



The Corporation of the County of Wellington
Roads Committee
Agenda

June 14, 2016

9:00 am

County Administration Centre

Keith Room

Members: Warden Bridge; Councillors Williamson (Chair), Breen, Driscoll, Linton

	Pages
1. Call to Order	
2. Declaration of Pecuniary Interest	
3. Roads Financial Statements and Variance Projections as of May 31, 2016	2 - 8
4. Salem Bridge Replacement	9 - 10
5. Gordonville Bridge Replacement	11 - 12
6. WR 8 / WR 9 Roundabout Feasibility Review	13 - 13
7. Bridge and Culvert Needs	14 - 14
8. Wellington Federation of Agriculture	15 - 17
9. Closed Session	
10. Rise and Report	
11. Adjournment	

Next meeting date September 6, 2016 or at the call of the Chair.



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Ken DeHart, County Treasurer
Date: Tuesday, June 14, 2016
Subject: **Financial Statements and Variance Projections as of May 31, 2016**

Background:

This report is respectfully submitted in accordance with the County's Budget Variance Reporting policy, and provides a first projection to year-end based on expenditures and revenues to May 31, 2016 for the Roads Division.

Operating

- User fees and charges are at 20% to the end of May; however, the aggregate fee revenue will be received later in the year.
- Sales revenue from the sale of equipment will be received later in the year.
- Purchased services are under budget at this time, any variances will depend on road maintenance needs through the winter months
- Supplies, materials and equipment are well ahead of budget to date. The majority of this relates to Winter Control as the sand and salt budget of \$1.7 million has been exceeded by \$280,000 as a result of additional freezing rain and ice melting requirements during a mild winter.
- Internal charges are tracking ahead of budget as a result of winter control costs incurred earlier in the year, this is offset by internal recoveries line
- Insurance and financial expense appears to be high relative to this point in the year; however, the insurance payment has been completed, no variance is anticipated
- Net operating expenditures for all roads maintenance activities excluding winter control are at 38% expended to the end of May, which is in line with budget to this point in the year. Staff will continue to monitor these expenses and provide an update in the fall variance projections.

Winter Control

- Municipal recoveries specific to winter control are under budget (27%) at this point. Additional invoices will be sent later in the year to municipalities for work completed on boundary roads and winter control. The magnitude of the variance (which will be offset by costs), will be dependent on the severity of the weather in the last two months of the year.
- There is approximately \$1.15 million of winter control budget remaining, although some costs for work done by other municipalities on the County's behalf have yet to be processed. Costs in the last five years for winter control for the period from October to December have ranged from a low of \$845,000 in 2015 to a high of \$2.17 million in 2013, with the overall (inflated) average at just under \$1.36 million. A negative variance in the range of \$200,000 to \$400,000 is possible given past experience and may be funded from the Winter Control reserve which currently has a balance of \$1.7 million.

The final roads variance will depend on the severity of the weather in the last two months of the year and the extent to which resources are allocated to other service areas in the event of a mild winter. Sand, salt and liquid de-icer materials are already over the annual budget to the end of May. Staff will continue to monitor the operational budget and report back with updated projections in the fall.

Capital

- Several projects have gone to tender this spring which have resulted in adjustments to the original scope of the work. Recommendations to deal with these variances have been submitted to committee and council and are summarized below:
 - Wellington Road 109 @ Wellington Road 5 Roundabout construction, WR 109, WR 5 to South end of Harriston resurfacing and WR 5, WR 109 to Renton's Bridge resurfacing were all tendered together with an overall budget adjustment of \$105,000. The budget variance will be addressed with increased use of Development Charge, increase in the municipal recovery and drawing from the roads capital reserve.
 - Capital works on Wellington Road 8 Main Street bridge and Storm sewer projects in Drayton were also tendered together for an overall budget adjustment of \$1.8 million. Funding adjustments include an increase in Municipal recoveries and a \$1.5 million draw from the roads capital reserve. A provision will be made in the 2017 budget process to replenish the reserve.
 - Wellington Road 11 Culvert 111020 includes a budget adjustment of \$125,000 to be funded from the roads capital reserve.
- All budget adjustments are complete and are reflected in the attached capital statements

Recommendation:

That the Financial Statements and Variance Projections as of May 31, 2016 for the Roads Division be approved.

