



The Corporation of the County of Wellington

Roads Committee

Agenda

October 11, 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 September 30, 2016	2 - 9
4. Community Safety Zones on County Roads	10 - 12
5. Request for Speed Limit Reduction WR10	13 - 13
6. Consideration for Raising Speed Limits	14 - 15
7. Wellington Road 109 Passing Lanes	16 - 17
8. Wellington Road 86 Culvert Improvements	18 - 18
9. Wellington Road 46 No Parking Zone Changes in Aberfoyle	19 - 19
10. Closed Session	
11. Rise and Report	
12. Adjournment	

Next meeting date November 8, 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, October 11, 2016
Subject: Financial Statements and Variance Projections as of September 30, 2016

Background:

This report is respectfully submitted in accordance with the County's Budget Variance Reporting policy, and provides an updated projection to year-end based on expenditures and revenues to September 30, 2016 for the Roads Division.

Operating

- User fees and charges are at 100% of budget to the end of September - the aggregate fee revenue for the year has been received; a small positive variance will result
- Additional sales revenue from the auction of equipment will be received later in the year.
- Supplies, materials and equipment have exceeded the yearly 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. In addition, the full line painting cost (\$400,000) within roads safety devices has been completed for the year.
- Purchased services are under budget at this time as invoices for maintenance and winter control work completed on boundary roads is well below the budgeted amount, a positive variance may result, the amount of which is difficult to determine at this time.
- Minor capital is currently showing well under budget as the hot mix patches work has yet to be completed. Based on the tender there is projected savings in this area. Additional bridge work is expected in the coming months that will offset the majority of these savings. It is expected that there will be a minor positive variance in this area.
- Internal charges are tracking close to budget and are related to winter control costs incurred earlier in the year, this is offset by internal recoveries line
- Other roads activities are over budget as a result of additional fleet maintenance work, unanticipated building related maintenance costs at the County garages and additional site preparation work for the International Plowing Match (87% spent to date in total).

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 if we end up around the historical average 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. Some site preparation costs for the IPM were absorbed within the Roads budget and will be known in the coming months. Sand, salt and liquid de-icer materials are already over the annual budget to the end of September. With other roads activities trending over budget, it is expected that the roads department may be in the negative variance range of \$500,000 to \$700,000 at year's end.

Capital

The total approved 2016 capital budget for roads and engineering services is summarized below.

Previous Year Carry Forward	2016 Approved Budget	Tender Adjustments*	Total Budget	Closed Project Total	Total Open Budget
\$ 22,563,800	\$ 19,192,000	\$ 2,080,000	\$ 43,835,800	\$ 4,040,000	\$ 39,795,800
* \$1.5 million to be repaid to reserve through 2017 budget process					

Overall roads capital is tracking well behind approved expenditures. Specific project details are outlined below.

- Closed projects to date – WR12 @ WR8 Roundabout and WR32, WR124 to Hwy7 resurfacing. Total budget of \$4,040,000 resulting in a minor negative variance funded from the Roads Capital Reserve.
- The Various Bridge and Culvert 2016 project is complete with a minor negative variance to be funded from reserve.
- Projects currently showing a negative variance in the capital statements that will have additional budget included in the 2017-21 budget and five-year plan include the Badley, Salem and Gordonville Bridges, WR51, Hwy7 @ Hwy6 construction and WR8 Main Street Drayton Storm sewer.
- The Wyandot Bridge is projected to be completed over budget due to significantly higher professional fees than anticipated. Additional fees relate to extra work to accommodate the design and placement of the debris platform. The project also spanned two seasons increasing inspection and ongoing fees.
- Projects on WR 109 are also tracking over budget. Actual vs. estimated quantities account for the additional costs on the WR109 @ WR5 roundabout project, and the scope of the resurfacing project WR 5, WR 109 to Ranton's Bridge expanded to include additional paving as requested by the Town of Minto. 100% of the costs are recoverable from Minto.
- The WR109, WR89 south to end of curb in Harriston project remained open to complete water main work on behalf of Minto. Anticipated savings will be realized by Minto.

