



The Corporation of the County of Wellington
Roads Committee
Agenda

April 14, 2015

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 as of March 31, 2015 2 - 6
4. Memorial Dedication of Highway 6 Through Wellington County 7 - 18
5. Tender Award - Reconstruction of Wellington Road 109 (Elora Street South) Harriston 19 - 20
6. Tender Award - Reconstruction of Wellington Road 14 (Frederick Street) Arthur 21 - 23
7. Tender Award – Replacement of Badley Bridge Sidewalks, Metcalfe St., Elora 24 - 24
8. Town of Erin Request for Land Transfer 25 - 28
9. Roundabout Communication Plan - Discussion
10. No Parking on Highway 124, Brisbane Public School - Discussion
11. Closed Session
12. Rise and Report
13. Adjournment

Next meeting date May 12, 2015 or at the call of the Chair.



County of Wellington
Roads and Engineering
Statement of Operations as of
31 Mar 2015

	Annual Budget	March Actual \$	YTD Actual \$	YTD Actual %	Remaining Budget
Revenue					
Municipal Recoveries	\$715,000	\$200,913	\$383,817	54%	\$331,183
User Fees & Charges	\$210,000	\$8,644	\$22,944	11%	\$187,056
Sales Revenue	\$400,000	\$0	\$0	0%	\$400,000
Internal Recoveries	\$1,750,000	\$240,144	\$799,397	46%	\$950,603
Total Revenue	\$3,075,000	\$449,701	\$1,206,158	39%	\$1,868,842
Expenditures					
Salaries, Wages and Benefits	\$4,870,400	\$536,331	\$1,660,830	34%	\$3,209,570
Supplies, Material & Equipment	\$3,749,500	\$264,870	\$2,023,760	54%	\$1,725,740
Purchased Services	\$1,389,700	\$234,386	\$378,444	27%	\$1,011,256
Insurance & Financial	\$293,400	\$0	\$293,416	100%	\$(16)
Minor Capital Expenses	\$713,200	\$33,319	\$35,538	5%	\$677,662
Debt Charges	\$226,500	\$112,739	\$96,820	43%	\$129,680
Internal Charges	\$1,655,300	\$240,091	\$798,720	48%	\$856,580
Total Expenditures	\$12,898,000	\$1,421,736	\$5,287,527	41%	\$7,610,473
NET OPERATING COST / (REVENUE)	\$9,823,000	\$972,035	\$4,081,369	42%	\$5,741,631
Transfers					
Transfers from Reserves	\$(226,500)	\$0	\$0	0%	\$(226,500)
Transfer to Capital	\$8,819,900	\$8,819,900	\$8,819,900	100%	\$0
Transfer to Reserves	\$2,264,200	\$1,734,200	\$1,734,200	77%	\$530,000
Total Transfers	\$10,857,600	\$10,554,100	\$10,554,100	97%	\$303,500
NET COST (REVENUE)	\$20,680,600	\$11,526,135	\$14,635,469	71%	\$6,045,131



County of Wellington

02-April-2015

Roads and Engineering Capital Work-in-Progress Expenditures By Departments All Open Projects For The Period Ending March 31, 2015