Respectfully submitted,



Ken DeHart, CPA, CGA
County Treasurer



County of Wellington
Roads and Engineering
Statement of Operations as of
31 May 2016

	Annual Budget	May Actual \$	YTD Actual \$	YTD Actual %	Remaining Budget
Revenue					
Municipal Recoveries	\$740,000	\$61,470	\$509,681	69%	\$230,319
User Fees & Charges	\$180,000	\$6,600	\$36,321	20%	\$143,679
Sales Revenue	\$400,000	\$0	\$61,056	15%	\$338,944
Internal Recoveries	\$1,750,000	\$63,842	\$947,899	54%	\$802,101
Total Revenue	\$3,070,000	\$131,912	\$1,554,957	51%	\$1,515,043
Expenditures					
Salaries, Wages and Benefits	\$4,996,100	\$341,045	\$2,523,450	51%	\$2,472,650
Supplies, Material & Equipment	\$3,880,400	\$295,815	\$3,064,737	79%	\$815,663
Purchased Services	\$1,507,100	\$97,696	\$523,912	35%	\$983,188
Insurance & Financial	\$298,000	\$0	\$280,984	94%	\$17,016
Minor Capital Expenses	\$863,200	\$8,737	\$141,015	16%	\$722,185
Debt Charges	\$208,800	\$0	\$99,558	48%	\$109,242
Internal Charges	\$1,715,200	\$58,713	\$941,168	55%	\$774,032
Total Expenditures	\$13,468,800	\$802,006	\$7,574,823	56%	\$5,893,977
NET OPERATING COST / (REVENUE)	\$10,398,800	\$670,094	\$6,019,866	58%	\$4,378,934
Transfers					
Transfers from Reserves	\$(184,400)	\$0	\$0	0%	\$(184,400)
Transfer to Capital	\$9,884,200	\$0	\$9,884,200	100%	\$0
Transfer to Reserves	\$2,134,200	\$0	\$1,434,200	67%	\$700,000
Total Transfers	\$11,834,000	\$0	\$11,318,400	96%	\$515,600
NET COST (REVENUE)	\$22,232,800	\$670,094	\$17,338,266	78%	\$4,894,534



County of Wellington

03-June-2016

Roads and Engineering Capital Work-in-Progress Expenditures By Departments All Open Projects For The Period Ending May 31, 2016