Recommendation:

That the Financial Statements and Variance Projections as of September 30, 2016 for the Roads Division be approved.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Ken DeHart', with a stylized flourish extending to the right.

Ken DeHart, CPA, CGA
County Treasurer



County of Wellington
Roads and Engineering
Statement of Operations as of
30 Sep 2016

	Annual Budget	September Actual \$	YTD Actual \$	YTD Actual %	Remaining Budget
Revenue					
Municipal Recoveries	\$740,000	\$4,046	\$521,748	71%	\$218,252
User Fees & Charges	\$180,000	\$113,846	\$180,565	100%	\$(565)
Sales Revenue	\$400,000	\$0	\$66,144	17%	\$333,856
Internal Recoveries	\$1,750,000	\$98,544	\$1,421,298	81%	\$328,702
Total Revenue	\$3,070,000	\$216,436	\$2,189,756	71%	\$880,244
Expenditures					
Salaries, Wages and Benefits	\$4,996,100	\$296,655	\$3,860,229	77%	\$1,135,871
Supplies, Material & Equipment	\$3,880,400	\$536,209	\$4,031,437	104%	\$(151,037)
Purchased Services	\$1,507,100	\$(295,468)	\$945,814	63%	\$561,286
Insurance & Financial	\$298,000	\$0	\$280,856	94%	\$17,144
Minor Capital Expenses	\$863,200	\$65,820	\$298,544	35%	\$564,656
Debt Charges	\$208,800	\$20,999	\$159,894	77%	\$48,906
Internal Charges	\$1,715,200	\$44,136	\$1,308,555	76%	\$406,645
Total Expenditures	\$13,468,800	\$668,351	\$10,885,329	81%	\$2,583,471
NET OPERATING COST / (REVENUE)	\$10,398,800	\$451,915	\$8,695,572	84%	\$1,703,228
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	\$66,144	\$1,500,344	70%	\$633,856
Total Transfers	\$11,834,000	\$66,144	\$11,384,544	96%	\$449,456
NET COST (REVENUE)	\$22,232,800	\$518,059	\$20,080,116	90%	\$2,152,684



County of Wellington

05-October-2016

Roads and Engineering

Capital Work-in-Progress Expenditures By Departments

All Open Projects For The Period Ending September 30, 2016

	LIFE-TO-DATE ACTUALS						
	Approved	September	Current	Previous	% of	Remaining	
	Budget	Actual	Year	Years	Total	Budget	Budget
Roads General							
Rebuild Drayton Shop	\$4,000,000	\$0	\$149,501	\$198,088	\$347,589	9%	\$3,652,411
Roads Equipment 2016	\$2,242,000	\$9,099	\$1,504,848	\$0	\$1,504,848	67%	\$737,152
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	\$9,099	\$1,654,350	\$218,755	\$1,873,104	29%	\$4,593,896
Engineering							
WR18 @ WR26 Intersection Imprv	\$50,000	\$0	\$0	\$0	\$0	0%	\$50,000
WR18 Geddes St Elora, RtngWall	\$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	\$0	\$2,155	\$19,138	\$21,293	61%	\$13,707
Subtotal Engineering	\$285,000	\$0	\$23,995	\$38,663	\$62,658	22%	\$222,342
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	\$1,113,859	\$2,550,245	\$918,798	\$3,469,043	89%	\$430,957
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	\$3,351	\$31,940	\$59,025	\$90,965	45%	\$109,035
WR109 @ WR5 Intersection	\$1,202,000	\$290,494	\$1,224,268	\$53,220	\$1,277,487	106%	-\$75,487
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	-\$1,256	\$0	\$245,293	\$245,293	22%	\$854,707
Subtotal Growth Related Constructi	\$6,822,000	\$1,406,447	\$3,806,452	\$1,363,265	\$5,169,717	76%	\$1,652,283



