

TOWN OF FORT FRANCES

Operations and Facilities Executive Committee

AGENDA - July 7, 2021, 8:30 AM

MEETING - Civic Centre

Session #009

Join Microsoft Teams Meeting

+1 807 701 5975 Canada, Thunder Bay (Toll)

Conference ID: 662 781 868#

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1. <u>Call to Order</u>	
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TOWN OF FORT FRANCES

MINUTES

SESSION NO. #008

June 9, 2021

A meeting of the Operations & Facilities Executive Committee of the Town of Fort Frances was held in the Committee Room and via Microsoft Teams (virtual meeting resources) on Wednesday June 9, 2021 from 8:30 a.m. to 9:40 a.m.

PRESENT: Chairperson R. Wiedenhoeft - Councillor, M. Behan - Councillor, J. McTaggart - Councillor, Mayor J. Caul (ex-officio)

ALSO PRESENT: T. Rob, Manager of Operations & Facilities, Craig Miller (8:30 a.m. to 9:40 a.m.), Adam Mitchell (8:30 a.m. to 9:30 a.m.), Lisa Slomke (8:30 a.m. to 9:40 a.m.), Wayne Both (8:30 a.m. to 8:37 a.m.), Chris Bonner-Vickers (8:30 a.m. to 9:20 a.m.) and Randy Thoms (8:30 a.m. to 9:40 a.m.).

1 Call to Order

1.1 The meeting was called to order at 8:30 a.m.

2 Disclosure of pecuniary interest and the general nature thereof

2.1 None

3 Approval of Previous Committee Minutes

3.1 Minutes from the previous meeting on May 19, 2021 - the minutes were approved as amended.

4 Items Referred from Council

4.1 Request for Water Service to 11 Highway 11- the administration report was approved as recommended.

5 New Business

5.1 Award of Tender 21-OF-07 - HVAC Upgrades at the Memorial Sports Centre - the tender was awarded as recommended.

5.2 Award of RFP 21-OF-03 - Feasibility Study for the Consolidation of Ice Plants at the Memorial Sports Centre - the administration report was approved as amended.

- 5.3 Sewer Rooting - Requests for Reimbursement - the administration report was approved as recommended.
- 5.4 Request from Belluz Concrete for waste fill - the administration report was approved as presented.
- 5.5 Request from the Fort Frances Sportsman's Club for waste fill - the administration report was approved as presented.
- 5.6 Purchase of Standby Generator for the Wastewater Treatment Plant - the administration report was approved as recommended.
- 5.7 March 2021 Drinking Water Systems Monthly Summary Report - the March 2021 Summary report was approved as presented.
- 5.8 April 2021 Drinking Water Systems Monthly Summary Report - the April 2021 Summary Report was approved as presented.
- 5.9 May 2021 Drinking Water Systems Monthly Summary Report - the April 2021 Summary Report was approved as presented.

6 Information

- 6.1 Operations and Facilities Division - Environmental Area - Operations Statistics - March 2021 - the March 2021 Environmental Statistics were reviewed and will be forwarded to Council as information only. No action required.
- 6.2 Operations and Facilities Division - Environmental Area - Operations Statistics - April 2021 - the April 2021 Environmental Statistics were reviewed and will be forwarded to Council as information only. No action required.
- 6.3 Operations and Facilities Division - Environmental Area - Operations Statistics - May 2021 - the May 2021 Environmental Statistics were reviewed and will be forwarded to Council as information only. No action required.
- 6.4 Water and Sewer Stats - the stats were reviewed and will be forwarded to Council as information only. No action required.
- 6.5 Airport Statistics - the Airport Statistics were reviewed and will be forwarded to Council as information only. No action required.
- 6.6 2021 Tonnage at Landfill Site - updated June 4, 2021 - the Landfill Statistics were reviewed and will be forwarded to Council as information only. No action required.

7 Adjourn / Next Meeting Date

7.1 Meeting adjourned at 9:40 a.m.

Next meeting June 23, 2021

Executive Committee Chair

T. Rob, Manager of Operations & Facilities

July 7, 2021

Report To: Mayor and Council

From: Travis Rob, Manager of Operations and Facilities

RE: Request to Relocate Truck Route

At the June 14, 2021 meeting of Council a letter was referred to OFEC with input from PDEC on the potential to re-route truck traffic off of Front Street. The letter from Ms. Grace Cridland and Ms. Jan Beazely outlined a number of reasons for their request, of which some are factually inaccurate. I would like to start off with responding to those items specifically:

1. The letter states that Front Street is the only designated Truck Route. This is incorrect. Both Front Street and Scott Street are designated east west Truck Routes.
2. Item 5 – The reconstruction of Front Street has been fully designed and is shovel ready. No funding has been sought in the recent past as the Wood Yard re-development will change at least a part of that work.
3. Item 6 – No roadway reconstruction is completed without contribution from at least one level of government to offset the costs to the tax payer.
4. Item 7 – The following Roads have been reconstructed under grant funding to accommodate heavy trucks: Victoria Avenue from Front Street to Nelson Street, Nelson Street from Victoria Avenue to Veteran Avenue, Veteran Avenue from Nelson Street to Church Street, Mowat Avenue from Church Street to Second Street, Second Street from Mowat Avenue to Central Avenue.
5. Item 8 – The Town applies for funding under the Connecting Links Program for funding of 90% of eligible costs on the two Connecting Link roadways within the Town of Fort Frances.
6. Item 9 – No truck is forced onto Front Street unless Scott Street is closed for some reason (event, repair, etc.)
7. Item 11 – The Woodyard Redevelopment design, in its current form, was completed with the navigation of large trucks in mind and the traffic circle was included at a radius that can be traversed by a large truck. Final infrastructure design is not yet complete to include detailed truck modeling.
8. Item 17 – There is a pedestrian Cross Over at the Sorting Gap and unsigned crossings at the Hospital, Armit Avenue, Crowe Avenue, Mosher Avenue, and Butler Avenue.

It is extremely important to have two truck routes east to west through the Town particularly east of Central Avenue where there is a higher density, as we are forced, from time to time, to close either Scott Street or Front Street for events, parades, maintenance and repair and having an alternative route for trucks is a must. The other roads through this part of town are simply too narrow to handle the large trucks and large radii corners do not exist to get trucks to and from the border.

In 1997 a Transportation Study was conducted by KGS Group which outlined an option for a by-pass route to be constructed along 8th Street. In that report the estimated cost at that time was estimated at \$9,000,000.00. Attached to this report are maps showing three potential options for a by-pass route along the 8th Street Corridor.

These options are given as discussion points and it must be noted that CN has not been contacted to discuss the feasibility of placing crossings at these locations and the MTO has not been contacted

regarding the need for upgrades at various locations on Highway 11. Maps of the options are attached to this report for clarity.

Option 1 would be the connection of 8th Street from east to west through the CN Spur line behind Kaitlyn Drive. With the train traffic passing through town over to Rainier MN daily, this option is simply not feasible as the wait time at the 2 crossings would be too long for most traffic to bother using. The trains have the Williams Avenue blocked as they clear customs in Rainier very frequently, approximately 30% of an average day. Because this option is unfeasible, a cost estimate was not completed for this option.

Option 2 would be the extension of 8th Street northeast along the rail line to Thunder Bay, a much quieter rail line. The road would extend north coming out to Highway 11 near the North Town Boundary. Given the new rail crossing guidelines, a long curve would be needed at the north end to align with the rail line better and allow for proper sight lines. With this option 8th Street would need to be reconstructed and upgraded to hard surface throughout its length. This option would see additional traffic crossing the CN rail line at McIrvine Road which often sees lengthy queues due to the frequent Train interruptions. This option would likely require a signalized intersection at the By-pass and Highway 11 as well as the addition of left turn lanes on Highway 11 coming from the east. Costing for this option does not include any upgrades to McIrvine Road but includes signals at the by-pass and Highway 11 and left turn lanes on Highway 11. An allowance has been given to purchase private property to complete this extension.

Option 3 Would be the same north-easterly extension of 8th Street as seen in Option 2 with additional extension to the west and south down a new roadway out to the Highway west of Pit Road 2. This would allow for the potential of a future grade separated crossing over the CN rail line limiting the grade level crossings to 1 on this route. Again, this option would likely require a signalized intersection at the By-pass and Highway 11 as well as the addition of left turn lanes on Highway 11 coming from the east. New signals would likely be required on Kings Highway as well, however with the planned upgrade of this section to 4 lanes, additional turn lanes would not likely be required. Costing for this option includes signals at the by-pass and Highway 11 and Kings Highway and left turn lanes on Highway 11. A grade separated rail crossing is **not** included in the costing for this option. An allowance has been given to purchase private property to complete this extension.

Option 4 is a change to the alignment shown in Options 2 and 3 to by-pass all privately owned property east of Eighth Street limiting the need to secure private property for the purpose of the extension. The downside to this option is that it cuts through the ski and walking trails currently established. The costing for this option is shown as an addition to the Option 2 or 3 costs. Costs to re-route or re-establish the walking and ski trails is not included in this estimate.

Costing at this stage is based on the Kings Highway reconstruction as the soil conditions on that job are similar to what would be encountered in the areas that the by-pass may be placed. Total per meter costs have been decreased slightly as this roadway would not be a 4-lane road as seen on Kings Highway, however there is no existing infrastructure to work with and all road and drainage infrastructure would need to be installed from scratch which would be more time consuming and likely cost additional. Also note, costing does not include HST.

	Quantity	Unit Cost	Total Cost	Additional For Option 4 Additional \$2M
Option 2				
Roadway Construction	5300 m	\$5,000.00	\$26,500,000.00	
Rail Crossings	1	\$25,000.00	\$25,000.00	
Signals	1	\$100,000.00	\$100,000.00	
Property Procurement	3	\$166,666.67	\$500,000.00	
Engineering	1		\$ 2,712,500.00	
TOTAL COST			\$29,837,500.00	\$31,837,500.00

Option 3				
Roadway Construction	7900 m	\$5,000.00	\$39,500,000.00	
Rail Crossings	2	\$25,000.00	\$50,000.00	
Signals	2	\$100,000.00	\$200,000.00	
Property Procurement	3	\$166,666.67	\$500,000.00	
Engineering	1		\$4,025,000.00	
TOTAL COST			\$44,275,000.00	\$46,275,000.00

I did reach out to the MTO regarding the Town's Connecting Link funding and asked the following questions:

1. Can the Connecting Link roadways established be changed to reflect a changed road network? Fort Frances can request a change to which roads are designated as Connected Links. Ministry staff would review the request to ensure it meets our policy requirements and submit a recommendation to the Minister for consideration. Key policy items to keep in mind are that the road should be "the single most direct route practically available, considering geometric elements and traffic volumes" and that "traffic under consideration is predominantly through traffic versus local traffic". Also, any municipal bylaw that regulates traffic on a Connecting Link must be approved by the Ministry before it can become operative. As such, a prohibition on trucks on the Connecting Link would need to be approved by the Ministry.

2. Would the addition of a by-pass result in the loss of a connecting link designation?
Revocation of the Connecting Link designation would be considered if the Connecting Link no longer met the policy requirements.
3. Given the substantial investment in the past few years in the current Connecting Link Roadways, if these roads were to be unclassified would the Town be responsible to reimburse the funding received.
There is no provision in the policy or agreement for the reimbursement of funding if the Town wanted to change the Connecting Link, although Schedule B.6 of the agreement requires the municipality to retain the assets for a certain period. In practice, what this has meant is that the Ministry would consider swapping or switching the Connecting Link road for a different road provided the two roads were similar in nature (length, number of lane kilometres, etc.) and in their life cycle stages (pavement condition, etc.) so as to avoid an increased financial burden on the Ministry.