	LIFE-TO-DATE ACTUALS						
	Approved	May	Current	Previous	Total	% of	Remaining
	Budget	Actual	Year	Years		Budget	Budget
Roads General							
Rebuild Drayton Shop	\$4,000,000	\$0	\$49,448	\$198,088	\$247,537	6 %	\$3,752,463
Roads Equipment 2016	\$2,242,000	\$0	\$1,377,374	\$0	\$1,377,374	61 %	\$864,626
Various Shop Repairs 2016	\$100,000	\$0	\$0	\$0	\$0	0 %	\$100,000
Rebuild/Renovate Erin Shop	\$125,000	\$0	\$0	\$20,667	\$20,667	17 %	\$104,333
Subtotal Roads General	\$6,467,000	\$0	\$1,426,822	\$218,755	\$1,645,577	25%	\$4,821,423
Engineering							
WR18 @ WR26 Intersection Imprv	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR18 Geddes St Elora, RtnngWall	\$50,000	\$0	\$6,487	\$14,119	\$20,606	41 %	\$29,394
WR21, Inverhaugh, Storm Sewer	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR32 Puslinch Lake, Struct Des	\$50,000	\$0	\$7,677	\$2,703	\$10,380	21 %	\$39,620
WR35 N of 401, Struct Design	\$50,000	\$0	\$7,677	\$2,703	\$10,380	21 %	\$39,620
Asset Management	\$35,000	\$560	\$1,308	\$19,138	\$20,446	58 %	\$14,554
Subtotal Engineering	\$285,000	\$560	\$23,148	\$38,663	\$61,811	22%	\$223,189
Growth Related Construction							
WR 30 at Road 3, Signals & L	\$120,000	\$0	\$0	\$38,937	\$38,937	32 %	\$81,063
WR 46, WR 34 to 401	\$3,900,000	\$513,215	\$571,718	\$918,798	\$1,490,516	38 %	\$2,409,484
WR 124, Passing Lane N of 125	\$200,000	\$0	\$0	\$34,300	\$34,300	17 %	\$165,700
WR7 PL Design Salem to Tev	\$200,000	\$0	\$2,733	\$59,025	\$61,758	31 %	\$138,242
WR109 @ WR5 Intersection	\$1,202,000	\$33,222	\$52,069	\$53,220	\$105,288	9 %	\$1,096,712
WR124 @ Whitelaw Intersection	\$50,000	\$0	\$0	\$7,410	\$7,410	15 %	\$42,590
WR124 @ Guelph Rd 1 Inter	\$50,000	\$0	\$0	\$6,283	\$6,283	13 %	\$43,717
WR 46 Maltby to WR 34 2 km	\$1,100,000	\$0	\$0	\$245,293	\$245,293	22 %	\$854,707
Subtotal Growth Related Constructi	\$6,822,000	\$546,438	\$626,519	\$1,363,265	\$1,989,784	29%	\$4,832,216



County of Wellington

03-June-2016

Roads and Engineering Capital Work-in-Progress Expenditures By Departments All Open Projects For The Period Ending May 31, 2016

	LIFE-TO-DATE ACTUALS						
	Approved	May	Current	Previous	Total	% of	Remaining
	Budget	Actual	Year	Years		Budget	Budget
Roads Construction							
WR 50, 3rd Line to WR 24	\$3,175,000	\$954	\$18,320	\$647,718	\$666,038	21 %	\$2,508,962
WR14, Eliza & Frederick Arthur	\$2,793,300	\$0	\$3,750	\$2,625,431	\$2,629,181	94 %	\$164,119
WR 10, McGivern St Moorefield	\$150,000	\$0	\$0	\$67,964	\$67,964	45 %	\$82,036
WR109 AT WR7 Int Improvmnts	\$100,000	\$0	\$0	\$18,359	\$18,359	18 %	\$81,641
WR109, HWY89 S to end of curb	\$2,725,500	\$0	\$0	\$2,156,042	\$2,156,042	79 %	\$569,458
WR109 WR7 Traffic Imp Study	\$50,000	\$0	\$0	\$28,131	\$28,131	56 %	\$21,869
WR123, WR109 Traffic Imp Study	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR86, COG to WR9 Traffic Study	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR109 @ WR16 Intersection	\$50,000	\$0	\$0	\$17,450	\$17,450	35 %	\$32,550
WR51, WR7 @ Hwy 6 2.3km	\$100,000	\$0	\$20,527	\$24,379	\$44,907	45 %	\$55,093
WR18 Geddes St Elora, Strm Swr	\$550,000	\$1,771	\$13,413	\$19,039	\$32,452	6 %	\$517,548
WR29 @ WR22, Intersection Impr	\$250,000	\$0	\$0	\$18,250	\$18,250	7 %	\$231,750
WR8 Main St Drayton Strm Sewer	\$1,410,000	\$18,850	\$47,001	\$69,654	\$116,655	8 %	\$1,293,345
WR50, Hwy 7 to railway tracks	\$50,000	\$0	\$1,027	\$1,335	\$2,362	5 %	\$47,638
WR25 - WR52 to WR42 7.0km	\$850,000	\$0	\$0	\$267,122	\$267,122	31 %	\$582,878
WR21, 500m S of Inverhaugh	\$100,000	\$0	\$0	\$0	\$0	0 %	\$100,000
Subtotal Roads Construction	\$12,453,800	\$21,575	\$104,038	\$5,960,875	\$6,064,913	49%	\$6,388,887