County of Wellington

05-October-2016

Roads and Engineering

Capital Work-in-Progress Expenditures By Departments

All Open Projects For The Period Ending September 30, 2016

	LIFE-TO-DATE ACTUALS						
	Approved	September	Current	Previous	Total	% of	Remaining
	Budget	Actual	Year	Years		Budget	Budget
Roads Construction							
WR 50, 3rd Line to WR 24	\$3,175,000	\$387,648	\$728,917	\$647,718	\$1,376,636	43 %	\$1,798,364
WR14, Eliza & Frederick Arthur	\$2,793,300	\$7,509	\$59,915	\$2,625,431	\$2,685,346	96 %	\$107,954
WR 10, McGivern St Moorefield	\$150,000	\$15,886	\$43,907	\$67,964	\$111,871	75 %	\$38,129
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	\$682	\$2,156,042	\$2,156,724	79 %	\$568,776
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	\$75,499	\$125,601	\$24,379	\$149,980	150 %	-\$49,980
WR18 Geddes St Elora, Strm Swr	\$550,000	\$1,460	\$23,540	\$19,039	\$42,579	8 %	\$507,421
WR29 @ WR22, Intersection Impr	\$250,000	\$0	\$0	\$18,250	\$18,250	7 %	\$231,750
WR8 Main St Drayton Strm Sewer	\$1,410,000	\$779,316	\$1,451,272	\$69,654	\$1,520,926	108 %	-\$110,926
WR50, Hwy 7 to railway tracks	\$50,000	\$11,097	\$27,284	\$1,335	\$28,620	57 %	\$21,381
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	\$1,278,415	\$2,461,119	\$5,960,875	\$8,421,994	68%	\$4,031,806



County of Wellington

05-October-2016

Roads and Engineering

Capital Work-in-Progress Expenditures By Departments

All Open Projects For The Period Ending September 30, 2016

	LIFE-TO-DATE ACTUALS						
	Approved	September	Current	Previous			
	Budget	Actual	Year	Years	Total	% of Budget	Remaining Budget
Bridges							
WR124, Bridge 124135	\$200,000	\$0	\$1,704	\$82,880	\$84,584	42 %	\$115,416
WR36, Bridge 36122	\$125,000	\$0	\$2,127	\$53,529	\$55,655	45 %	\$69,345
WR109, Bridge 109132	\$225,000	\$0	\$0	\$0	\$0	0 %	\$225,000
WR35, Paddock Bridge 35087	\$200,000	\$573	\$1,711	\$38,796	\$40,507	20 %	\$159,493
WR7, Bosworth Bridge 07028	\$150,000	\$287	\$13,952	\$41,833	\$55,785	37 %	\$94,215
WR8, Main St Bridge 008089	\$2,590,000	\$123,951	\$696,021	\$91,194	\$787,215	30 %	\$1,802,785
WR10, Wyandot Bridge 010024	\$1,500,000	\$45,026	\$685,862	\$873,637	\$1,559,498	104 %	-\$59,498
WR16, Penfold Bridge 16038	\$100,000	\$2,112	\$10,271	\$32,472	\$42,743	43 %	\$57,257
WR30, Bridge 030124	\$200,000	\$0	\$0	\$19,294	\$19,294	10 %	\$180,706
WR36 Bridge36086, design and	\$75,000	\$0	\$1,379	\$690	\$2,068	3 %	\$72,932
WR86 Conestogo Bridge 86125	\$1,800,000	\$199,221	\$1,449,759	\$163,673	\$1,613,432	90 %	\$186,568
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	\$4,960	\$133,727	\$195,937	\$329,664	101 %	-\$4,664
WR22, Bridge 22107 rehab	\$150,000	\$1,656	\$13,438	\$0	\$13,438	9 %	\$136,562
WR18, Salem Bridge 018050 Repl	\$0	\$0	\$16,210	\$0	\$16,210	0 %	-\$16,210
WR14, Gordonville Brdg 014005	\$0	\$0	\$58,670	\$0	\$58,670	0 %	-\$58,670
Subtotal Bridges	\$7,790,000	\$377,786	\$3,084,829	\$1,593,934	\$4,678,763	60%	\$3,111,237