After this review of the available options and consideration to the original request to remove the truck route designation on Front Street, it is the recommendation of the Operations and Facilities Executive Committee to do the following:

1. Keep the Truck Route Designation on Front Street as an alternate route to Scott Street.
2. Accept the information relating to the construction of a by-pass as information only with no additional action needed.

Respectfully Submitted



Travis Rob, P.Eng

Council approval of this report will agree with the recommendation of the Operations and Facilities Executive Committee to:

- 1. Keep the Truck Route Designation on Front Street as an alternate route to Scott Street.**
- 2. Accept the information relating to the construction of a by-pass as information only with no additional action needed.**

Manager of Operations and Facilities

REQUEST TO: RE-LOCATE THE TRUCK ROUTE BACK TO SCOTT STEET – AND OFF FRONT STREET.
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To: Fort Frances Mayor and Council, et al.

Date: June 3, 2021

WE ASK THAT THE CURRENT TRUCK ROUTE BE REVIEWED AND BE CHANGED FOR THE FOLLOWING REASONS:

We understand that the current route, via Front St., was initiated in 1979, following requests by downtown businesses many years ago to remove heavy truck traffic from Scott St. due to the vibration damages to their delicate china and glass products on sale. We would like to comment currently that:

1. Many, if not all, of those businesses are no longer in business today (ie: Brockies and Johnson's Jewellers). It appears that many retail downtown businesses have been replaced with offices, etc.
2. The specific nature of those businesses many years ago were known as 'fine china and glass', geared towards the tourist market and have slowly vanished as the tourist market has changed.
3. With the closure and demolition of the paper mill, their heavy traffic has been 100% eliminated from Scott St. and the Front Street entrance into the mill site.
4. The future use of the paper mill site, by title ownership restriction, specifically excludes mill uses so that mill future heavy traffic on Front St. should not happen or be very limited.
5. Front St. was never originally built to heavy traffic standards, and additional damage to this street is occurring at a faster pace than with normal traffic. There are no known plans to rebuild Front St. to heavy traffic standards.
6. Heavy traffic standards on non-connecting link roadways, if ever done, is done at 100% cost to the local taxpayers.
7. Points 5 & 6 also applies to Victoria Ave., Nelson St., Veterans Ave. (probably), Church St., Mowat Ave. and Second St. E.

8. Scott St., as a connecting link roadway, was built and re-built to heavy traffic standards, and receives subsidized funding of at least 80% from the province.
9. We understand that local truckers, in the past, protested their being forced off Scott St. to use the Front St. truck route decision.
10. Certain truckers, since 1979, and to this date, choose to use Scott Street as their route and not use Front Street because it always was and is legal to do so and it is a more direct route.
11. Having studied the plans for potential development of the “Shevlin Woodyard” and the implementation of a traffic circle, we believe re-routing of heavy truck traffic would be required.
12. All heavy trucks going through Fort Frances, easterly and westerly, and USA south bound, being the bulk of the heavy traffic, could be traversing a more direct and convenient route for them.
13. USA incoming trucking, east or west bound, can be minimally impacted, if at all, and could be accommodated by either of these alternatives:
 1. USA East bound traffic continue straight on Church, Left on Victoria Ave and right on Scott Street (Provincial Highway 11). We realize these corners may need to be rounded, with the possibility of limiting on-street parking.
 2. USA bound traffic approaching from the east would turn left on Scott St to Victoria Avenue and right onto Church with a direct run to the international border crossing.
 3. USA west bound traffic would continue as is.

We believe both Church Street and Victoria Avenue in this area have sufficient width to accommodate the truck traffic. Consideration for possible left turning light onto Victoria Ave. could be given.

Consideration of these routes would keep some of the truck traffic currently using Front, off the 100, 200 and 300 blocks of Scott Street to aid with retail businesses still on those blocks.

14. There are many residents living along Front St. who are in support of this request. We are also aware that a number of residents of the Riverwalk Condos (which include 32 units) are in favour, as well as all residents of the

Riverfront Condos (7 units) and the 5 Townhome units. With current Covid restrictions other “door to door” canvassing was not possible, and we felt an on-line presence was not appropriate at this time. Many of these new residential developments were not in place when this original by-law was put in place.

15. La Verendrye General Hospital, (Riverside Health Care Facilities) and Non-Profit Supportive Housing by their letter attached, are in support of this request.
16. With the future plans for the “wood yard” and encouragement of private developers to build in this area, the heavy truck traffic is a detriment to this level of development (both residential and commercial).
17. There are many safety concerns – with no traffic lights or formal crosswalks, heavy truck traffic with their limited stopping ability is dangerous with the increase in pedestrian traffic, kids playing or biking along the waterfront, enhanced marina traffic with boats loading and reloading, etc. over the past number of years. It is felt that circumstances have changed a great deal since the Town first passed a by-law to implement this truck route. We are asking that this issue be reviewed with the considerations noted in this document.

Thank you for all you do for the residents of the Town of Fort Frances. We look forward to your consideration of this matter.

Sincerely,

Grace Cridland, President

Jan Beazley, Secretary

On behalf of RRSCC #4 – Riverfront Condominiums

Comp #8, 201 Minnie Ave

Fort Frances, ON P9A2P8

Cell: 807 276 1360

June 1, 2021
ADM-049

Jan Beazley, Secretary
RRSCC #4 – Riverfront Condominiums
Sent via Email

Dear Mrs. Beazley:

RE: Request to Relocate Truck Route (from Front Street to Scott Street)

Please accept Riverside Health Care's letter of support for your request to have the truck route relocated from Front Street to Scott Street.

Despite the established truck route along Front Street, it is quite evident that many transports still elect a route that travels along Scott Street.

Vehicle, pedestrian and cycling traffic all travel along or parallel to Front Street to access the main entrance and emergency department at LaVerendrye General Hospital. Clearly, having large transports travel along this route increases the risk to the public and staff accessing hospital service locally.

As a result, our organization supports the Request to Relocate the Truck Route from Front Street to Scott Street to enhance the experience of those accessing medical services in Fort Frances.

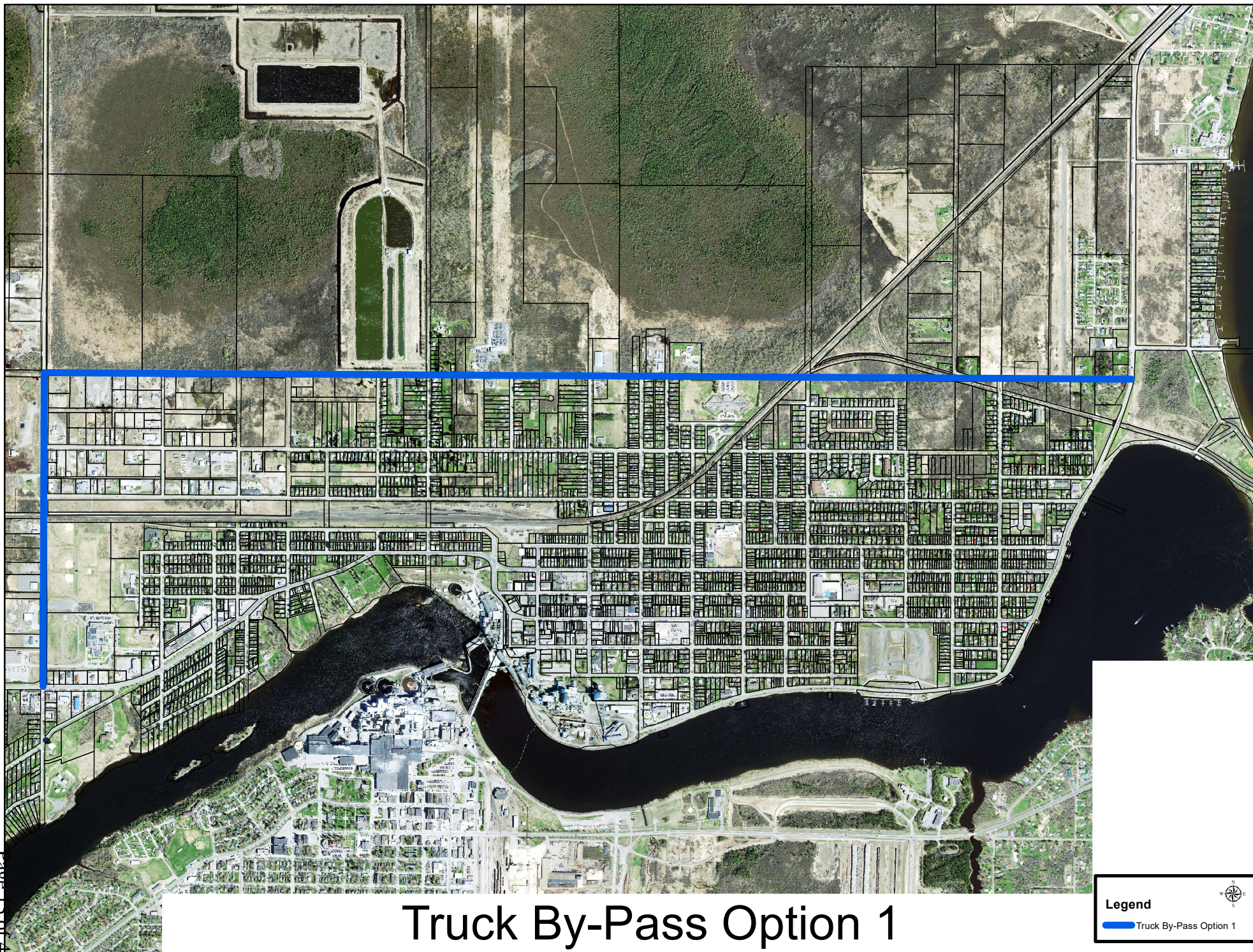
If you have any questions, require any assistance or wish to discuss any aspect of this matter, please do not hesitate to contact me.

Yours truly,

A handwritten signature in blue ink, appearing to read 'H. Gauthier'.

