Infrastructure Committee Meeting
Town Council Chambers
4 p.m.

Present
Councilor J. Sullivan, Chair
Councilor, L. MacLellan, Chair
Deputy Mayor D. Roberts
Mayor S. Cameron

R. Boucher, Resident of Antigonish
M. Grant, Resident of Antigonish
K. Meisner, Director of Infrastructure & Engineering
D. Halfpenny, Infrastructure & Engineering Administrative Assistant

Call to Order
The Chair, Councilor J. Sullivan, called the meeting to order at 4:00 p.m.

Additions to the Agenda
Items added to the agenda:
1. Ross Street sign placement.
2. Line Painting of Parking lot spaces
3. Placement of Signage at Chisholm Park

Approval of Agenda
A motion was made by Councilor L. MacLellan and seconded by Deputy Mayor D. Roberts to approve May 21, 2025, agenda with additions. Motion Carried.

Welcome to the Infrastructure Committee
The Chair welcomed all those present to the new committee. Introductions were made around the table followed by a review of the committee mandate.

New Business
The Chair, Councilor J. Sullivan called upon K. Meisner to update the Infrastructure Committee on College Street Bridge.

1. College Street Bridge Update

K. Meisner, Director of Infrastructure & Engineering reported that the College Street Bridge had undergone substantial cribbing work to maintain stability and extend the life of the bridge for another five years. He identified that work to the west side pedestrian portion of the bridge was not undertaken in the original repair plan as the cost was above budget and the work presented challenges as that side of the bridge extended further into the river. The east side of the bridge has an opened pedestrian pathway. He explained that an EXP Structural Engineering consultant had proved the five-year timeline and plan to extend the life of the bridge. He noted that timber breakdown was identified as the major issue and the west side pedestrian bridge I-beams were a major concern. He advised that the based on the information received the plan was followed to extend the life of the bridge by doing the cribbing work and repair to the east

side of the bridge until capital planning decisions could be identified for future work.

He noted that the considerations going forward are whether the bridge will be maintained as a vehicle and pedestrian bridge or if in the future it becomes a strictly pedestrian bridge and whether the bridge work continues for the West Side pedestrian portion of the bridge which would improve the esthetics of the structure and allow for better pedestrian access. K. Meisner estimated that the cost to replace the bridge would be in the range of two million dollars.

K. Meisner explained that the work done to date is not wasted, as the work has repaired the cribbing and will provide a sturdy base to build a new structure on.

Discussion followed:

M. Grant commented that changing to a pedestrian only bridge would not be in the best interested of traffic flow. Delivery trucks need access to businesses in the area. He noted that when the bridge was closed Creighton Lane saw an increase in traffic flow and turned the access through parking lots to a street. He stressed that it is important to be initiative-taking as opposed to reactive and that a plan to replace the bridge for vehicles and pedestrian would be preferred.

K. Meisner commented that the parking lots are owned by the businesses. The extension of Creighton Lane through to the Wheel is not an official street, particularly the section behind Shoppers Drug Mart. He agreed that the businesses owners of these properties would need to be contacted to discuss options.

R. Boucher inquired as to the length of time it would take for the work to replace the College Street bridge.

K. Meisner indicated that the project would be expected to take a year.

The Chair commented that for now the snow fence needs to be removed and thought put into making the existing bridge look more aesthetically pleasing. Further investigation to determine costs to repair the west side pedestrian portion of the bridge will be looked at as Capitol budgets are reviewed.

2. Upcoming Bay Street Project

K. Meisner identified the area as from the Tim Hortons on East Main Street to the St. Martha's Hospital entrance as the location of major work that needs to take place to replace aging pipes and valves. He commented that there was a failed sewer near Tim Hortons and therefore this area is a critical part of the upgrade. He noted that the less expensive method of sleeving the sewer pipe was not an option for the pipe near Tim Hortons due to the age of the pipe and the type of break.