County of Wellington

03-June-2016

Roads and Engineering Capital Work-in-Progress Expenditures By Departments All Open Projects For The Period Ending May 31, 2016

	LIFE-TO-DATE ACTUALS						
	Approved	May	Current	Previous	Total	% of	Remaining
	Budget	Actual	Year	Years		Budget	Budget
Bridges							
WR124, Bridge 124135	\$200,000	\$613	\$613	\$82,880	\$83,493	42 %	\$116,507
WR36, Bridge 36122	\$125,000	\$340	\$340	\$53,529	\$53,868	43 %	\$71,132
WR109, Bridge 109132	\$225,000	\$0	\$0	\$0	\$0	0 %	\$225,000
WR35, Paddock Bridge 35087	\$200,000	\$562	\$578	\$38,796	\$39,374	20 %	\$160,626
WR7, Bosworth Bridge 07028	\$150,000	\$1,813	\$9,691	\$41,833	\$51,524	34 %	\$98,476
WR8, Main St Bridge 008089	\$2,590,000	\$3,448	\$30,045	\$91,194	\$121,238	5 %	\$2,468,762
WR10, Wyandot Bridge 010024	\$1,500,000	\$124,277	\$182,373	\$873,637	\$1,056,009	70 %	\$443,991
WR16, Penfold Bridge 16038	\$100,000	\$360	\$4,826	\$32,472	\$37,299	37 %	\$62,701
WR30, Bridge 030124	\$200,000	\$0	\$0	\$19,294	\$19,294	10 %	\$180,706
WR36 Bridge36086, design and	\$75,000	\$0	\$0	\$690	\$690	1 %	\$74,310
WR86 Conestogo Bridge 86125	\$1,800,000	\$126,411	\$311,679	\$163,673	\$475,352	26 %	\$1,324,648
WR109 Mallet River Brdg 109129	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR18 Carroll Crk Brdg rehab	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR109 Maitland Brdg 109128	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR21,Badley Bridge,021057 Repl	\$325,000	\$8,466	\$75,061	\$195,937	\$270,999	83 %	\$54,001
WR22, Bridge 22107 rehab	\$150,000	\$380	\$4,886	\$0	\$4,886	3 %	\$145,114
Subtotal Bridges	\$7,790,000	\$266,669	\$620,092	\$1,593,934	\$2,214,026	28%	\$5,575,974



County of Wellington

03-June-2016

Roads and Engineering Capital Work-in-Progress Expenditures By Departments All Open Projects For The Period Ending May 31, 2016