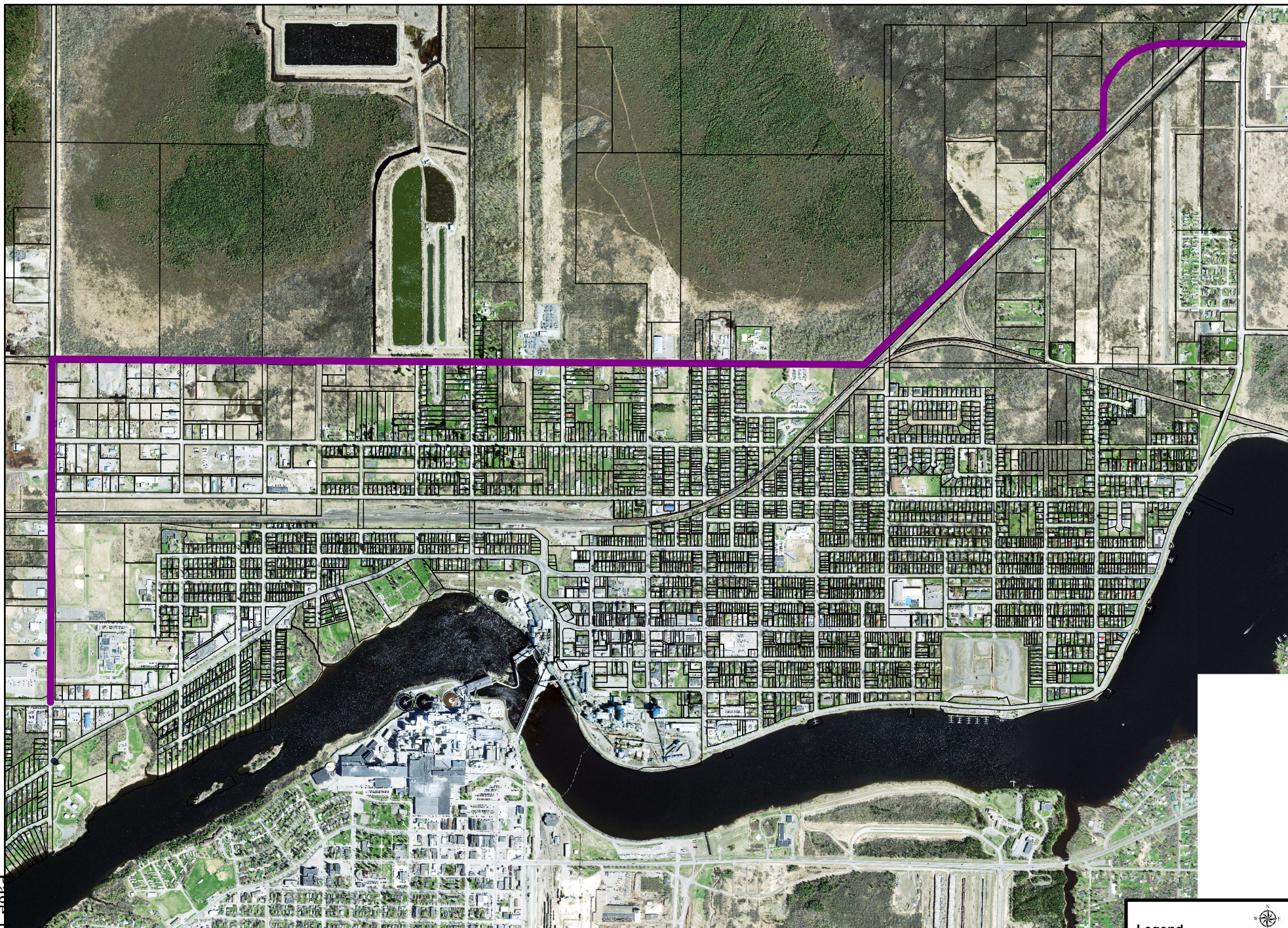
Henry Gauthier
President and Chief Executive Officer

/bb



Truck By-Pass Option 1

Legend
Truck By-Pass Option 1



Truck By-Pass Option 2

Legend

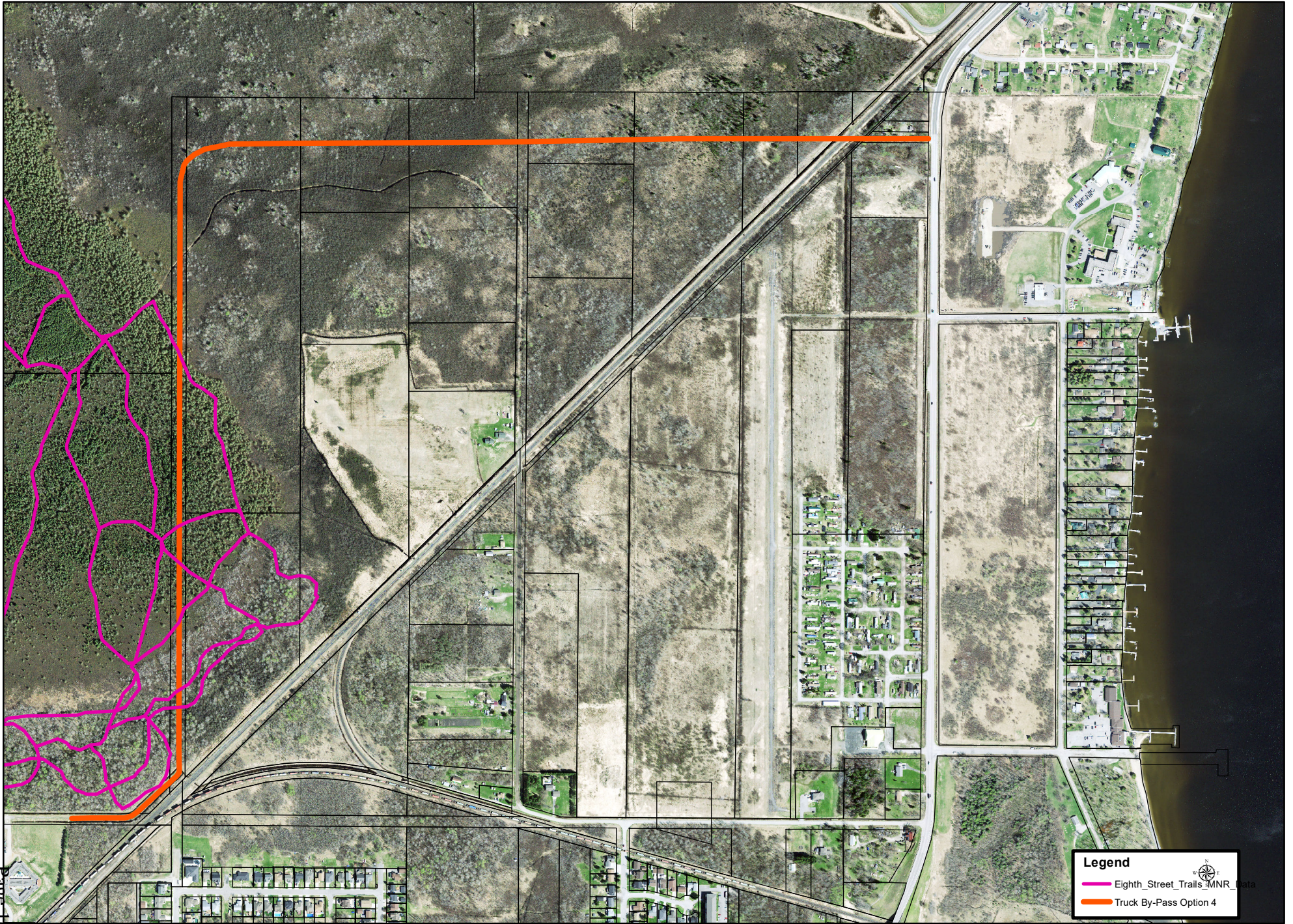
 Truck By-Pass Option 2







Truck By-Pass Option 3

Legend
Truck By-Pass Option 3



Legend

 Eighth_Street_Trails_MNR_data

 Truck By-Pass Option 4

Truck By-Pass Option 4

9.0 TRUCK BY-PASS ROUTE

9.1 BACKGROUND

Fort Frances is situated along one of the major highway links between Thunder Bay and Winnipeg as well as serving as an important border crossing to Minnesota. As such, a significant amount of commercial truck traffic passes through the town, in both an east-west and north-south direction. In addition to the through traffic, the local natural resources based industry generates substantial truck traffic. This truck traffic impacts on congestion on the main arteries and the level of service at major intersections.

Current east-west through truck traffic on Highway 11/71 is estimated to be 435 trucks per day (TPD). With an average yearly growth rate of 1.5% per year, the projected truck traffic in Year 2006 is estimated to be 505 TPD. Some increase in this traffic is anticipated as a result of the new OSB plant in Barwick. Stone-Consolidated woodlands personnel anticipate that an annual increase of 8000 trucks (an average of 25 trucks per day, peaking at 51 trucks per day in winter months) will pass through Fort Frances from east to west to service the OSB plant after 1997. This results in additional round-trip truck traffic of 50 TPD, increasing the overall volume to 555 TPD, or approximately 202,575 trucks per year.

~~In order to minimize the impacts of through traffic on downtown streets, the 1969 "Fort Frances Traffic Study" report recommended diverting the main highway route from the east onto Church Street, between Shevlin Yard and Central Avenue. A subsequent 1987 study, "Official Plan of the Fort Frances Planning Area", incorporated the recommendations of the 1969 traffic study, but further recommended a two lane, signed truck route along Eighth Street and McIrvine Road.~~

Internal studies carried out by the Town of Fort Frances identified two possible by-pass route configurations. Option 'A' would run along Eighth Street to McIrvine and continue west from there until it eventually links up with King's Highway. Option 'B' would run south down McIrvine to King's Highway. Option 'B' would be the least costly as it requires less new road construction.

The by-pass route outlined above is illustrated on Figure 8. The route, based on Option 'B', would begin east of Fort Frances south of the Reserve where a CN Rail crossing would be required. The route would continue north of the CN line to Eighth Avenue and west along Eighth Avenue to McIrvine Road and south on McIrvine to King's Highway/Highway 71.

9.2 BENEFITS OF A TRUCK BY-PASS ROUTE

A truck by-pass route along Eighth Street would allow all east-west through traffic to entirely by-pass the downtown streets. The benefits of such a truck route to the Town of Fort Frances would be numerous. These benefits would include:

- Reduced pavement wear on downtown streets by minimizing truck traffic, with resultant savings for the Town in long-term maintenance costs.
- Reduced travel time for through truck traffic with resultant cost savings to Stone-Consolidated Corporation and Voyageur Panel (Barwick OSB plant).
- Improved safety for residents in the downtown area.
- Reduced traffic congestion on downtown streets as a result of the diverted traffic.
- Benefits to the Mill if combined with future plans to relocate the woodyard.

A detailed discussion of these benefits follows.

9.2.1 Pavement Condition

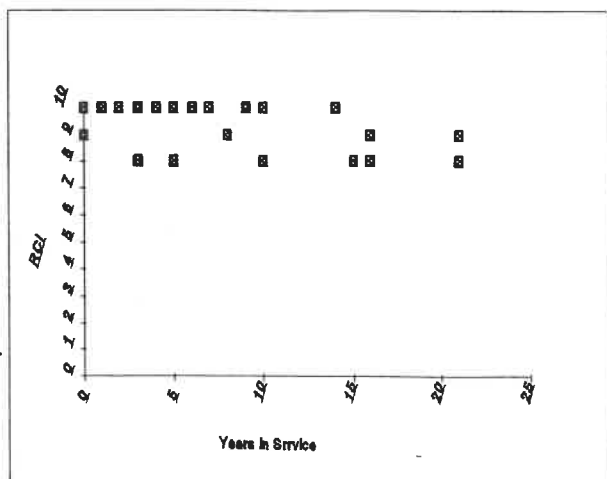
A detailed analysis of the influence of truck traffic on pavement deterioration on Highway 11/71 between sections 00005A and 000024 was carried out based on the following information:

- historical pavement surface condition data;
- truck traffic;
- the Ontario Pavement Analysis of Cost (OPAC) deterioration models for flexible pavements; and
- Literatures review.

Pavement Surface Condition Data

Historical pavement surface condition data was provided by the Town of Fort Frances Engineering Department. Data is based on the surface condition rating, also known as Riding Comfort Index (RCI), a subjective estimate on a 0 to 10 scale used to measure pavement deterioration over time. Newly constructed pavements typically have an initial RCI value 8.5 to 10 and the RCI value gradually decreases over time as the pavement surface distorts under the action of traffic loads and climatic influences. On class-A highways, pavements are normally considered to have deteriorated to an unacceptable condition when the RCI reaches 4.5. The above scatter plot

Scatter Plot RCI Versus Years in Service



shows the historical RCI plot over years in pavement service between pavement section 00005A on Highway 11, West Town Limit and 000024 on Mill Road, East Town Limit. The scatter plot does not show any significant trend of pavement deterioration over the service life.