	LIFE-TO-DATE ACTUALS					
	Approved	March	Current	Previous	% of	Remaining
	Budget	Actual	Year	Years	Total	Budget
Roads General						
Roads Equipment 2015	\$1,781,000	\$0	\$499,296	\$0	\$499,296	28 %
Various Shop Repairs 2015	\$100,000	\$0	\$0	\$0	\$0	0 %
Rebuild Drayton Shop	\$500,000	\$0	\$0	\$0	\$0	0 %
Rebuild/Renovate Erin Shop	\$125,000	\$0	\$0	\$20,667	\$20,667	17 %
Subtotal Roads General	\$2,506,000	\$0	\$499,296	\$20,667	\$519,963	21%
Engineering						
WR18 @ WR26 Intersection Imprv	\$50,000	\$0	\$0	\$0	\$0	0 %
WR18 Geddes St Elora, Strm Swr	\$50,000	\$0	\$0	\$0	\$0	0 %
WR18 Geddes St Elora, RtngWall	\$50,000	\$0	\$0	\$0	\$0	0 %
WR21, Inverhaugh, Storm Sewer	\$50,000	\$0	\$0	\$0	\$0	0 %
WR29 @ WR22, Intersection Impr	\$50,000	\$0	\$0	\$0	\$0	0 %
WR32 Puslinch Lake, Struct Des	\$50,000	\$0	\$0	\$0	\$0	0 %
WR35 N of 401, Struct Design	\$50,000	\$0	\$0	\$0	\$0	0 %
Asset Management	\$35,000	\$753	\$12,795	\$0	\$12,795	37 %
Subtotal Engineering	\$385,000	\$753	\$12,795	\$0	\$12,795	3%
Growth Related Construction						
WR 30 at Road 3, Signals & L	\$120,000	\$0	\$0	\$38,937	\$38,937	32 %
WR 46, WR 34 to 401	\$1,800,000	\$30,002	\$30,248	\$113,327	\$143,574	8 %
WR 124, Passing Lane N of 125	\$200,000	\$0	\$0	\$32,010	\$32,010	16 %
WR7 Psng Lanes Elora/Ponsonby	\$2,950,000	\$0	\$0	\$3,023,211	\$3,023,211	102 %
WR7 PL Design Salem to Tev	\$150,000	\$5,814	\$5,814	\$5,838	\$11,652	8 %
WR109 @ WR5 Intersection	\$50,000	\$3,744	\$3,744	\$10,074	\$13,819	28 %
WR124 @ Whitelaw Intersection	\$50,000	\$0	\$0	\$7,410	\$7,410	15 %
WR124 @ Guelph Rd 1 Inter	\$50,000	\$0	\$0	\$6,283	\$6,283	13 %
WR 46 Maltby to WR 34 2 km	\$1,100,000	\$0	\$828	\$236,886	\$237,714	22 %
Subtotal Growth Related Constructi	\$6,470,000	\$39,560	\$40,634	\$3,473,976	\$3,514,609	54%



County of Wellington

02-April-2015

Roads and Engineering Capital Work-in-Progress Expenditures By Departments All Open Projects For The Period Ending March 31, 2015

	Approved Budget	March Actual	LIFE-TO-DATE ACTUALS				Remaining Budget
			Current	Previous	% of Budget	Total	
			Year	Years			
Roads Construction							
WR 50, 3rd Line to WR 24	\$2,425,000	\$0	\$0	\$488,024	\$488,024	20 %	\$1,936,976
WR14, Eliza & Frederick Arthur	\$3,070,000	\$12,322	\$21,480	\$781,797	\$803,276	26 %	\$2,266,724
WR 29, Wellington/Halton Bound	\$1,956,500	-\$3	-\$3	\$1,891,290	\$1,891,287	97 %	\$65,213
WR 10, McGivern St Moorefield	\$150,000	\$0	\$0	\$25,688	\$25,688	17 %	\$124,312
WR109 AT WR7 Int Improvmnts	\$100,000	\$0	\$0	\$18,359	\$18,359	18 %	\$81,641
WR109, HWY89 S to end of curb	\$2,650,000	\$14,557	\$14,557	\$10,230	\$24,787	1 %	\$2,625,213
WR109 WR7 Traffic Imp Study	\$50,000	\$0	\$6,953	\$19,680	\$26,632	53 %	\$23,368
WR123, WR109 Traffic Imp Study	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR12 @ WR8 Intersection Improv	\$925,000	\$5,785	\$5,785	\$14,999	\$20,784	2 %	\$904,216
WR86, COG to WR9 Traffic Study	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR86 @ WR12 Intersection	\$100,000	\$0	\$0	\$0	\$0	0 %	\$100,000
WR109 @ WR16 Intersection	\$50,000	\$0	\$0	\$17,450	\$17,450	35 %	\$32,550
WR51, WR7 @ Hwy 6 2.3km	\$100,000	\$0	\$0	\$0	\$0	0 %	\$100,000
WR124, Concept Plan	\$35,000	\$0	\$1,621	\$23,100	\$24,721	71 %	\$10,279
WR8 Main St Drayton Strm Sewer	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR50, Hwy 7 to railway tracks	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR25 - WR52 to WR42 7.0km	\$850,000	\$0	\$0	\$267,122	\$267,122	31 %	\$582,878
Subtotal Roads Construction	\$12,661,500	\$32,660	\$50,392	\$3,557,738	\$3,608,130	28%	\$9,053,370



County of Wellington

02-April-2015

Roads and Engineering Capital Work-in-Progress Expenditures By Departments All Open Projects For The Period Ending March 31, 2015

