	Automatic Vehicle Locator	200,000	\$ 1,437	\$ 198,563	\$ 200,000	\$ -	In Design	
2010-2017	Sidewalk/Curb	5,813,996	\$ 5,314,686	\$ 499,310	\$ 5,813,996	\$ -	In Tender	
2010-2017	Surface Treatment	8,409,167	\$ 7,046,981	\$ 1,362,186	\$ 8,409,167	\$ -	In Construction	
2010-2017	Crack Sealing	1,382,339	\$ 1,163,675	\$ 218,663	\$ 1,382,339	\$ -	In Construction	
2010-2014/2017	Traffic Calming	1,123,216	\$ 688,363	\$ 434,853	\$ 1,123,216	\$ -	In Design	
2011/2013/2015/2017	Pavement Management	894,304	\$ 691,327	\$ 202,978	\$ 894,304	\$ -	In Design	
2011/2016-2017	Railway Crossing Improvements	1,479,559	\$ 1,191,243	\$ 288,315	\$ 1,479,559	\$ -	In Construction	
2011-2012/2014-2017	Future Roads Projects	1,521,616	\$ 995,928	\$ 525,689	\$ 1,521,616	\$ -	In Design	Many ongoing projects
2011-2017	Guide Rail Installations	1,662,170	\$ 1,412,170	\$ 250,000	\$ 1,662,170	\$ -	In Design	
2012-2017	Streetlighting Upgrades	2,971,921	\$ 2,620,899	\$ 351,021	\$ 2,971,921	\$ -	In Construction	
2012-2017	New Streetlights	430,054	\$ 368,074	\$ 61,980	\$ 430,054	\$ -	In Construction	
2012-2017	Various Subdivisions-Asphalt	5,653,462	\$ 3,667,621	\$ 1,985,841	\$ 5,653,462	\$ -	In Construction	
2014-2017	Traffic System Improvements	1,285,592	\$ 683,230	\$ 602,362	\$ 1,285,592	\$ -	In Construction	
2014-2017	Capital Projects <\$200,000	2,261,280	\$ 148,507	\$ 2,112,773	\$ 2,261,280	\$ -	In Construction	
2017	Sidewalk Plows	310,000	\$ -	\$ 310,000	\$ 310,000	\$ -	In Tender	
2017	Cycling Infrastructure	1,495,837	\$ 56,949	\$ 1,438,888	\$ 1,495,837	\$ -	In Design	
2017	Paris/ND Cycling Impr	735,000	\$ -	\$ 735,000	\$ 735,000	\$ -	In Tender	
2017	Lasalle Corridor Design	200,000	\$ -	\$ 200,000	\$ 200,000	\$ -	In Construction	
2017	Kingsway Sidewalk	2,700,000	\$ 147,250	\$ 2,552,750	\$ 2,700,000	\$ -	In Tender	
2017	BarryDowne Westmount-Kingsway	4,400,000	\$ 107,556	\$ 4,292,444	\$ 4,400,000	\$ -	Deferred	Deferred as Second Avenue is under construction
2017	Marier Street	375,000	\$ -	\$ 375,000	\$ 375,000	\$ -	In Construction	
2017	MR 84 Capreol Lk to Suez Dr	3,300,000	\$ -	\$ 3,300,000	\$ 3,300,000	\$ -	In Construction	
2017	Power Street	830,000	\$ -	\$ 830,000	\$ 830,000	\$ -	In Construction	
2017	Westmount Avenue	600,000	\$ 896	\$ 599,104	\$ 600,000	\$ -	In Construction	
2017	First Avenue (Coniston)	725,000	\$ -	\$ 725,000	\$ 725,000	\$ -	In Construction	
2017	Minto Street	590,000	\$ -	\$ 590,000	\$ 590,000	\$ -	Deferred	Deferred for decision on Large Projects
2017	Crescent Avenue	450,000	\$ 4,248	\$ 445,752	\$ 450,000	\$ -	In Construction	
2017	Hesta Street	357,000	\$ -	\$ 357,000	\$ 357,000	\$ -	In Construction	

[illegible]

Budget Year (Ordered by most Recent Budget Request Year)		Capital Construction Expenditure Budget (Including Transfers per Capital Budget Policy)	Actual Expenditures up to May 31, 2017	Estimated Costs Remaining	Total Anticipated Costs	Contribution from Developer Deposits	Variance	Project Status	Comments
2007	Val Caron Drain	\$ 1,619,755	\$ 1,094,418	\$ 525,337	\$ 1,619,755	\$ -	\$ -	In Design	Phased project
2009	Whitson Paquette Drain	\$ 7,890,537	\$ 781,086	\$ 7,109,451	\$ 7,890,537	\$ -	\$ -	In Design	