Truck Traffic

As indicated in Section 9.2 above, the volume of truck traffic for Year 2006 in the Town of Fort Frances is estimated to increase to 555 TPD or 202,575 trucks per year. Truck class distribution and their equivalent truck load factors are summarized in Table 9-1. The truck classification and utilization rate for Hwy11/71 at the Town of Fort Frances were obtained from MTO's 1988 Commercial Vehicle Survey Station Summary Report. The average Truck Load Factor (TLF) per truck, for each truck class, is the weighted average sum of each axle group of that truck. The overall damage due to truck loads is measured with Equivalent Single Axle Load (ESAL) and refers to pavement damage loading that is equivalent to damage caused by a 18,000 lbs. axle load. The ESAL/day for each class of truck is the multiplication of ESAL/truck/class and the total number of trucks in that class per day.

Table 9-1
Year 2006 TLF and ESAL

Truck Type	** % of Total Truck Fleet	**Number of Empty Trucks	**Number of Loaded Trucks	*Truck Load Factor (Empty)	*Truck Load Factor (Loaded)	ESAL/Day
2-axle	7.5	13	25	0.4	1.587	44.88
3-axle	24.2	42	80	0.5	1.67	154.60
4-axle	4.4	7	15	0.52	1.80	30.64
5-axle	48.5	82	163	0.54	1.88	350.72
6-axle	11.0	18	38	0.72	2.42	104.92
7-axle	4.4	7	15	1.35	4.50	96.95
OSB Trucks***	-	25	25	1.35	4.50	146.25
Total ESAL/Day						908.96

* "The Influence of Truck Traffic on Pavement Deterioration in the City of Winnipeg," M.Sc. Thesis, Alam, 1996

** Ontario Commercial Vehicle Survey 1988, Station Summary Report.

*** Based on Stone-Consolidated Corporation's estimate of additional pulpwood truck deliveries to Barwick OSB plant.

In the Year 2006, Highway 11/71 between section 00005A and section 000024 is expected to experience approximately 330,000 ESAL/Year, compared with the existing loading of 250,000 ESAL/Year. Rerouting the truck traffic through a truck bypass route would reduce the Year 2006 truck traffic to 300 TPD. This will result in 165,000 ESAL/Year truck loading in Year 2006, compare to the projected loading of 330,000 ESAL/Year.

The OPAC Model

OPAC provides one of the few models that separates the load-associated deterioration from that due to climatic causes. The characteristics of RCI versus years in service functions estimated by the OPAC model are illustrated below for traffic loads ranging from 0 ESAL's per year to 4,000,000 ESAL's per year. This diagram has been developed for a pavement with a 127 mm surface course, a 203 mm granular base course and a 355 mm sub-base course. This diagram shows that Asphalt Concrete pavement in Ontario's environment may be expected to deteriorate to terminal condition (RCI ≤ 4.5) in about 40 years without any significant truck loads.

OPAC Flexible Pavement Deterioration Model

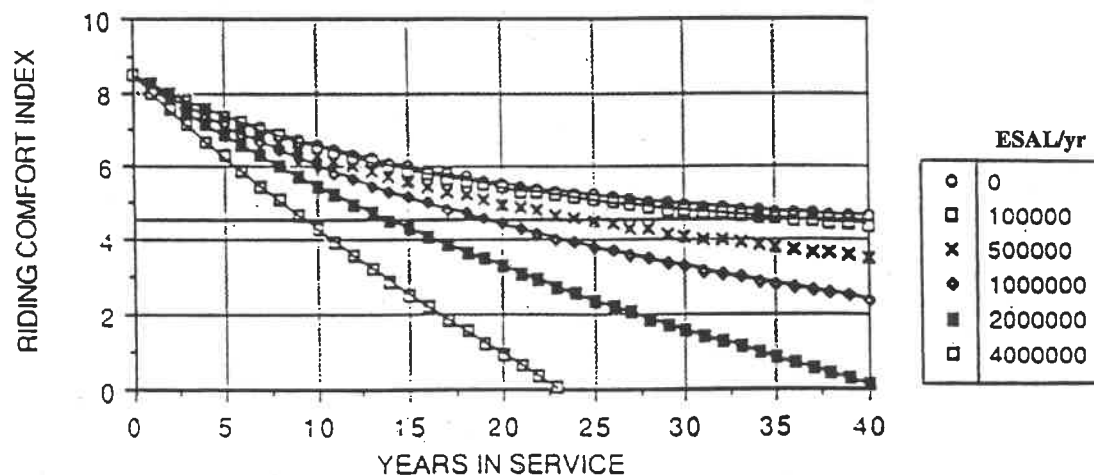
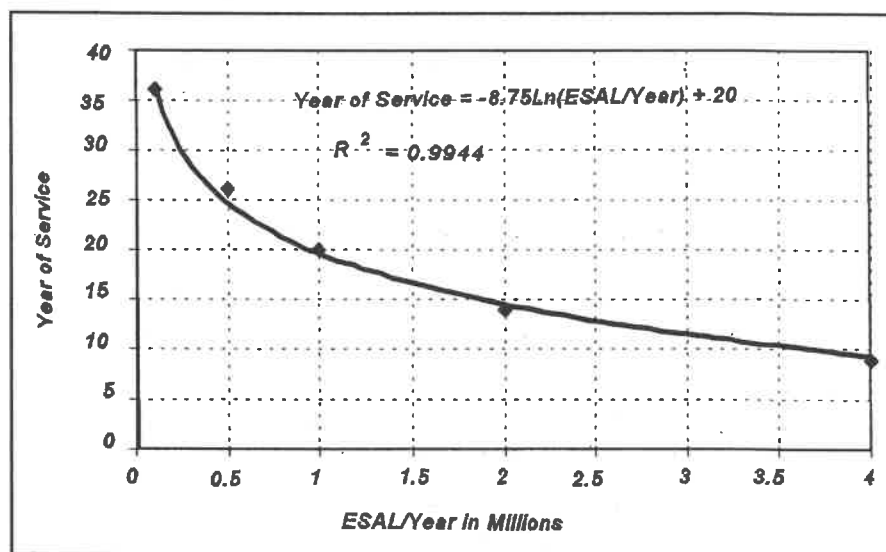


Table 9-2 summarizes the years to initial pavement failure estimated from the OPAC model. The prediction of the pavement service life is based on the assumption that the initial RCI is equal to 8.5. The pavement surface condition data provided by MTO indicates an initial RCI rating of 10 for newly constructed pavements. Therefore, a higher service life can be expected for the same loadings shown in Table 9-2.

Table 9-2
Flexible Pavement Service Life for Different Load Groups

Annual ESAL Loading	Expected Pavement Life
0	40
100,000	36
250,000	32
500,000	26
1,000,000	20
2,000,000	14
4,000,000	9



Analysis of Results

The expected life of a flexible pavement with traffic loads ranging from 0 to 300,000 ESAL/year is normally between 30-40 years. Based on existing or Year 2006 loading (without a truck bypass), the pavement sections will need to be rehabilitated within the 30-35 years of their service life. Due to the proposed truck bypass, the same pavement sections are expected to experience approximately 150,000 ESAL/year in 2006, thus, increasing the pavement service life to 35-40 years (compared to 30-35 years). The deterioration of a flexible pavement that has accumulated less than 200,000 ESAL/Year is similar to the pavement with zero loading, and is expected to deteriorate to its terminal condition due to climatic loading (Alam, 1996).

The current cost of reconstructing the rural roads and urban streets currently being utilized by through truck traffic is estimated to be approximately \$5,000,000. These pavements have an estimated life expectancy of 30 years under current traffic, requiring a reconstruction budget allocation of \$170,000 per year for the Town of Fort Frances. If the truck by-pass route is constructed, the same pavements are estimated to have a life expectancy of 35 years requiring a reconstruction budget allocation of \$140,000 per year. Based on the above analysis, the proposed truck by-pass route would result in an annual cost benefit of \$30,000 per year to the Town in reduced pavement reconstruction works.

9.2.2 Truck Travel Cost

A separate routing analysis was carried out to estimate the truck-km per day and truck-travel time per day for different truck routing options. Figure 9 shows the proposed bypass and existing routing options. Table 9-3 summarizes the routing cost in terms of total travel time and total truck kilometer travelled for the estimated Year 2006 through truck traffic of 555 TPD. Total distance travelled with all three options are similar but the truck by-pass has a significant saving of total travel time compared to the present route.

Table 9-3
Truck Travel Time and Distance Travelled By Different Routing Options

Routes	Total Travel Time per Day (hrs.)	Total Distance Travelled per Day (km)
I- Truck By-Pass	83	3,615
II - By-Pass to Portage	157	3,650
III - Present Route	222	4,068

Based on the above analysis, bypass routing (Route I) is expected to save 139 hrs of truck operation per day in the Year 2006. This is a significant user cost saving compared to the existing truck routing via Front Street.

The operating cost for trucks varies up to a maximum of \$65.00 per hour for large pulpwood trucks. Based on an estimated average operating cost of \$50.00 per hour for vehicles of this type, it is estimated that the truck by-pass route (Route I) would save the users \$6950/day, or annual savings of \$2,540,000. A truck by-pass would be a significant benefit to all commercial suppliers servicing, not only Fort Frances but, the entire region. Such a project would likely be welcomed in particular by the resources based industries in the region. A substantial portion of overall savings would be achieved by the two major industries in the region, Stone-Consolidated Corporation in Fort Frances and Voyageur Panel OSB plant in Barwick.