	LIFE-TO-DATE ACTUALS						
	Approved	March	Current	Previous		% of	Remaining
	Budget	Actual	Year	Years	Total	Budget	Budget
Bridges							
WR87, Maitland Bridge 87137	\$645,000	\$23,804	\$23,804	\$42,226	\$66,030	10 %	\$578,970
WR87, Bridge 87138	\$1,280,000	\$27,707	\$27,707	\$75,158	\$102,866	8 %	\$1,177,134
WR124, Bridge 124135	\$200,000	\$0	\$0	\$61,810	\$61,810	31 %	\$138,190
WR36, Bridge 36122	\$100,000	\$0	\$0	\$39,151	\$39,151	39 %	\$60,849
WR109, Bridge 109132	\$225,000	\$0	\$0	\$0	\$0	0 %	\$225,000
WR35, Paddock Bridge 35087	\$200,000	\$0	\$0	\$32,909	\$32,909	16 %	\$167,091
WR6, B006010, design rehab	\$450,000	\$12,248	\$12,248	\$73,886	\$86,134	19 %	\$363,866
WR7, Bosworth Bridge 07028	\$150,000	\$2,932	\$2,932	\$30,251	\$33,184	22 %	\$116,816
WR8, Main St Bridge 008089	\$50,000	\$4,428	\$4,428	\$18,166	\$22,594	45 %	\$27,406
WR10, Moorefield Bridge 010023	\$350,000	\$25,552	\$26,672	\$43,705	\$70,377	20 %	\$279,623
WR10, Wyandot Bridge 010024	\$575,000	\$54,032	\$54,032	\$48,392	\$102,423	18 %	\$472,577
WR16, Penford Bridge 16038	\$100,000	\$3,128	\$3,128	\$21,208	\$24,336	24 %	\$75,664
WR30, Bridge 030124	\$200,000	\$0	\$0	\$11,701	\$11,701	6 %	\$188,299
WR21,Badley Bridge,021057 rplc	\$725,000	\$0	\$0	\$0	\$0	0 %	\$725,000
WR36 Bridge36086, design and	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR86 Conestogo River Bridge	\$1,200,000	\$1,006	\$1,006	\$0	\$1,006	0 %	\$1,198,994
2015 Various Bridge & Culvert	\$200,000	\$0	\$0	\$0	\$0	0 %	\$200,000
WR109 Mallet River Brdg 109129	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR27, Bridge 27106 1km S of WR	\$565,000	\$2,134	\$4,887	\$26,243	\$31,130	6 %	\$533,870
Subtotal Bridges	\$7,315,000	\$156,972	\$160,844	\$524,806	\$685,649	9%	\$6,629,351



County of Wellington

02-April-2015

Roads and Engineering Capital Work-in-Progress Expenditures By Departments All Open Projects For The Period Ending March 31, 2015

	LIFE-TO-DATE ACTUALS						
	Approved	March	Current	Previous	Total	% of	Remaining
	Budget	Actual	Year	Years		Budget	Budget
Culverts							
WR18, Culvert 18021, D & Liner	\$350,000	\$0	\$0	\$45,072	\$45,072	13 %	\$304,928
WR6, Culvert 06081 replace	\$75,000	\$0	\$0	\$2,211	\$2,211	3 %	\$72,789
WR11 Culvert, 1.7km S of 6th L	\$50,000	\$0	\$0	\$18,522	\$18,522	37 %	\$31,478
WR22, Culvert east of WR23	\$675,000	\$7,398	\$7,398	\$94,835	\$102,233	15 %	\$572,767
WR5, Culvert 0.9km s 7th line	\$200,000	\$424	\$424	\$6,118	\$6,541	3 %	\$193,459
WR11, Culvert 111020	\$400,000	\$0	\$1,569	\$20,085	\$21,654	5 %	\$378,346
WR12, Culvert 12086	\$25,000	\$0	\$0	\$3,499	\$3,499	14 %	\$21,501
WR12, Culvert 12087	\$50,000	\$0	\$0	\$7,633	\$7,633	15 %	\$42,367
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	\$0	\$0	0 %	\$50,000
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
Subtotal Culverts	\$2,075,000	\$7,821	\$9,390	\$197,974	\$207,365	10%	\$1,867,635
County Bridges on Local Roads							
E-W Luther TL Bridge 000101	\$600,000	\$1,131	\$3,064	\$48,310	\$51,374	9 %	\$548,626
E/W Luther TL,Hays Brdg 000001	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
Subtotal County Bridges on Local R	\$650,000	\$1,131	\$3,064	\$48,310	\$51,374	8%	\$598,626
Roads Resurfacing							
WR16, WR15 to Hwy89 5.4km	\$647,300	\$0	\$0	\$764,377	\$764,377	118 %	-\$117,077
WR124, COG to Era pvmt preserv	\$912,600	\$0	\$0	\$1,019,354	\$1,019,354	112 %	-\$106,754
WR32, WR124 to hwy 7, 5.3 km	\$1,500,000	\$0	\$0	\$0	\$0	0 %	\$1,500,000
WR87, Hwy23 to Minto/Howick	\$100,000	\$0	\$0	\$0	\$0	0 %	\$100,000
WR124, Guelph to Reg. Waterloo	\$150,000	\$0	\$0	\$0	\$0	0 %	\$150,000
WR10, Conc 8 to 4 5.4km	\$1,300,000	\$0	\$0	\$0	\$0	0 %	\$1,300,000
Subtotal Roads Resurfacing	\$4,609,900	\$0	\$0	\$1,783,731	\$1,783,731	39%	\$2,826,169
Total Roads and Engineering	\$36,672,400	\$238,897	\$776,414	\$9,607,201	\$10,383,616	28 %	\$26,288,784