County of Wellington

05-October-2016

Roads and Engineering

Capital Work-in-Progress Expenditures By Departments

All Open Projects For The Period Ending September 30, 2016

	LIFE-TO-DATE ACTUALS						
	Approved	September	Current	Previous	% of	Remaining	
	Budget	Actual	Year	Years	Total	Budget	
Culverts							
WR18, Culvert 18021, D & Liner	\$350,000	\$0	\$6,057	\$61,929	\$67,986	19%	\$282,014
WR6, Culvert 06081 replace	\$675,000	\$339,055	\$361,589	\$14,048	\$375,637	56%	\$299,363
WR11 Culvert 110900 Replace	\$375,000	\$84	\$11,087	\$45,000	\$56,086	15%	\$318,914
WR11, Culvert 111020	\$1,275,000	\$393,982	\$464,877	\$80,797	\$545,674	43%	\$729,326
WR12, Culvert 12086	\$25,000	\$759	\$7,578	\$20,504	\$28,082	112%	-\$3,082
WR12, Culvert 12087	\$50,000	\$0	\$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	\$3,113	\$222,901	\$0	\$222,901	111%	-\$22,901
WR36, Conc 1, 4 CSP Replace	\$50,000	\$0	\$15,772	\$8,659	\$24,431	49%	\$25,569
Subtotal Culverts	\$3,300,000	\$736,993	\$1,092,075	\$239,638	\$1,331,713	40%	\$1,968,287
County Bridges on Local Roads							
E-W Luther TL Bridge 000101	\$600,000	\$0	\$2,075	\$52,244	\$54,319	9%	\$545,681
E/W Luther TL,Hays Brdg 000001	\$50,000	\$0	\$0	\$0	\$0	0%	\$50,000
Subtotal County Bridges on Local R	\$650,000	\$0	\$2,075	\$52,244	\$54,319	8%	\$595,681
Roads Resurfacing							
WR87, Hwy23 to Minto/Howick	\$1,500,000	\$579,264	\$1,153,730	\$13,395	\$1,167,125	78%	\$332,875
WR124, Guelph to Reg. Waterloo	\$150,000	\$635	\$59,545	\$0	\$59,545	40%	\$90,455
WR7 Alma to Salem 6km	\$100,000	\$0	\$0	\$0	\$0	0%	\$100,000
WR5, WR109 to Rantons Bridge	\$53,000	\$0	\$72,843	\$0	\$72,843	137%	-\$19,843
WR109, WR5 to S End Harriston	\$225,000	\$79,394	\$204,890	\$0	\$204,890	91%	\$20,110
Subtotal Roads Resurfacing	\$2,028,000	\$659,293	\$1,491,008	\$13,395	\$1,504,403	74%	\$523,597
Total Roads and Engineering	\$39,795,800	\$4,468,034	\$13,615,902	\$9,480,769	\$23,096,670	58 %	\$16,699,130



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Gordon J. Ough, P. Eng., County Engineer
Date: Tuesday, October 11, 2016
Subject: **Community Safety Zones on County Roads**

Background:

There continues to be talk in the community of implementing Community Safety Zones as a way of making certain sections of roads, often in the downtown area, seemingly safer for pedestrians, children and local drivers.

Attached for information is a report that was adopted by the Roads Committee and County Council in September of 2014, that explains that unless the area proposed to become a Community Safety Zone (CSZ) has already been an area with a problem big enough to be considered a proven and persistent problem area by the OPP, any traffic calming in the area will only be evident until the OPP presence has to move on.

One of staff's concerns of having Community Safety Zone signs up, and not having them enforced continually, or at least very consistently, is that it may lead to a dangerous comfort level for slower local traffic and for pedestrians crossing the street. Often it is safer to be wary, rather than too comfortable. The recommendation of the September 2014 report referred to a specific request. The recommendation below would provide clear direction for handling future requests for a Community Safety Zone.