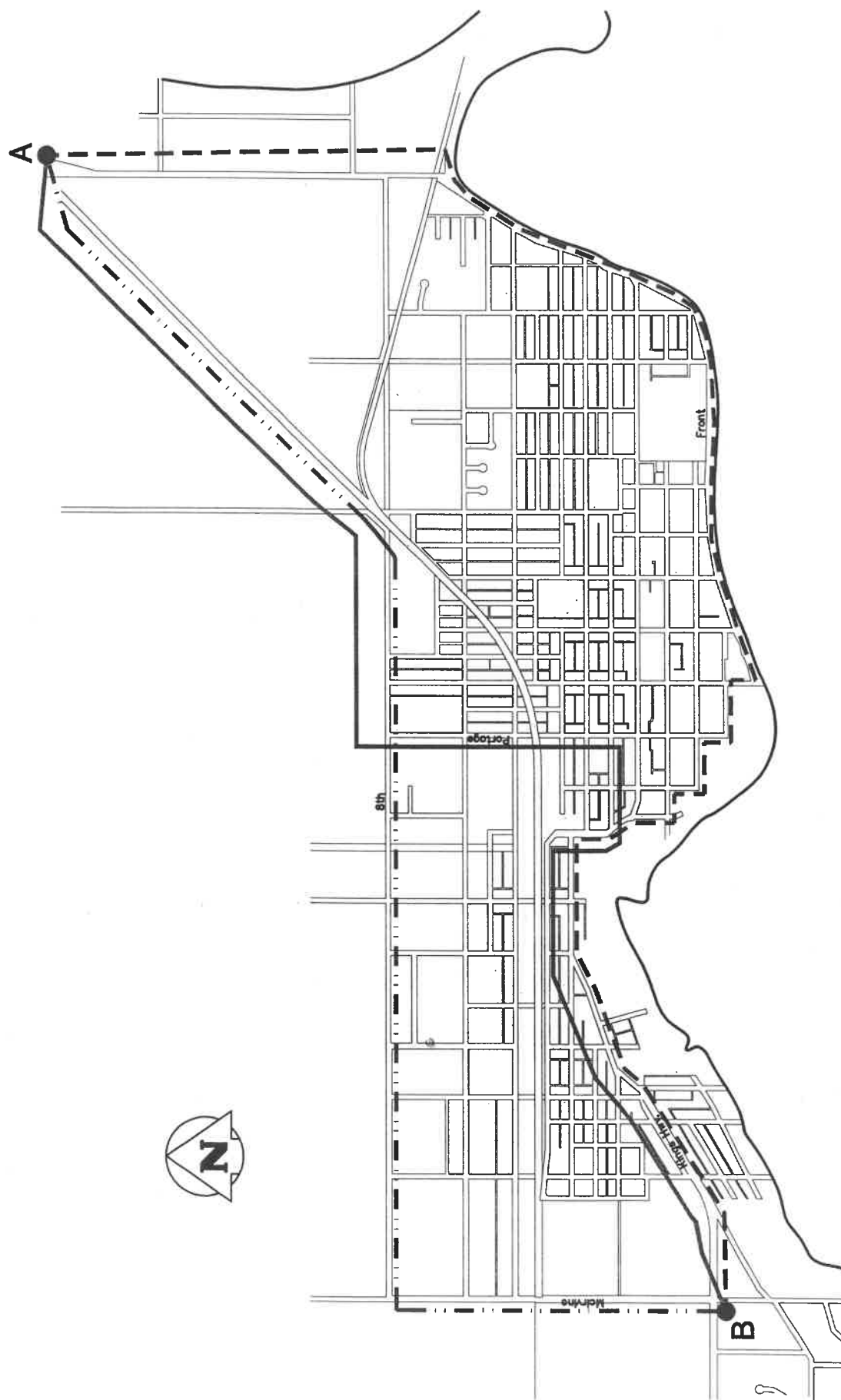


Figure 9
Truck Travel Time for Different Routing Options: Point A to B

- Route I (Proposed By-Pass Route) : 9 minutes
- Route II (By-Pass to Portage) : 17 minutes
- . - Route III (Present Route) : 24 minutes

Based on an average annual east-west through truck traffic of 50 truck trips per day to the Voyageur Panel OSB Plant in Barwick and return, the plant would save a total of 4250 hours of truck travel time per year if the truck by-pass was constructed. This has an estimated value of \$277,000 per year to Voyageur Panel.

Given the fact that Stone-Consolidated is the largest industry in the region, it is reasonable to assume that they would achieve the greatest benefits from a truck by-pass route. Based on the above analysis, it is clear that any trucks originating from the east would save approximately 8 minutes in travel time by taking the proposed truck by-pass route directly to the mill. This time savings would certainly apply to most contractors and suppliers servicing the mill operation.

The vast majority of the truck traffic related to the pulp and paper mill however, is generated through the delivery of pulpwood and wood chips. With the present mill/woodyard configuration, all pulpwood/chips delivery must travel directly to the truck scale at the Shelvin Yard. Material is then either off-loaded for storage at Shelvin or delivered directly to the Kraft/Paper Mill property. Given the current location of the truck scale and woodyard, a truck by-pass route is presently of little benefit to Stone-Consolidated with respect to their raw wood materials delivery. Clearly, benefits would only be achieved if combined with a relocation of the Shelvin woodyard. This matter is discussed further in Subsection 9.2.5.

9.2.3 Safety

Existing through truck traffic from the east currently utilizes the truck route, along Front Street to King's Highway and Highway 71. Generally, there is excellent compliance with this route. Along the route, these trucks must pass numerous intersections, residential areas and school zones. As a result, safety is a significant issue with respect to truck traffic through Fort Frances. The construction of a truck by-pass route would address this concern by minimizing the need for trucks to pass through the downtown area.

An additional safety benefit of a truck by-pass would be to minimize the transportation of hazardous materials through the downtown area. No data is currently available on the number of trucks which would fall into this category. It is expected, however, that the number will increase in the future with completion of the Barwick OSB plant. As an example, regular deliveries of resin to the OSB plant will likely arrive by truck from Thunder Bay, passing through Fort Frances en-route.

9.2.4 Traffic Congestion

The proposed Truck By-Pass Route could be employed for vehicles other than trucks to divert the significant International Bridge traffic from the main arteries. The 1969 Traffic Study projected summer 1990 external traffic to and from the bridge of 3400 trips per day. This traffic has a substantial impact on the main downtown streets, mainly Scott Street. The proposed by-pass could be linked to the bridge by way of Portage Avenue to Church Street.

This would complement the paper mill's future plans to construct a new paper machine east of Central Avenue, effectively closing Central Avenue to through traffic. In the event that Portage is employed as the main route to and from the proposed Eighth Street by-pass, the intersection modifications at 2nd and Portage and at Scott and Portage recommended in Sub-section 6.4 would have to be reviewed.

It should be noted that the diversion of bridge traffic may have some negative economic impact on the downstream area. This traffic, particularly during the summer tourist season is an important economic stimulant for many of the commercial enterprises along the route. In some communities, such as Kenora, the highway by-pass route met with considerable resistance from downtown merchants for this reason. From an economic and political standpoint it may be desirable to minimize the use of the by-pass for vehicles other than trucks by designating the by-pass only as a truck route.

9.2.5 Future Woodyard Relocation

As indicated in Subsection 9.2.2, the economic benefits of a truck by-pass would be substantially enhanced if combined with a relocation of the Stone-Consolidated woodyard, presently located at Shelvin Avenue and Front Street. A new woodyard located along the proposed Eighth Street by-pass route could result in substantial travel time savings for pulpwood delivery trucks originating from east of Fort Frances. With 22,000 pulpwood trucks arriving at the mill annually, even nominal travel time savings result in substantial economic benefits.

In 1990, the mill studied the feasibility of relocating the woodyard to a location north of Eighth Street adjacent to the mill's effluent treatment facility.⁸ At that time, this plan was not found to be economically viable for the mill, as the cost of establishing a new woodyard was not sufficiently offset by operating savings. Such savings could, however, be achieved if a new woodyard was located along a by-pass truck route.

Over and above any truck travel time savings, a woodyard at the north limits of the Town would have significant operational benefits to the mill. Currently, woodyard operations at the Shelvin Yard are restricted to an 11:00 p.m. curfew because of noise problems. A relocated woodyard could operate on a 24 hour basis. Pulpwood could be shuttled from a new woodyard to the mill by way of Portage Avenue, which incorporates an underpass at the CN rail-line, utilizing smaller more cost-efficient vehicles.

It is clear that Stone-Consolidated would achieve substantial economic benefits from the construction of a truck by-pass route. It is difficult at this time to quantify these benefits as a detailed review of the entire mill wood-handling operation would have to be carried out. This is a complex issue and beyond the terms of reference of this study. Should the Town of Fort Frances choose to take further steps toward the implementation of a truck by-pass project, it is

⁸

KGS Group, "Truck Storage Area, Woodyard and Lagoon Feasibility Study", Boise Cascade Canada Ltd., September, 1990.

recommended that the Stone-Consolidated mill be asked to undertake a detailed study of a relocated woodyard operation. Such a study could be carried out jointly with the Town's overall feasibility study of the project.

9.3 COST/FUNDING ANALYSIS

The total cost of a truck by-pass route along Eighth Street and McIrvine Road is estimated to be approximately \$9,000,000. This does not include the cost of any improvements to Portage Avenue which may be necessary in order to accommodate access from the truck by-pass route to the Stone-Consolidated mill. A cost estimate breakdown is included in the Appendix.

Financing for this project may be available from a number of funding agencies. These could include:

- Connecting Links
- Heritage Group
- Northern Development and Mines

In addition to the above, cost sharing for this project may be available from both Voyageur Panel in Barwick and Stone-Consolidated Corporation in Fort Frances. Both companies gain considerable benefit from a truck by-pass route, simply from the stand-point of reduced travel time alone.

In order to estimate the present value of these benefits, a long-term interest rate of 8% and long-term inflation rate of 2% was used in this analysis. For purposes of the analysis, a 10 year plant life was assumed for the Barwick OSB plant. Based on these assumptions, and a \$65.00/hr. truck operating cost, the present value of the travel time benefits to Voyageur Panel is estimated to be approximately \$2,000,000.

As indicated in the previous section, the cost benefits to Stone-Consolidated are more difficult to quantify as they are based largely on a relocation of the woodyard. Given the magnitude of the trucking operation associated with the mill (22,000 trucks per year), one could assume that economic benefits of a by-pass route to Stone-Consolidated would be at least equal, if not greater, than those benefits to Voyageur Panel.

Based on the above benefits, significant portions of the construction cost of a truck by-pass may possibly be available from these local industries.

Overall, the benefit to the region of a truck by-pass route for Fort Frances is substantial. Based on total annual travel time savings of \$2,400,000 per year, the present value of this benefit alone is approximately \$30,000,000 over a 25 year time period. These benefits certainly justify the implementation cost of this project.

Depending upon the availability of governmental funding or cost sharing with local industries, it may be desirable to implement this project on a staged basis. An initial stage would require the construction of a road link from Mill Road/Highway 11 to Eighth Street. Including all of the initial project approvals and engineering, this portion of the project would cost in the order of \$6,000,000. This could be reduced by a further \$400,000 to \$500,000 if asphalt paving is deferred. The final stage would include the improvements to Eighth Street and McIrvine Road which would add a further \$3,000,000.

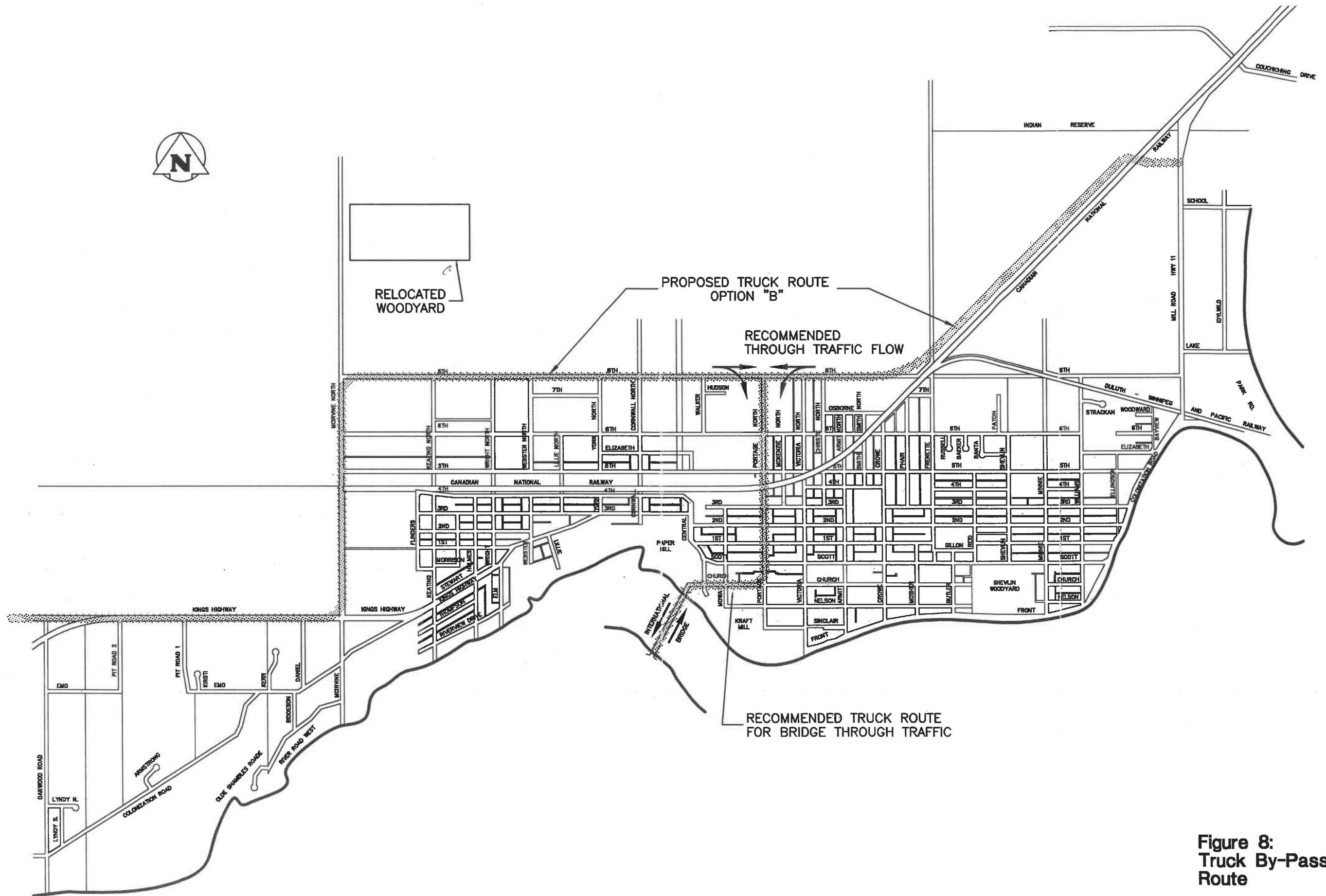


Figure 8:
Truck By-Pass
Route

July 7, 2021

Report To: Mayor and Council

From: Travis Rob, Manager of Operations and Facilities

RE: Award of Tender 21-OF-11 – Memorial Sports Centre Concrete works

The Town of Fort Frances, as part of the ICIP Culture Memorial Sports Centre Upgrade project issued a tender for the installation of new concrete slab under the 52 Canadians Bleachers including the addition of a larger roll up door and large man door for access to this area.