From: Arnott, Ted [<mailto:ted.arnott@pc.ola.org>]

Sent: Tuesday, March 03, 2015 2:43 PM

To: Donna Bryce

Subject: Jack Johnson Memorial Highway

Hi Donna,

I am writing to ask for the support of your Council, in the form of a formal resolution, to rename Highway 6 through Wellington County the "Jack Johnson Memorial Highway."

Jack Johnson served as an MPP in the Ontario Legislature from 1975-1990. This year marks the 40th Anniversary of his first election and what would have been his 85th Birthday. He was the first MPP to represent the Riding of Wellington, which included the County of Wellington in its entirety. He was an honest, decent hard working representative who put his constituents first and was respected by everyone he worked with, from all sides of the political debate and MPPs from all parties.

Traditionally in the Ontario Legislature after the passing of a Member, we have an opportunity to pay tribute. Attached is the Hansard record of the remarks I delivered in the Ontario Legislature in September 2010 in memory of Jack Johnson.

Since Jack Johnson was the first MPP to represent all of Wellington County in the Ontario Legislature, I believe that it would be a fitting tribute to rename Highway 6 – the highway that goes through the centre of Wellington County from north to south – in his honour.

Renaming a highway in honour of a former MPP is not without precedent. Three other deceased MPPs – Leo Bernier, Bruce Crozier, and John M. Turner – have also had highways renamed in their honour in their areas. These MPPs were all individuals who were exceptional, well respected Members. Each was first and foremost dedicated to representing their constituents, to the very best of their abilities.

It is my understanding that the cost of a proposal like this would simply be the cost of the signs that would be erected. It would be my intention to approach the Ministry to ask that the MTO cover this cost.

The Government has a process in place for renaming highways. I have attached their criteria. As you can see, the Ministry of Transportation requires a resolution of support from each municipal Council that the highway passes through. Consequently, I am requesting that your Council pass a resolution in support of renaming Highway 6 through Wellington County the "Jack Johnson Memorial Highway," which I would submit to the Ministry as part of the application my office would prepare.

I hope that Council will agree that this is a fitting tribute to a man who served the people of Wellington County for so many years with such dedication and commitment.

I look forward to hearing back from you.

Sincerely,

Ted Arnott, MPP
Wellington-Halton Hills
Phone: 416-325-3880
Fax: 416-325-6649

JACK JOHNSON TRIBUTE

Ontario Hansard - 15-September2010

Mr. Ted Arnott: Jack Johnson once told me that during his time at Queen's Park he often wondered whether he deserved to be here. While Jack may have had his personal doubts, which were really just an extension of his characteristic modesty and decency, his constituents had no doubts whatsoever about the man who voiced their hopes and views in this place from 1975 to 1990. In fact, his constituents loved him.

It was hard not to love Jack Johnson, for his heart was as big as it was good. Jack's spirit left this earth about 15 months ago, but today we remember Jack Johnson, the elected public servant who served his people well.

He was a public servant, yes, but also a tireless and hard-working politician. In fact, he liked to tell a story about one of his election campaigns when he attended a record 16 events in one day in his huge, sprawling riding of Wellington-Dufferin-Peel. Unfortunately, in order to make those 16 events, he also received three speeding tickets that same day-no doubt, another personal best, one that he was somewhat less likely to mention.

I consider myself very, very fortunate to have had the chance to work with Jack, first as a volunteer in his last two election campaigns, in 1985 and 1987, and later as his assistant, working in his constituency office from 1987 until he retired three years later. Those years working with Jack were formative ones that I'll never, ever forget.