	LIFE-TO-DATE ACTUALS						
	Approved	May	Current	Previous		% of	Remaining
	Budget	Actual	Year	Years	Total	Budget	Budget
Culverts							
WR18, Culvert 18021, D & Liner	\$350,000	\$2,803	\$4,564	\$61,929	\$66,493	19 %	\$283,507
WR6, Culvert 06081 replace	\$675,000	\$1,435	\$9,510	\$14,048	\$23,558	3 %	\$651,442
WR11 Culvert 110900 Replace	\$375,000	\$1,502	\$8,239	\$45,000	\$53,239	14 %	\$321,761
WR11, Culvert 111020	\$1,275,000	\$25,290	\$47,819	\$80,797	\$128,616	10 %	\$1,146,384
WR12, Culvert 12086	\$25,000	\$604	\$1,971	\$20,504	\$22,475	90 %	\$2,525
WR12, Culvert 12087	\$50,000	\$550	\$2,213	\$7,633	\$9,846	20 %	\$40,154
WR5 Culvert 050780, Design and	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR7 Culvert 071270, design and	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR7 Mncpl Drain Clvrt, 330 m E	\$50,000	\$0	\$0	\$1,070	\$1,070	2 %	\$48,930
WR11, Clvrt 11092, design and	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR109 Clvrt 109142, design and	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR16, Culv .5km s of 2nd line	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
2016 Various Bridge and Culv	\$200,000	\$56,089	\$96,907	\$0	\$96,907	48 %	\$103,093
WR36, Conc 1, 4 CSP Replace	\$50,000	\$5,334	\$11,852	\$8,659	\$20,510	41 %	\$29,490
Subtotal Culverts	\$3,300,000	\$93,607	\$183,075	\$239,638	\$422,713	13%	\$2,877,287
County Bridges on Local Roads							
E-W Luther TL Bridge 000101	\$600,000	\$84	\$84	\$52,244	\$52,328	9 %	\$547,672
E/W Luther TL,Hays Brdg 000001	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
Subtotal County Bridges on Local R	\$650,000	\$84	\$84	\$52,244	\$52,328	8%	\$597,672
Roads Resurfacing							
WR87, Hwy23 to Minto/Howick	\$1,500,000	\$0	\$0	\$13,395	\$13,395	1 %	\$1,486,605
WR124, Guelph to Reg. Waterloo	\$150,000	\$0	\$35,387	\$0	\$35,387	24 %	\$114,613
WR7 Alma to Salem 6km	\$100,000	\$0	\$0	\$0	\$0	0 %	\$100,000
WR5, WR109 to Rantons Bridge	\$53,000	\$0	\$0	\$0	\$0	0 %	\$53,000
WR109, WR5 to S End Harriston	\$225,000	\$0	\$0	\$0	\$0	0 %	\$225,000
Subtotal Roads Resurfacing	\$2,028,000	\$0	\$35,387	\$13,395	\$48,782	2%	\$1,979,218
Total Roads and Engineering	\$39,795,800	\$928,932	\$3,019,166	\$9,480,769	\$12,499,934	31 %	\$27,295,866



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Gordon J. Ough, P. Eng., County Engineer
Date: Tuesday, June 14, 2016
Subject: Salem Bridge Replacement

Background:

The Salem Bridge is a steel pony truss bridge that was built in 1952 and spans the Irvine River on Wellington Road 18 (Woolwich Street) in the village of Salem, Township of Centre Wellington. The bridge is currently load posted for 18-28-35 and has an average annual daily traffic (AADT) of 9,053 (2013). The Salem Bridge connects Woolwich Street to Geddes Street and Salem to Elora and is one of three acceptable routes to access downtown Elora. Due to the load posting, heavy trucks cannot use the Salem Bridge to access downtown Elora or beyond and have to choose an alternate route.

It was always intended that the Salem Bridge would be replaced prior to the Badley Bridge (Metcalf Street Bridge) in downtown Elora. This would provide a suitable access for trucks in and out of Elora and Salem while the Badley Bridge was being replaced. When it was discovered last year that the timing of the Badley Bridge replacement had to be accelerated it was decided that it would precede the Salem Bridge. This was based on timelines that did not include Centre Wellington replacing the St. David Street Bridge (Highway 6) in downtown Fergus.

Since the St. David Street Bridge is now scheduled for replacement in 2018 (based on MTO connecting link approved funding), the Badley Bridge replacement has been pushed to 2019 so that both downtowns do not suffer at the same time. This new timeline will allow for the replacement of the Salem Bridge in advance of the Badley Bridge and again provide a suitable truck route to service downtown Elora while the Badley Bridge is replaced. Once the Salem Bridge is replaced, the Badley Bridge will be closed to all heavy traffic (buses excepted) until such time that it is replaced. This will provide an additional factor of safety for the Badley Bridge.

Staff would like to proceed immediately with the design work necessary to complete the replacement of the Salem Bridge in 2018. Currently the Salem Bridge is an unfunded project and any investigation costs to date have been charged to minor capital. Funding for this project will be included in the 2017 Budget and the 5-Year Plan will be adjusted accordingly to include it.

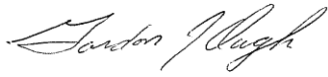
Recommendation:

That staff be directed to proceed with the design work to replace the Salem Bridge in 2018;

and

That the project be included in the 2017 Budget and Five-Year Plan.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Gordon J. Ough". The signature is fluid and cursive, with the first name "Gordon" being more prominent.