The intent of this work is to establish an area that is clean, flat and accessible for storage. Currently this area is utilized by the Fireworks Committee to store the equipment for the annual fireworks display as well as Summer Programs for their equipment. In addition, there is some HVAC equipment housed in this area for the 52 Canadians change rooms. Phase 2 of this project will be the installation of fire suppression sprinklers in this area to allow the storage of goods under the Ontario Fire Code which will take place in 2022.

Attached you will find a report from Mr. Adam Mitchell, P.Eng. Asset Management Coordinator recommending the award of this work to Tom Jones Corporation for a total tender price of \$151,000 including a \$15,000 contingency allowance, plus applicable taxes.

It is the recommendation of the Operations and Facilities Executive Committee that

1. Tender 21-OF-11 be awarded to Tom Jones Corporation for a total tender price of \$151,000 including a \$15,000 contingency allowance plus applicable taxes
2. Mayor and Clerk be authorized to execute the agreement on behalf of the corporation.

Respectfully Submitted



Travis Rob, P.Eng

Council approval of this report will agree with the recommendation of the Operations and Facilities Executive Committee that

1. **Tender 21-OF-11 be awarded to Tom Jones Corporation for a total tender price of \$151,000 including a \$15,000 contingency allowance plus applicable taxes**
2. **Mayor and Clerk be authorized to execute the agreement on behalf of the corporation.**

Manager of Operations and Facilities

June 29, 2021

Report To: Travis Rob

From: Adam Mitchell, P.Eng, Asset Management Coordinator

RE: Memorial Sports Centre HVAC Upgrades, ICIP Revitalization of the Memorial Sports Centre.

On June 29th, 2021, the Town of Fort Frances received proposals for tender 21-OF-11, Memorial Sports Centre Concrete Slab Under Bleachers. The scope of this tender involves replacing the following;

- Placing a concrete slab under west bleachers in 52 Canadians arena
- Replace 2 exterior man doors to increase access for storage

Currently the existing area under the west bleachers is under utilized as cold storage because of the moist/damp environment that currently exists. The existing dirt floor is the biggest reason why moisture is present at this location. The installation of a proper concrete slab complete with vapour barrier will allow the moisture in this space to be eliminated. Two upgraded exterior man doors will also be installed as part of this project which will allow this space to be more affectively used and fix an existing noncompliance issue as these doors should operate as fire exits.

As a result of this tender, the Town of Fort Frances received two proposals from Tom Jones Corporation and RJ Concrete and Construction. A cost comparison of tender submissions is shown in the table below.

Item	Component	Quantities	Units	Tom Jones	RJ Concrete
1	Preparing site including leveling and removals as required	1	L.S.	\$ 12,240.00	\$ 25,089.00
2	Placement of granular fill under slab (fill provided)	60	yrds	\$ 19,720.00	\$ 33,840.00
3	Placement of drainage pipe	50	m	\$ 21,080.00	\$ 13,350.00
4	Placement of concrete slab inclusive of all material (vb,mesh,forms,etc)	38	yrds	\$ 61,200.00	\$103,436.00
5	Roll up door and lintel c/w concrete sill	1	L.S.	\$ 14,280.00	\$ 19,728.00
6	Man door and lintel c/w concrete sill	1	L.S.	\$ 7,480.00	\$ 9,552.00
7	Allowable Contingency	1	L.S.	\$ 15,000.00	\$ 15,000.00
Subtotal				\$151,000.00	\$219,995.00

Tom Jones Corporation submitted the lowest bid. An internal review of submissions was completed to ensure compliance and no issues were found for either party.

It is my recommendation that Tom Jones Corporation be contracted to complete the Concrete Slab installation outlined in the tender for the Memorial Sports Centre for a total of \$151,000 + HST.

Respectfully Submitted



Adam Mitchell, P.Eng

Asset Management Coordinator

RTC 21-OF-11 MSC Under Bleacher Concrete Slab Recommendation.docx

July 7, 2021

Report To: Mayor and Council

From: Travis Rob, Manager of Operations and Facilities

RE: Application for Funding for Airport Improvements under the Northern Ontario Heritage Fund Community Enhancement Fund

In March 2021 the Town applied to the Northern Ontario Heritage Fund Community Enhancement Fund for funding to undertake a number of improvement projects at the Fort Frances Municipal Airport. Some of the work is planned in 2021 and included in the 2021 Capital budget being the replacement of the furnaces and roof. In addition to these works the flooring needs replacement as well as the parking lot is in need of improvements for better parking and dedicated in and out lanes.

In May we were notified that we were successful in reaching phase 2 of the process and have submitted our phase 2 application. Total project costs are estimated at \$198,000.00 with \$148,500 being funded by NOHFC and \$49,500.00 being funded by the Town. Works would be split over 2 years, 2021 and 2022 so the 2022 works would be budgeted in that year's capital budget.

With the phase 2 application, there is a requirement to submit a resolution of Council committing that the Town of Fort Frances will cover any cost overruns to the project which is common for these programs.

It is the recommendation of the Operations and Facilities Executive Committee that the Town of Fort Frances commit to covering any cost overages relating to the Airport Improvement Project submitted to the Northern Ontario Heritage Fund Community Enhancement Fund.

Respectfully Submitted



Travis Rob, P.Eng

Council approval of this report will agree with the recommendation of the Operations and Facilities Executive Committee that the Town of Fort Frances commit to covering any cost overages relating to the Airport Improvement Project submitted to the Northern Ontario Heritage Fund Community Enhancement Fund.

Manager of Operations and Facilities

July 7, 2021

Report To: Mayor and Council

From: Travis Rob, Manager of Operations and Facilities

RE: Unbudgeted Emergency Replacement of the Firehall Roof Top Unit

Recently the roof top packaged Heat/AC unit for the Firehall failed. The unit is quite dated and the costs to repair the unit is not worth it for its age and likelihood of future failures. Per the Procurement policy a replacement unit has been secured.

Attached is a report from Mr. Ray Calder, Facilities Superintendent outlining the process that was taken for the purchase of the replacement unit. The new unit should be on site this week for installation.

Given that this purchase has not been budgeted for in 2021, it is recommended, under guidance from the Treasurer, that the funds to cover the unbudgeted costs be taken from the Corporate Building Reserve.

It is the recommendation of the Operations and Facilities Executive Committee that the costs associated with the emergency unbudgeted replacement of the failed Firehall Roof Top unit be taken out of the Corporate Building Reserve Fund.

Respectfully Submitted



Travis Rob, P.Eng

Council approval of this report will agree with the recommendation of the Operations and Facilities Executive Committee that the costs associated with the emergency unbudgeted replacement of the failed Firehall Roof Top unit be taken out of the Corporate Building Reserve Fund.

Manager of Operations and Facilities

2021July7 Unbudgeted Emergency Replacement Firehall Rooftop Unit.docx

June 28, 2021

Report To: Mayor and Council

From: Ray Calder, Facilities Superintendent

RE: Replacement of Fire Station area rooftop HVAC Unit and Curb

On the Friday night of June 11th I received a call from one of the members of the Fort Frances Fire department notifying me that they had heard a loud noise from out on the roof and they now had no air conditioning. I then contacted one of our local contractors, KJ Refrigeration, who arrived to take a look at the heat/AC unit. Ken notified me the next morning that he would not be able to get the unit running in its present state and he was currently trying to source parts. The following Monday afternoon he was informed that the cost of the required parts was in the neighbourhood of \$5,500.00 (not including the labour to install) and we would be very fortunate if we receive them in the 6-8 weeks that he was told it would take for delivery. The Building Inspector (Cody Vangel) and I then took into consideration the fact that this particular unit was installed in 1998 and decided that it was in the Towns best interest to look at replacing the unit.

Three quotes were received on June 17th in regards to the replacement and installation of both the new unit and the required rooftop "support curb". The lowest quote received was from "KJ Refrigeration" at a total of \$11,300.00 with an estimated delivery time of two weeks.

Ray Calder

Facilities Superintendent



Ontario Clean Water Agency
Agence Ontarienne Des Eaux

Fort Frances WPCP
200 McIrvine Rd
Fort Frances, Ontario
P9A 3S3
Tel: 807-274-3121
Fax: 807-274-8381

June 15, 2021

Town of Fort Frances
320 Portage Avenue
Fort Frances Ontario
P9A 3M5

Attention: Mr. Craig Miller
Environmental Superintendent

Dear Craig:

**Re: Fort Frances Wastewater Treatment Facility
May 2021 Monthly Report**

As per the operating agreement, the attached document is the May 2021 monthly report for the Fort Frances Wastewater Treatment Facility.

The report highlights the influent and effluent quality and the process parameters. Additionally, the routine operation and maintenance activities conducted by the operators are summarized.

If you have any questions regarding this report do not hesitate to contact Mr. Jeff St. Pierre, Regional Hub Manager.

Yours truly,

A handwritten signature in black ink, appearing to read 'Kelly CTD'.

Kelly Cunningham
Team Lead

For Jeff St. Pierre
Regional Hub Manager

**The Corporation of the Town of Fort Frances
Wastewater Treatment Plant
(Sewage Plant)
May 2021 Monthly Operations Report**

INTRODUCTION

In accordance with the Agreement between the Ontario Clean Water Agency (Operating Authority) and the Town of Fort Frances, the Fort Frances Sewage Treatment Plant is required to prepare a monthly report. This document covers the reporting month of May 2021; the facility performance report summarizes important information regarding the quality of the effluent, wastewater, analytical test results, maintenance operations, and relevant activities of the WWTP.

DESCRIPTION OF WORKS

Capacity of Works	9000 m ³ /day (average flow)
Service Area	Town of Fort Frances and Couchiching Reserve
Service Population	9000
Effluent Receiver	Rainy River
Major Process	Secondary treatment facility complete with a phosphorus removal system; ultra violet disinfection; aerobic sludge stabilization and dewatering

The Fort Frances Sewage Treatment Plant operates under *Environmental Compliance Approval Number 6786-A44PWG*. The ECA outlines the terms and conditions, and the report captures these terms and conditions in the following sections.