Recommendation:

That requests for the implementation of a Community Safety Zone, be passed along to the OPP for periodic monitoring of the area in question; and, that in the absence of the area being considered a proven and persistent problem area with regards to speeding, the request for the designation and signage of the area as a Community Safety Zone not be acted on.

Respectfully submitted,

A handwritten signature in cursive script, reading '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: September 9, 2014
Subject: **Community Safety Zone Request**

Background:

Attached is a request to designate a newly paved section of WR14 (Eliza St.) in Arthur as a Community Safety Zone.

Several years ago the concept of designating “proven and persistent problem areas” as Community Safety Zones was imported into Canada from the USA.

Our neighbour, the Region of Waterloo, installed several “pilot programme Community Safety Zones (CSZs)” several years ago and have taken all but two or three out. It is my understanding that the Region tried to take these remaining few out but protests from the local residents to removing them resulted in them being left in.

Apparently, the traffic calming was very short lived because police enforcement was sustained when the CZSs first went in but could not be sustained for the long term because the locations where the CSZs went in were not always “proven and persistent problem areas” and did not always draw a police presence.

In the attached correspondence from Dan and Willaby Cotton they also mention the use of signs that record your speed as a traffic calming device.

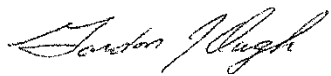
The County currently does not own any of these types of signs. There are a few signs of this type within the County that have been erected either by local municipalities or service clubs.

The Cotton’s indicate that those signs do catch their attention and slow them down. I have heard that the traffic calming can be short lived with these signs as well. Some drivers, apparently even speed up to see how high a number they can record. Again, if these signs are not placed in truly problem areas when a police presence is already attracted, meaningful traffic calming is likely somewhat short lived.

Recommendation:

It is recommended that a letter of response be sent to Mr. & Mrs. Cotton indicating that we will pass their concerns along to the Wellington County OPP for their periodic monitoring of the area; and that in the absence of this area being considered a proven and persistent problem area, the use of a Community Safety Zone or a radar speed sign are not anticipated at this time.

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 than the last name "Ough".

Gordon J. Ough, P. Eng.
County Engineer

Attachment



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Gordon J. Ough, P. Eng., County Engineer
Date: Tuesday, October 11, 2016
Subject: Request for Speed Limit Reduction WR10

Background:

From time to time the subject of speed limit reductions in the vicinity of schools that are located on County Roads comes up for discussion. Most recently the issue has been raised in relation to Maryborough Public School located at 73 McGiven St (WR10) in Moorefield. The request is that the speed limit in the vicinity of the school be lowered from 50kph to 40kph. A 40kph speed limit would be consistent with the speed limits in front of Public Schools on County Roads in urban areas in other areas of the County. A 60kph transition zone in between the 80kph and 40kph zone would also be recommended.

Along with the request for a speed limit adjustment there was a request for additional sidewalks along WR10 stretching further out of town. The request for a sidewalk extension will be passed along to the Township, as the Township would be responsible for the building and maintenance of the sidewalk.

The plans to lower the speed limit on WR10 will be circulated to the Township for comment and support, prior to erection the necessary signage.

Recommendation:

That the speed limit on WR10 in the vicinity of Maryborough Public School in Moorfield be lowered to 40km/hr; and,

That a 60km/hr transition section be established between the 80km/hr zone and the 40km/hr zone; and,

That the above recommendations be circulated to the Town of Mapleton for comment prior to erecting the necessary signage.

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, October 11, 2016
Subject: **Consideration for Raising Speed Limits**

Background:

Staff were tasked with reviewing the speed limits in the north part of the County to see whether 90 kilometre per hour (kph) zones might be acceptable on some County Roads.

The Transportation Association of Canada (TAC) Guide Lines for Establishing Speed Limits were applied to the main traffic carriers in the Townships of Mapleton and Wellington North and in the Town of Minto.