He explained that to complete this Bay Street major upgrade that significant funding is required. The Infrastructure and Engineering Department has submitted additional funding applications and are awaiting results. Federal and Provincial applications are intended to cover 3.5 million of

the project funding. However, it is expected that the project will take 5 to 5.5 million to complete requiring the Town of Antigonish to potential to cover the 1.5-to-2-million-dollar portion.

K. Meisner noted that the railway requires that the work be conducted by jack-and-boring underneath the tracks to replace the pipes and that this portion of the work is expected to cost $400,000 of the project. He acknowledged that there would be significant inconvenience to the public and that is crucial to get the work done as secure water and sewer lines are necessary for the hospital and residents of the area. He commented that there are valves on Bay Street that are in such bad shape that water cannot be shut off when attempting to use them. He explained that the watermain will need to be upgraded to an eight-inch diameter line to facilitate growth in the area.

Councillor J. Sullivan asked that K. Meisner circulate a list of funding approved, additional funding applied for, and level of commitment required by the Town to the Infrastructure Committee members.

Funding	Amount
ICIP (Bay St)	$ 1,808,400.00
ICIP (AT East Main)	$ 466,199.00
GRID (Bay St)	$ 1,116,700.00
ATF (Bay St)	$ 547,000.00
MCGP (STP)	$ 2,032,892.63
Trunks + Routes (West St)	$ 458,275.00
CHIF (West/James St)	$ 2,247,857.82
PCAP (Intermunicipal Agreement)	$ 50,000.00
	$ 8,727,324.45

Confirmed Funding	
Potential Funding	

3.West Street Project Update

K. Meisner reported that Dexter Construction in 2024 was the only bidder for the project to replace the waterline with a cost of $450,000. As this was significantly over budget, the work has not been completed, only AT pathway work was undertaken. He provided visuals of the routes and explained additional work required to facilitate the sewer work on James Street. He advised that there is section of sewer pipe on James Street that has also failed and that the less expensive option of slip lining this section of pipe would work for this area and provide a lower cost option. He explained that the fiberglass sleeve cures in the pipe and is estimated to last for

fifty years which is equal to new pipe replacement. He noted that the street does not have to be dug up to replace the sewer line.

He stated that the area is from the A&W area to the StFX observatory on West Street. Cost to complete the entire project is expected to be in the 4-million-dollar range. The town has allocated $1.4M to the project and applied through the CHIF Provincial funding program for most of the remainder. Funding approval has been received for ~$450k for the pavement resurfacing from the province, but the pipe work needs to be completed first.

He noted that the Public Works Department identified that there is an old four-inch line that needs to be cut and capped which in the middle of the feed point. This line was identified during multiple water breaks this winter / spring. Public Works is currently undertaking this work in advance of the larger project.

4.Active Transportation

Councilor J. Sullivan referred the Committee to the mockup of the active transportation drawings. He explained that funding for Active Transportation had been made available by the province/feds and was a past commitment by the former council. On the positive side it had facilitated the work to move piping in street and replace some existing infrastructure. However, not all citizens are in favour of the narrow streets. The Active Transportation plan for the trail is to eventually link it around to reach Columbus Field.

K. Meisner commented that although the public may not be in favour of the narrower street, he explained that street narrowing is a method to deal with traffic calming. Drivers are more cautious and slower when entering West Street.

5.Developing an Educational Program on What Items Not to Flush.

K. Meisner provided a rough mockup of a poster of what items not to flush down the toilet. He explained that the sewer treatment plant operators spend a great deal of time cleaning material out of the aerators. He briefly reviewed items that are not to be flushed down the drain. He stated that in the coming weeks he would be working with Town Communications to create a campaign to educate people on the importance of keeping materials such as paper towels, wipes, and other materials out of the sewers. He reminded the committee of the issues with smells that come from the sewer plant when the oxygen level is lowered due to clogged aeration pipes.