2009	2009 Drainage Projects	\$ 503,134	\$ 388,150	\$ 114,984	\$ 503,134	\$ -	\$ -	In Design	Dependent on Whitson Paquette Drain
2009	Main Storm Sewer Upgrade	\$ 236,438	\$ 396	\$ 236,042	\$ 236,438	\$ -	\$ -	In Design	Same portfolio as Val Caron Drain
2009	Lake Nepahwin Treatment Station	\$ 4,702,555	\$ 4,627,591	\$ 74,964	\$ 4,702,555	\$ -	\$ -	Maintenance Requirement	In original council report, funds were requested for future maintenance/monitoring requirements
2011	Horizon Stormwater Facility	\$ 1,084,990	\$ 95,026	\$ 989,964	\$ 1,084,990	\$ -	\$ -	In Design	
2012	Countryside Stormwater Pond	\$ 300,000	\$ 56,680	\$ 243,320	\$ 300,000	\$ -	\$ -	In Design	
2011/2013/2014	Capreol Storm Drainage Imprvt.	\$ 963,000	\$ 9,633	\$ -	\$ 9,633	\$ -	\$ 953,367	Deferred	Environmental Assessment required and will be funded in 2018. Design and final estimate (\$3M - \$5M) not complete, projected construction date not determined. Funds to be transferred to Minnow Lake STS (Kingsway/Bancroft Stormwater Quality Control) in accordance with Capital Budget Policy.
									This project requires the recommendations from the Junction Creek Subwatershed Study, is not fully funded, and is not ready for construction. Requesting funds transferred to Green Avenue Conveyance Improvements.
2014	East Branch Junction Creek	\$ 2,201,000	\$ 46,546	\$ 60,058	\$ 106,604	\$ -	\$ 2,094,396	Deferred	
2011/2015	Mountain Street Storm Outlet	\$ 4,256,593	\$ 1,527,190	\$ 2,729,403	\$ 4,256,593	\$ -	\$ -	In Construction	Phase I in construction, Phase II in design
2016	Dominion Park Drain Culvert	\$ 215,000	\$ -	\$ 215,000	\$ 215,000	\$ -	\$ -	In Design	Dependent on Whitson Paquette Drain
2016	Watershed Studies	\$ 2,870,700	\$ 1,964,216	\$ 906,484	\$ 2,870,700	\$ -	\$ -	In Construction	
2010-2017	Consulting Fees	\$ 357,123	\$ 350,584	\$ 6,539	\$ 357,123	\$ -	\$ -	In Construction	
2010-2014/2016-2017	Storm Sewer Upgrade	\$ 426,325	\$ 149,443	\$ 276,882	\$ 381,514	\$ -	\$ 44,811	In Design	Dependent on Whitson Paquette Drain. Portion of funds transferred to Minnow Lake STS (Kingsway/Bancroft Stormwater Quality Control) in accordance with Capital Budget Policy.
2014/2017	Minnow Lake STS (Kingsway/Bancroft Stormwater Quality Control)	\$ 2,265,000	\$ 185,423	\$ 3,400,183	\$ 3,585,606	\$ (322,428)	\$ (998,178)	In Tender	Funds to be transferred from Capreol Storm Drainage Improvement project per Capital Budget Policy.
2014-2017	Capital Projects <\$200,000	\$ 709,343	\$ 4,709	\$ 704,634	\$ 709,343	\$ -	\$ -	In Design	
2017	Lavallee Drain F Subdrain	\$ 250,000	\$ -	\$ 250,000	\$ 250,000	\$ -	\$ -	In Design	Easement acquisition in progress
2017	Countryside Arena Drain - Phase 1	\$ 850,000	\$ -	\$ 850,000	\$ 850,000	\$ -	\$ -	In Design	
2017	Countryside Dr. - Storm Outlet	\$ 410,000	\$ -	\$ 410,000	\$ 410,000	\$ -	\$ -	In Design	
2017	Countryside Pond	\$ 203,600	\$ -	\$ 203,600	\$ 203,600	\$ -	\$ -	In Design	
Request for Decision	Green Avenue Conveyance Improvements	\$ -	\$ -	\$ 2,500,000	\$ 2,500,000	\$ (405,604)	\$ (2,094,396)		See Report for Request for Decision.
Net Total		\$ 32,315,091	\$ 11,281,091	\$ 21,806,843	\$ 33,043,123	\$ (728,032)	\$ 0.00		