There was a 7.5 km stretch of WR109 from the end of the 70kph just south of the roundabout at WR5, to the 70kph zone as one approaches Teviotdale, that just satisfied the criteria. There was a 6.6 km stretch of WR4 from the Huron County Boundary, to WR23 that just qualified for a 90kpm zone. There was a 7 km stretch of WR87 from the Huron County Boundary, to WR23 that just qualified.

According to the TAC Guidelines there are sections of WR86, which is a boundary road with the Region of Waterloo and the County of Perth, that just qualify for a 90kpm speed limit. The requests from residents on WR86 have consistently asked that the speed limit on WR86 be reduced and that the speed limit zones for the hamlets be lengthened. Residents of Dorking and Macton have long been advocates of lowering the speed limits and more police presence. All of the other County Roads in the study area (WR 5,6,7,8,9,10,11,12,14,16) failed to have any sections qualified for a 90kph speed limit.

Discussion:

Since there is only a very small section of former Hwy 9 (WR109) through the County that satisfies the TAC Guidelines for speed limit higher than 80kph, it may not be prudent to raise the speed limit in the short section between WR5 and Teviotdale.

Summary of Recommendation - Options:

Option #1

That a bylaw to authorize a 90kph speed zone for the full length of WR4 and WR87, be presented to County Council for adoption.

Option #2

That a bylaw to authorize a 90kph speed zone on WR109 between the existing 70kph zones running south from WR5 to the 70kph on WR109 approaching Teviotdale be presented to County Council for adoption.

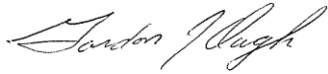
Option #3

That Staff engage the Region of Waterloo staff and the County of Perth staff with respect to the possible support of the implementation if 90kph speed zone on WR86

Option #4

That no action with respect to introducing 90kph speed zones on County of Wellington Roads be taken at this time.

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, October 11, 2016
Subject: **Wellington Road 109 Passing Lanes**

Background:

The County hired MMM Group Limited to complete a traffic analysis report (passing lane study) along Wellington Road 109 between the Wellington/Dufferin boundary and Harriston. MMM reviewed data on vehicle speeds, collision history, existing conditions and future conditions (20 year horizon) as a part of their analysis to determine the need for passing lanes. MMM divided the total length into three sections; Wellington/Dufferin boundary to Arthur, Arthur to Teviotdale and Teviotdale to Harriston.

The following are the study findings:

Existing Conditions

- 1) Mainline operating performance reflects a level of service C (A to E rating system, A being highest) or better throughout the study area during all analysis periods with the exception of Friday afternoon of the holiday long weekend (Harriston to Teviotdale drops to level D).
- 2) Existing condition passing lane justification criteria are met for the eastbound and westbound directions between Harriston and Teviotdale and the Wellington/Dufferin boundary and Arthur on the basis of long weekend Friday afternoon peak hour travel demand.
- 3) The demand between Harriston and Teviotdale in the westbound direction is much greater than the lane obsolescence threshold and, therefore, levels of service cannot be improved with a passing lane.
- 4) The demand between Harriston and Teviotdale in the eastbound direction and Wellington /Dufferin and Arthur in both directions does not exceed the lane obsolescence threshold and, therefore, levels of service can be expected to improve with a passing lane.
- 5) Despite the potential level of service improvements, recommendations for passing lanes are not typically made on the basis of long weekend traffic impacts. If the County were to consider passing lane improvements on the basis of this analysis, it may be desirable to assess typical weekend peak hour impacts for comparison.

Collision History

- 6) Apart from a greater proportion of single motor vehicle collisions between Arthur and the Wellington/Dufferin boundary, no one single initial impact type appears to be over-represented across the study area. A review of the data for the 19 single motor vehicle collisions between

Arthur and the County boundary confirms that there is no indication of any trend or collision prone conditions within the study limits.