He stressed that the Municipalities of the Town of Antigonish and the County of Antigonish are funding upgrades to the sewer system. He explained that the sewer plant benefits both town and county development and that citizens deserve good, dependable service from the facilities. He commented that the current sewer plant doesn't have a screening system, and materials that are not screened out bind up the equipment. A screening system will prevent plastics from entering the Lagoon and save money and time in the long run.

The Chair noted that there has been a funding agreement in place for years between the Town and County and the agreement is in the process of being updated to meet the changing needs of the municipality of the town and county.

6.Potholes.

The Public Works staff have been busy trying to keep a head of the potholes which have been particularly bad this year due to the number of water breaks and constantly changing weather. K. Meisner advised that the cold patch has not been effective due to the fluctuations in temperature. He noted that with the asphalt plants set to open soon hot asphalt will be placed in the potholes for a more permanent solution.

7.Snow Removal

The Chair advised that the Town Council had rescinded the Snow Removal Policy for the Town of Antigonish this winter.

K. Meisner noted that the Public Works staff need guidelines to best provide snow removal services. He advised that the Town of New Glasgow has a snow removal policy that he is reviewing to possibly use as a template to develop the revised Snow removal policy for Town of Antigonish. K. Meisner will circulate a copy to the committee for review and suggestions.

Discussion followed.

M. Grant noted that the Main Street businesses should play a role in removing snowbanks in front of their establishments.

Chair J. Sullivan commented that to properly develop a program it will be important to speak to the downtown merchants to get their input to develop the new snow removal policy.

8. Ross Street Signage

Mayor S. Cameron noted that the dead-end sign is on the wrong side of the street. He commented that the issue is transport trucks going to the wrong location and turning into a residential neighbourhood.

K. Meisner advised that Public Works staff will be directed to correct the placement of the sign.

9. Line Painting of Park Lots

Deputy Mayor D. Roberts stated that the parking spaces vary in width in the parking lot with some spaces not allowing drivers enough space to open the door and get out of their vehicle. She asked if there were standards for parking lots.
K. Meisner noted that 8 ft is the minimum standard but that 10 ft is preferred. He advised that when the line painters are hired, he will review the line painting package for the St Mary's Parking Lot and check to ensure that the standards are being met.

M. Grant commented that the area near Keltic Motors is not a legal lane and that the last light pole should be removed, the sidewalk could remain, and the interlock brick be removed. He commented that this would create a better, safer traffic flow.

K. Meisner advised that this project would need funding and as a Capitol Project that would not be a consideration for this year. However, he agreed it is something to look at for upcoming years.

10. Chisholm Park Welcome to Antigonish Sign

Councillor L. MacLellan stated that the Welcome to Antigonish sign presents a safety risk as drivers are forced to inch out to see traffic. The visual triangle needs to be fixed.
He suggested that the sign be raised to give drivers clear site of traffic.

11. Tour of Facilities for Councillors and Committee Members

The Chair stated that it would be good for Town Councillors and the Infrastructure Committee members to visit James River Dam, the Water Treatment Plant, the Sewer Treatment Plant, and the Public Works Department to gain perspective of Town infrastructure.

12. Meeting Date and Time

R. Boucher advised that he works from 7:00 a.m. to 5:30 p.m. daily. The committee members reviewed their calendars and decided that the next meeting take place on Tuesday, June 10 at 6 p.m.

The Chair thanked all committee members for attending and acknowledged that there is a lot of work to be done. He explained that the much-needed Town Infrastructure Projects are expensive and will require a potential tax increase to ensure that infrastructure is upgraded and maintained. He stated that the citizens, businesses, and neighbouring communities deserve quality water and sewer services. He explained that Council and staff are intent on ensuring that all projects are done properly such as dealing with piping and valves fixed prior to paving.

Councillor L. MacLellan called for adjournment. Motion carried.

Motion to adjourn K. Meisner.

Next meeting June 10 at 6 p.m. in Council Chambers