Gordon J. Ough, P. Eng.
County Engineer



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Gordon J. Ough, P. Eng., County Engineer
Date: Tuesday, June 14, 2016
Subject: **Gordonville Bridge Replacement**

Background:

The Gordonville Bridge is a concrete T-beam bridge on Wellington Road 14 in the hamlet of Gordonville that was originally constructed in 1919, widened in 1955 and rehabilitated in 1975 and 1994. The average annual daily traffic (AADT) using the bridge is 1,690 (2012) which includes heavy trucks and farm equipment. Wellington Road 14 is the direct connection between Highway 89 and Arthur and is one of the routes used by trucking companies to travel from Alliston to the Region of Waterloo and beyond.

After the analysis of the 2015 structure appraisals it was suggested that the Gordonville Bridge should be load posted for 15 tonnes (no trucks would be permitted to use the bridge) based on the observed cracks. Prior to the 2015 structure appraisals the Gordonville Bridge was not load posted for any weight but was identified as requiring replacement in the 1 to 5 year range in the structure appraisals report. As the bridge was not load posted and based on various other needs the Gordonville Bridge was in the 10-year plan but had not made it to the 5-year plan as of 2016. In short, the deterioration of the Gordonville Bridge in the last two years was unexpected and unfortunate.

Additional testing in the form of ground penetrating radar (GPR) and load testing has been completed to determine the most appropriate load posting (hopefully higher than 15 tonnes). The completed testing will assist with the structural evaluations that will verify the recommended load posting. Testing results will be available by the end of the month if they are not included with this report. Load postings will also be updated by the end of the month with the appropriate by-law.

As the Gordonville Bridge has reached the end of its service life, Wellington Road 14 serves as a vital trucking route in Wellington North and there are no suitable long term detour routes, staff would like to proceed immediately with the design work necessary to complete the replacement of the Gordonville Bridge in 2017 or 2018 (depending on how quickly design work can be completed). Currently the Gordonville Bridge is an unfunded project and any investigation costs to date have been charged to minor capital. Funding for this project will be included in the 2017 Budget and the 5-Year Plan will be adjusted accordingly to include it.

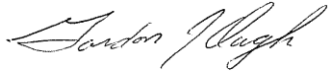
Recommendation:

That staff be directed to proceed with the design work to replace the Gordonville Bridge in 2017 or 2018;

and

That the project be included in the 2017 Budget and Five-Year Plan.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Gordon J. Ough".

Gordon J. Ough, P. Eng.
County Engineer



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Gordon J. Ough, P. Eng., County Engineer
Date: Tuesday, June 14, 2016
Subject: **Wellington Road 8 and 9 Roundabout Feasibility Review**

Background:

During the annual spring road tour of Mapleton Township the intersection of Wellington Roads 8 and 9 was reviewed as there has been a higher incident of accidents at the intersection and a fatality in 2015. The intersection has poor geometry wherein Wellington Road 8 approaching Wellington Road 9 has an "S" curve that continues through the intersection and onto Perth Road 91. The "S" curve creates less than optimum sight lines at the intersection and may contribute to driver error and in turn, the higher incident of accidents.

There was consensus from the attendees on the road tour that the intersection should be reviewed for the feasibility of a roundabout. As this is a shared intersection with Perth County, an agreement would have to be reached with Perth if a roundabout were to be constructed in the future as 50 percent of the cost would be paid for by Perth. It was also decided that if a roundabout were to proceed at the intersection of WRs 8 and 9, that the proposed roundabout at the Teviotdale intersection would be rescheduled to a later year to allow for the WRs 8 and 9 roundabout to proceed first. The appropriate adjustments of the 2017 Budget and 5 Year - Plan would be made to account for the change in projects.

Recommendation:

That staff be directed to proceed with the roundabout feasibility review for the intersection of Wellington Roads 8 and 9 (Perth Roads 140 and 91);

and

That staff be directed to commence conversation with Perth County in regard to partnering to construct a roundabout at the intersection of Wellington Roads 8 and 9 (Perth Roads 140 and 91).