Future Conditions

- 7) Despite satisfying the justification criteria for a westbound passing lane between Harriston and Teviotdale, the future (and existing) travel demand far exceeds the lane obsolescence threshold and a passing lane could be expected to provide no level of service improvement.
- 8) The traffic analysis supports a recommendation for future consideration of eastbound passing lanes between Harriston and Teviotdale and between Arthur and the Wellington/Dufferin boundary on the basis that typical weekday peak hour volumes are expected to satisfy the justification criteria. The traffic analysis also supports a recommendation for future consideration of a westbound passing lane between Arthur and the Wellington/Dufferin boundary on the same basis.
- 9) The justification criteria for passing lanes between Teviotdale and Arthur are only satisfied on the basis of the projected long weekend (Friday afternoon in this case) travel demand and despite the potential level of service improvements during this period, recommendations for passing lanes are not typically made on the basis of long weekend impacts. If the County were to consider passing lane improvements on the basis of this analysis, it may be desirable to assess typical weekend peak hour impacts for comparison.

Based on MMM's analysis, passing lanes justification criteria are only projected to be met under future conditions and only in two of the three sections. There was no noted need for any immediate passing lanes in the study area.

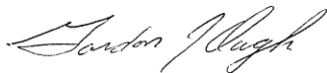
Recommendation:

That the sections from Harriston to Teviotdale and Arthur to the Wellington/Dufferin boundary be reviewed in advance of any planned asphalt resurfacing for the inclusion of a passing lane as a part of the overall work;

and

That passing lanes only be considered when the existing asphalt is resurfaced based on need due to condition.

Respectfully submitted,



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, October 11, 2016
Subject: **Wellington Road 86 Culvert Improvements**

Background:

While work was being completed on the Wallenstein Bridge, the County was contacted by the Region of Waterloo (the Region) to review the possibility of making improvements at culverts C086116, C086117 and C086118 under the Wallenstein contract. The Region had been contacted by the Mennonite community about widening the shoulder at the three structures so it is safer for horses and buggies. The narrowing of the guide rail reduces the shoulder making a pinch point that forces the horses and buggies from the shoulder onto a portion of the road with traveling vehicles.

The amount of work required to widen the shoulder and upgrade the guide rail was found to be too extensive to be done under the existing Wallenstein contract. Also, the Contractor was not able to complete the work as they had other commitments to move their forces to. Design work has continued so that the widening work can be completed in 2017 under a new contract to be tendered in 2017. Half of all costs (design and construction) will be paid for by the Region.

Staff would like to continue with the design work necessary to widen the three structures, update the guide rail protection and complete minor repair work to C086117 since forces will be there completing the other work. Currently this work is an unfunded project and any design 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 widen the three structures, update the guiderail and complete minor repairs to C086117;

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, October 11, 2016
Subject: **Wellington Road 46 No Parking Zone Changes in Aberfoyle**

Background:

The reconstruction of Wellington Road 46 included the installation of a middle double left turn lane to improve the flow traffic. To allow this to occur, the road was widened out to include a portion of the existing gravel shoulder, curb and gutter was installed and a narrow shoulder was paved behind the curb and gutter. The narrow shoulder is not wide enough for a vehicle to use to completely pull off the road and out of the travel lane. The problem that this presents is that even though this stretch of road is currently posted as “no parking”, trucks would still use the wider gravel shoulder as a place to park so that the driver can get a coffee, etc. at one of the restaurants along this stretch of road.

The truck parking issue was considered in the design process and two areas were included to be widened to allow for short duration truck parking as it was expected that the trucks would continue to disregard the no parking signs. With the inclusion of the parking areas there is a safe place for the trucks to be off the traveled portion of the road and not impact the flow of traffic.

Now that a parking area has been provided, it was determined that the “no parking” zone should be replaced with a “no stopping” zone to prevent trucks from utilizing any other area than the newly established parking areas. The intent is to maintain the flow of traffic unimpeded. To make the necessary changes to this stretch of road enforceable by the OPP, amendments are required to By-law 5000-05 to reflect the change from a “no parking” to a “no stopping” zone.

Recommendation:

That staff be directed to make the necessary amendments to By-law 5000-05 to reflect the changes in the no parking zone to a no stopping zone;

Respectfully submitted,

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

Gordon J. Ough, P. Eng.
County Engineer