LABORATORY

ALS Laboratory Group – Thunder Bay is contracted to conduct the required analytical tests of the influent (raw) and effluent samples; weekly requirement.

MAY 2021 EFFLUENT QUALITY

<i>Parameters</i>	<i>Monthly Actual Concentration mg/L</i>	<i>Compliance Criteria Concentration mg/L</i>	<i>Performance Objective Concentration mg/L</i>	<i>Monthly Actual Loading, kg/d</i>	<i>Compliance Criteria Loading kg/d</i>	<i>Performance Objective Loading kg/d</i>
CBOD ₅	2.3 mg/L	25 mg/L	15 mg/L	13.3 kg/d	225 kg/d	135 kg/d
Total Suspended Solids	4.0 mg/L	25 mg/L	15 mg/L	23.5 kg/d	225 kg/d	135 kg/d
Total Phosphorus	0.11 mg/L	1.0 mg/L	0.9 mg/L	0.61 kg/d	9 kg/d	8.1 kg/d
Total Nitrogen Nitrate Nitrogen	13.88 mg/L 5.89 mg/L					
Total Cl ₂ Residual		<0.01 mg/L (when in use)				
E-Coli		22.2 count/100 ml (geometric mean)		200 count/100ml (geometric mean)		E-coli not to exceed 150 organisms/100ml (monthly geometric mean density)
pH				pH range 7.2 to 7.4; average pH was 7.3		
Temperature degrees C				Temperatures ranged from 9.0 to 11.5 C; average temperature of effluent was 10.0 C		

Compliance criteria are mandatory requirements of the ECA and performance objectives are a goal to be achieved using best reasonable efforts.

WASTEWATER LIQUID PROCESS

The average daily flow for May was 5788.8 m³/day. This represents 64% of the design average flow. Total treated flow for the month was 179453 m³.

The Fort Frances WWTP met all effluent compliance criteria for the parameters listed above and additionally was well within the recommended more stringent monthly performance objectives as outlined in the Environmental Compliance Approval.

MAINTENANCE

The operators performed the routine operations and maintenance at the treatment plant and pumping stations. The activities are highlighted as follows and a summary will be included:

Treatment Plant:

- Alternated lead/lag pumps
- Adjusted fluidizing water to head cell and grit snail as needed
- Greased all blowers
- Regular cleaning of head works EW basket strainer
- Greased Grit Snail and lubricated drive chain
- Monthly inspection of spiral screen access hatch, removed wrapped debris
- Weekly manifold wash and restrictor cleaning on the Fournier press
- Inspected teacup
- Changed oil in blowers 4 and 5
- Cleaned DO probes

Pump Stations:

- Ran gensets
- Changed seal water strainers
- Pulled and cleaned pump 1 at Central Avenue lift station

PROCESS AND OPTIMIZATION ISSUES

SLUDGE SUMMARY

Dennis Robinson Limited hauled a calculated total of 118.3 m³ (11 bins) of thickened digested sludge to the Town of Fort Frances landfill site. The hauled sludge averaged 17.0 % TS for the month but slump test results from the landfill site have not been provided.

The Fournier press ran for 102.5 hours in the past month.

COMPLAINTS

There were no complaints during the report period.

BYPASS/OVERFLOW REPORT(S)

There were no bypass events in the reporting period.

COMMENTS

Plant power consumption for the month was 462 (x 180 multiplier) kWh.

The Fournier press has been operated 572.2 hours in 2021.

The Town of Fort Frances had a contractor replace the shower in the locker room and some interior steel doors that were rusting out.

REPORTS

ALS – Environmental Analytical Reports (on-file at plant)

Fort Frances WPCP Equipment Run Time Report (on-file at plant)

Bypass Report (on-file at plant as per occurrence)

Incident Report (on-file at plant as per occurrence)

2021 Fort Frances Wastewater

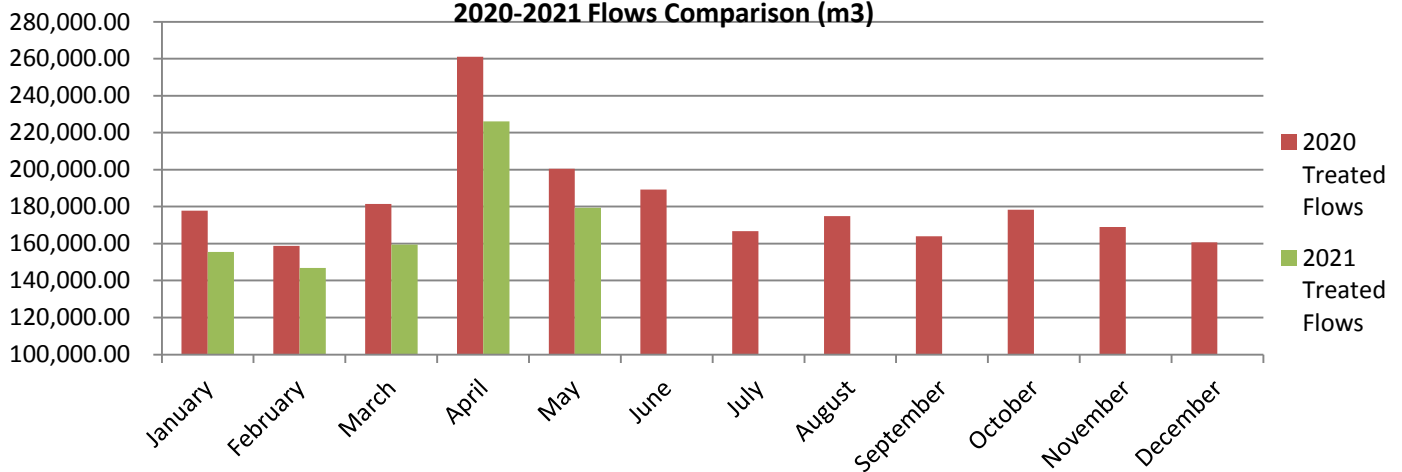
Month	Sewage Flows Year 2020					Usage	Calculated	Sludge	Removal Efficiency	
	Avg. Day	Max Day	Total	Total	Total	% Plant	Volume	Bins	CBOD5 0.973666266	
	Flow	Flow	Treated	ByPass	Volume	Capacity	Hauled	Hauled	Suspended Solids 0.979624001	
	m3	m3	Volume ML	Volume ML	ML		M3		Total Phosphorus 0.966903073	
January	5015.0	5375	155465		155465	56%	134.4	13		
February	5244.0	5551	146883		146883	58%	116.6	11		
March	5141.9	5653	159400		159400	57%	145.6	14		
April	7538.1	11729	226144		226144	84%	125.7	13		
May	5788.8	6607	179453		179453	64%	118.3	11		
June						0%				
July						0%				
August						0%				
September						0%				
October						0%				
November						0%				
December						0%				
Sum				0	867345		640.6	62		
Average	5746		173469		173469	60%	128.1	12.4		
Max		11729	226144		226144			14		
ECA	9000	18000								

Month	BOD5/CBOD5			Suspended Solids			Total Phosphorus			Nitrogen		E. Coli	pH	
	Avg. Raw	Avg. Eff.	Avg. Load	Avg. Raw	Avg. Eff.	Avg. Load	Avg. Raw	Avg. Eff.	Avg. Load	Avg. Raw	Avg. Eff.	Geo Mean	Monthly	Monthly
	BOD (mg/L)	CBOD (mg/L)	CBOD (kg/day)	S.S (mg/L)	S.S (mg/L)	S.S (kg/day)	T.P (mg/L)	T.P (mg/L)	T.P (kg/day)	TKN (mg/L)	Total N (mg/L)	Counts /100ml	Minimum	Maximum
January	123.8	2.2	11.1	196.5	2.5	12.7	2.99	0.07	0.33	26.2	11.8	10.0	6.6	7.0
February	91.0	2.7	14.3	185.9	3.0	15.9	2.79	0.08	0.41	22.7	15.1	10.0	6.6	7.1
March	104.4	3.4	17.6	179.1	3.6	18.5	2.34	0.08	0.40	18.6	15.0	12.5	7.0	7.4
April	91.8	2.5	20.0	160.7	5.0	40.5	2.23	0.08	0.63	15.8	12.6	17.8	7.1	7.5
May	87.6	2.3	13.3	166.1	4.0	23.5	2.34	0.11	0.61	18.0	13.9	22.2	7.2	7.4
June														
July														
August														
September														
October														
November														
December														
Average	99.7	2.6	15.3	177.7	3.6	22.2	2.54	0.08	0.48	20.3	13.7	14.5	6.9	7.3
Max	123.8	3.4	20.0	196.5	5	40.5	2.99	0.11	0.63	26.2	15.1	22.2	7.2	7.5
ECA		25	225		25	225		1.0	9.0			200	6.0	9.5

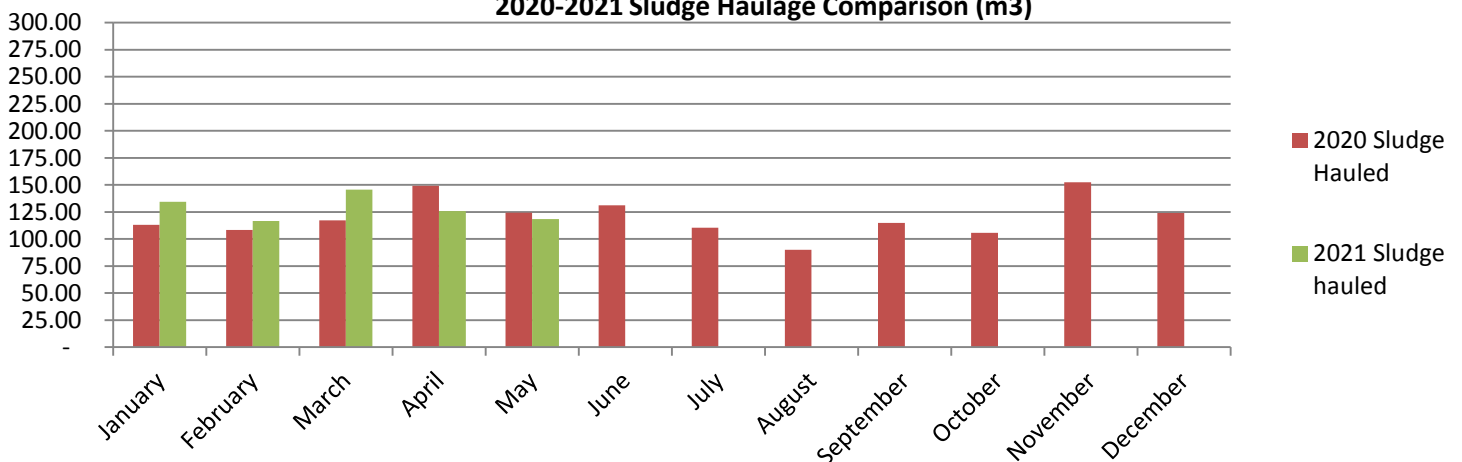
2020-2021 Comparison Chart

Month	2020 Treated Sewage	2021 Treated Sewage	% Variance 2020 to 2021	2020 Hauled Sludge	2021 Hauled Sludge	% Variance 2020 to 2021
	m3	m3	m3	m3 (calculated)	m3 (calculated)	m3
January	177,747.00	155,465.00	-14%	113.20	134.40	19%
February	158,832.00	146,883.00	-8%	108.20	116.60	8%
March	181,415.00	159,400.00	-14%	117.10	145.60	24%
April	261,159.00	226,144.00	-15%	149.30	125.70	-16%
May	200,528.00	179,453.00	-12%	124.40	118.30	-5%
June	189,252.00		#DIV/0!	131.00		-100%
July	166,681.00		#DIV/0!	110.50		-100%
August	174,870.00		#DIV/0!	89.90		-100%
September	163,947.00		#DIV/0!	114.80		-100%
October	178,352.00		#DIV/0!	105.80		-100%
November	169,049.00		#DIV/0!	152.50		-100%
December	160,702.00		#DIV/0!	123.90		-100%
Totals	2,182,534.00	867,345.00	-152%	1,440.60	640.60	-56%