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Gordon J. Ough".

Gordon J. Ough, P. Eng.
County Engineer



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Gordon J. Ough, P. Eng., County Engineer
Date: Tuesday, June 14, 2016
Subject: **Bridge and Culvert Needs**

Background:

Every two years the County hires a consultant to undertake the appraisal of the County's bridges and structural culverts in accordance with the Ontario Structure Inspection Manual (OSIM) (MTO, 2008). The appraisals ensure that the current state of the County of Wellington's structures is documented and reported for liability and safety concerns. As a part of the reporting, a summary report is provided that contains the bridge and culvert needs and associated cost estimates.

The 2015 appraisal identified 22 bridges and 10 culverts for replacement, as well as 76 addition bridges and 64 culverts that will need some strategic repair work over the next 10 years. The total estimated cost of this work was \$70,941,000.00. This figure compares to \$57,606,000.00 on 2013 and \$44,209,000.00 in 2011.

Recommendation:

That County Council receive the report for information.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Gordon J. Ough'.

Gordon J. Ough, P. Eng.
County Engineer



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Gordon J. Ough, P. Eng., County Engineer
Date: Tuesday, June 14, 2016
Subject: **Wellington Federation of Agriculture**

Background:

Attached for interest and information is correspondence from the Wellington Federation of Agriculture.

As noted in the above referenced correspondence, the County solicited comments from the Wellington Federation of Agriculture during the design of the roundabout at Frederick St. and Eliza St. in Arthur to ensure that large agricultural equipment and agricultural trains were properly accommodated.

It is in the County's intent to continue to solicit comments from the Wellington Federation of Agriculture during the design phase of future roundabouts proposed for County of Wellington Roads to ensure that the agricultural community's interests are reflected in our designs.

Recommendation:

That County Council receive this report for information.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Gordon J. Ough".

Gordon J. Ough, P. Eng.
County Engineer



WELLINGTON FEDERATION OF AGRICULTURE

Janet Harrop
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February 2, 2016

Wellington County Council,
The Corporation of the County of Wellington
74 Woolwich Street
Guelph ON N1H 3T9

Dear Council Members:

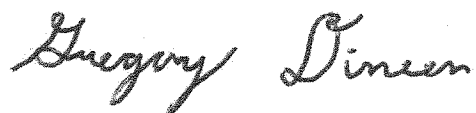
The Wellington Federation of Agriculture (WFA) is the largest farm organization within the County of Wellington, representing over 1400 farm businesses. WFA recently assisted in collecting information for use in the design of Arthur's new roundabout at Frederick and Eliza Street. That information and our subsequent discussions with Triton Engineering Services Ltd of Fergus have led us to create several recommendations for roundabout design in rural or rural/urban areas where farm equipment must travel:

- Despite their long vehicle lengths, the longest farm vehicle combinations (example: a tractor, air drill, seed tender and land roller) have optimized turning profiles and do not require more turning allowance than a highway tractor and 53' trailer.
- A single wide lane is strongly preferred to two standard width lanes. This is due to the mistaken belief that smaller vehicles may pass larger vehicles in a two lane roundabout; this often creates unsafe conditions.
- Expected farm vehicle widths should be at least 5.5m, 6.0m if possible.
- The center of the roundabout may accommodate the 5.5m minimum width directly or through the use of a truck apron or "soft curbs".

These are not exhaustive recommendations and must be implemented with care by a qualified designer or engineer. While a roundabout is a careful balance of driving convenience and safety, we strongly feel that adding the additional through width necessary to accommodate farm equipment can be done without undue impact to public driving safety.

Further, WFA would like to request that it be added to the circulation list, for all proposed Roundabouts within Wellington County that farm equipment would normally travel.

Kind Regards,

A handwritten signature in black ink that reads "Gregory Dineen". The script is cursive and fluid, with the first name and last name clearly distinguishable.

Gregory Dineen, P.Eng (Alberta)
Director, Wellington Federation of Agriculture

Cc: all lower tier municipalities in Wellington
Ontario Federation of Agriculture