2020-2021 Flows Comparison (m3)



2020-2021 Sludge Haulage Comparison (m3)



Workorder Summary Report

Report Start Date: May 1, 2021 12:00 AM

Report End Date: May 31, 2021 11:59 PM

Location: 1103*

Work Order Type: ADMIN,CALL,CAP,CORR,EMER,OPER,PM

Work Order Class:

				WorkOrder		PM Schedule		Workorder Details					
WO #	Asset ID	Asset Description	Location Description	Type	Class	FEQ	Units	Work Order Description	Status	Schedule Start	Actual Start	Actual Finsh	WorkLog Detail
2250385			1103, Fort Frances WPCP	OPER	Inspection	1	MONTHS	Snow Removal at Wastewater Treatment (1m) 1103	COMP	5/1/21 12:00 AM	5/31/21 01:47 PM	5/31/21 01:47 PM	
2261261	0000227376	PANEL ALARM/DIALER	1103, Fort Frances WPCP, Process, Process Control & Monitoring	PM	Inspection	1	MONTHS	Critical Alarm/Dialer Testing (1m) 1103	COMP	5/1/21 12:00 AM	5/27/21 11:00 AM	5/27/21 12:00 PM	Dialer Test -We test daily at 11.
2261265			1103, Fort Frances WPCP	PM	Refurbish/Replace/Repair	1	MONTHS	Diesel Gensets Inspection/Functional Tests (1m) 1103	COMP	5/1/21 12:00 AM	5/24/21 10:00 AM	5/24/21 12:00 PM	Monthly Gensets -I ran all gensets for 1 hour under load.
2261281			1103, Fort Frances WPCP	PM	Health and Safety	1	MONTHS	Health And Safety Inspection (1m) 1103	COMP	5/1/21 12:00 AM	5/26/21 11:30 AM	5/26/21 12:30 PM	Monthly H&S -No issues observed .
2261607			1103, Fort Frances WPCP	PM	Inspection	1	MONTHS	Blowers/Motors Inspection/Service (1m/3m) 1103	COMP	5/1/21 12:00 AM	5/26/21 09:15 AM	5/26/21 11:15 AM	Monthly Blower Maint. -I changed oil in blowers 4 & 5 and greased.
2261615	0000246402	CENTRIFUGE GS2-2-1 TEACUP/GRIT SNAIL	1103, Fort Frances WPCP, Process, Primary Treatment, Primary Sludge Degritting	PM	Inspection	1	MONTHS	Teacup Centrifuge Inspection/Service (1m/3m/1y) 1103	COMP	5/1/21 12:00 AM	5/31/21 01:46 PM	5/31/21 01:46 PM	Teacup Centrifuge Inspection/Service (1m/3m/1y) 1103 -Greased bearings and lubricated drive chain on grit snail. Cleaned debris from snail scraper

Sewer & Water Data for 2021

up-dated June 29, 2021

Month	Days per month	2021	2021	2021	2021	2021	2021	2021	2021	2021	2021	2021-2020	2021-2020	2021	2021	Monthly
		Total	daily	Couch.	Couch.	Couch.	Total	daily	Couch.	Couch.	Couch.	Diff	Diff	Difference	Infiltration	Infiltration
		Sewage	Sewage	Sewage	Sewage	Sewage	Treated	Treated	2 Water	2 Water	Water	Treated	Wastewater	STP-WTP	daily average	US Gallons
		STP	STP	Meters	Meters	%	WTP	WTP	Meters	Meters	%	WTP	STP			
		cu. meters	cu. meters	cu. meters	cu. meters		cu. meters	cu. meters	cu. meters	cu. meters						
		monthly	daily	monthly	daily		monthly	daily	monthly	daily						
January	31	155465	5015.00	10364	334.32	6.67%	105360	3398.7	8149	262.9	7.73%	-3360.0	-22282.0	50105.0	1616.3	13,236,338
February	28	146883	5245.82	8881	317.18	6.05%	103890	3710.4	8149	291.0	7.84%	1990.0	-11949.0	42993.0	1535.5	11,357,547
March	31	159400	5141.94	10550	340.32	6.62%	109120	3520.0	7702	248.4	7.06%	3820.0	-22015.0	50280.0	1621.9	13,282,568
April	30	226144	7538.13	16902	563.40	7.47%	99400	3313.3	7702	256.7	7.75%	3050.0	-35015.0	126744.0	4224.8	33,482,216
May	31	179453	5788.81	11863	382.68	6.61%	113290	3654.5		0.0	0.00%	1600.0	-21075.0	66163.0	2134.3	17,478,412
June	30		0.00		0.00	#DIV/0!		0.0		0.0	#DIV/0!	-115660.0	-189252.0	0.0	0.0	-
July	31		0.00		0.00	#DIV/0!		0.0		0.0	#DIV/0!	-139030.0	-166681.0	0.0	0.0	-
August	31		0.00		0.00	#DIV/0!		0.0		0.0	#DIV/0!	-127750.0	-174870.0	0.0	0.0	-
September	30		0.00		0.00	#DIV/0!		0.0		0.0	#DIV/0!	-107690.0	-163947.0	0.0	0.0	-
October	31		0.00		0.00	#DIV/0!		0.0		0.0	#DIV/0!	-102590.0	-178352.0	0.0	0.0	-
November	30		0.00		0.00	#DIV/0!		0.0		0.0	#DIV/0!	-98680.0	-169049.0	0.0	0.0	-
December	31		0.00		0.00	#DIV/0!		0.0		0.0	#DIV/0!	-104350	-160702.0	0.0	0.0	-
Total	365	867345		58560			531060.0		31701.0			-788650.0	-1315189.0	336285.0	921.3	88,837,081
Monthly Average		153916.0	5134.3	9931.7	330.6		106123.3	3543.0	7999.7	267.4	0.1	816.7	-18748.7	47792.7	1591.2	12625484.3

Aircraft Landings 2021
As of June 30, 2021

	Bearskin Flights			Bearskin Passengers			Air Bravo Passengers			Government			Private			Med-I-vacs			International			Commercial			Totals			Variance
	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021	2020	2019	2021-2020
Month																												
January	4	56	54	9	140	160	0	8	8	0	2	0	2	15	4	36	50	60	0	0	0	0	45	42	42	168	160	-126
February	0	64	56	0	149	197	0	12	15	4	3	13	8	6	1	58	36	43	0	1	0	0	38	38	70	148	151	-78
March	0	41	61	0	99	160	0	0	11	20	1	13	8	10	10	57	39	52	0	6	2	0	0	42	85	97	180	-12
1/4 Total	4	161	171	9	388	517	0	20	34	24	6	26	18	31	15	151	125	155	0	7	2	0	83	122	197	413	491	-216
April	0	1	59	0	0	197	0	0	7	5	2	5	18	10	9	63	30	57	0	1	3	0	0	40	86	44	173	42
May	0	0	67	0	0	196	0	0	5	2	3	14	43	20	19	74	40	63	0	0	25	0	0	43	119	63	231	56
June	0	0	61	0	0	208	0	0	9	5	0	13	159	21	48	68	53	57	0	0	81	0	0	39	232	74	299	158
1/2 Total	4	162	358	9	388	1118	0	20	55	36	11	58	238	82	91	356	248	332	0	8	111	0	83	244	634	594	1194	40
July		0	61		0	173		0	10		2	4		44	28		35	54		0	69		0	42	0	81	258	-81
August		0	69		0	236		0	5		0	10		31	33		38	57		0	64		0	40	0	69	273	-69
September		11	62		17	180		0	12		1	8		27	14		61	52		2	46		0	34	0	102	216	-102
3/4 Total	4	173	550	9	405	1707	0	20	82	36	14	80	238	184	166	356	382	495	0	10	290	0	83	360	634	846	1941	-212
October		16	66		30	219		0	13		5	5		9	22		59	57		0	8		0	44	0	89	202	-89
November		15	61		46	180		0	17		3	0		14	6		45	56		0	1		0	37	0	77	161	-77
December		12	47		15	111		0	13		6	0		4	13		54	43		0	3		0	38	0	76	144	-76
Total	4	216	724	9	496	2217	0	20	125	36	28	85	238	211	207	356	540	651	0	10	302	0	83	479	634	1088	2448	-454

Fort Frances Airport - Page 2/2 - Fuel Sales - June 30, 2021																				
Fuel Sales Recap - 2021									2021	2020	2019	2018	2017	2016	2015	2014	2013	2012	10 year	Variance
Month	100LL		Jet Trk		Jet Cab		Month	Year	per	per	per	per	per	per	per	per	per	per	Average	per month
	Liters	Total	Liters	Total	Liters	Total	Total	Total	month	month	month	month	month	month	month	month	month	month	2021 to 2012	month
January	725	725	4,058	4,058		0	4,783	4,783	4,783	7,962	8,050	16,597	25,675	7,528	8,692	11,543	7,216	10,252	11,502	-3,179
February	1,023	1,748	6,424	10,482		0	7,447	12,230	7,447	5,077	7,991	16,286	12,503	11,904	11,231	12,304	6,197	6,918	10,046	2,370
March	1,107	2,855	15,715	26,197		0	16,822	29,052	16,822	6,473	13,716	9,798	21,928	13,255	17,795	10,508	12,077	9,329	12,764	10,349
April	676	3,531	11,388	37,585		0	12,064	41,116	12,064	1,459	13,010	10,398	13,102	8,592	13,219	8,377	4,453	8,251	8,985	10,605
May	1,940	5,471	14,609	52,194		0	16,549	57,665	16,549	11,685	18,667	24,839	21,362	24,681	16,161	29,753	18,350	21,891	20,821	4,864
June	1,698	7,169	77,661	129,855		0	79,359	137,024	79,359	8,082	31,063	27,380	27,380	26,015	45,698	30,789	22,786	23,537	26,970	71,277
July		7,169		129,855		0	0	137,024	0	11,116	17,146	23,461	24,642	29,002	28,150	14,441	19,232	32,650	22,204	-11,116
August		7,169		129,855		0	0	137,024	0	7,530	17,024	30,430	23,029	21,119	36,638	20,450	20,075	30,783	23,009	-7,530
September		7,169		129,855		0	0	137,024	0	14,689	16,543	25,191	13,489	21,325	24,238	21,837	18,005	19,431	19,416	-14,689
October		7,169		129,855		0	0	137,024	0	4,307	9,076	10,769	16,604	30,655	8,216	15,472	13,109	11,325	13,281	-4,307
November		7,169		129,855		0	0	137,024	0	13,333	2,202	10,748	9,924	22,349	11,616	7,238	6,398	8,170	10,220	-13,333
December		7,169		129,855		0	0	137,024	0	5,333	5,852	13,243	6,560	13,797	7,592	6,849	2,028	8,179	7,715	-5,333
Total	7,169		129,855		0		137,024		137,024	97,046	160,340	219,140	216,198	230,222	229,246	189,561	149,926	190,716	186,933	39,978

Lowest month in last 9 years
Highest month in last 9 years
Highest month
lowest month