Warren Buffett recently wrote in tribute to his late friend and mentor Benjamin Graham, "More than any other man except my father, he influenced my life." I could easily say the same of Jack, but in my case it's perhaps an understatement. He was very much my mentor, a real political hero for the man that he was and the way he approached his responsibilities. He was as good of a friend as I've ever had.

Just as the Great Depression was beginning to tighten its grip in 1930, John McLellan Johnson was born in Detroit, Michigan, where his father had found work. But before long, the young family had moved back home to Mount Forest, where Jack and his twin brother, Dan, grew up. After high school, Jack studied business at Ryerson in Toronto. Upon graduation, he founded Johnson's Menswear, which became a fixture on Main Street of Mount Forest for the next 30 years.

In 1951, he married the love his life, Marnie Johnston. They were very much partners in business as well as life, working side by side as their business grew and prospered. Marnie supported him in every way. They were inseparable. In every sense, they were a team.

Through the early years of their marriage, there were likely many ups and downs, but they were blessed with three children: Colin, Paul and Sheri. The growing family moved to their beautiful 19th-century Victorian home on Queen Street in Mount Forest.

Always an outgoing optimist, Jack firmly believed that you needed to get involved in your community to make it better. Leadership on the local school board, in his church, the chamber of commerce and the Lions Club were all integral to Jack's civic participation as he fulfilled this obligation to his community.

That obligation, however, brought Jack and Marnie a great deal of personal satisfaction. In fact, they both loved it. Always interested in government and politics, he was elected to town council, later becoming mayor of Mount Forest, and he focused his efforts on industrial development and growth. Through his leadership, numerous manufacturing businesses were enticed to set up operations in Mount Forest, creating literally hundreds of jobs in town.

Then, upon the retirement of long-time and well-respected MPP John Root in 1975, Jack was persuaded to seek the PC nomination in Wellington-Dufferin-Peel to succeed him.

Regional government was, as Jack saw it, the major issue in that election. In fact, the basis of his campaign was to oppose his own party, which at the time was promoting the extension of regional government. Jack stood fast by his beliefs, refusing to accept the party line on regional government, and demonstrated the courage and conviction that became his hallmark in the communities he served in the Legislature through 15 years as an MPP.

In this place, what goes around comes around, as we know. Jack respected everyone in this House, and in return was liked and respected by members of all three parties.

He once told me that when he was first elected as an MPP, he considered himself to be relatively right-wing. But as we all know, these kinds of labels have their limitations. His views evolved to include strong support for a minimum wage that workers could live on. He supported training and help for those in poverty, and better services for seniors, the disabled and veterans, among other priorities. He came to believe and proudly asserted that he was a fiscal conservative with a social conscience.

That social conscience led to him to one of his proudest accomplishments when he pushed the government to retrofit multi-storey seniors' residences with elevators-elevators that he thought should have been included in the original design of the buildings. Jack was appalled when he learned that a constituent in Hillsburgh who had fallen and broken her hip couldn't return home to her seniors' apartment to recuperate because she lived on the second floor of a building that had no elevator. Jack raised the issue repeatedly and persistently in the House, motivated not by the desire to gain political credit but only to convince the government to get the elevators installed and fix the problem. Finally, after much advocacy, the government listened and set aside the money to meet this need. Not surprisingly, Jack didn't take public credit for himself, but instead took private satisfaction that his efforts made a big difference. That was Jack Johnson.

He also believed in the concept of local autonomy, as he called it. The province, he believed, must respect local councils as mature governments in their own right. He always fought hard to help the local governments in his riding, rightly reasoning if he could help a council he would be helping an entire community.

Within our caucus, he was the longest-serving chair of caucus in memory, serving in this capacity for nine years straight. He disliked having to cut off his more long-winded colleagues, but he did so when necessary, as a good chair must, to keep the agenda flowing. He served on many legislative committees and enjoyed that aspect of the job very much, especially during the minority government of 1977 to 1981. This was, he told me, the most meaningful Legislature in which he had served. In those years, he remarked, people worked together across party lines, when there was a degree of personal respect demonstrated across the aisle in the House and consensus ruled instead of confrontation. Imagine that.

In retirement after 1990, Jack was appointed to the Canada Pension Plan appeal board and later the Alcohol and Gaming Commission. On another occasion he was appointed to a committee to help displaced workers who were laid off after a large plant closure in Mount Forest.

He was always in demand as an informal political consultant, which meant that almost every aspiring politician in our area, including John Wilkinson, would want to go to seek his advice, which he offered generously to all comers, irrespective of their political stripe. I benefited from that advice through the years too, and to this day when I'm working with my staff, I often preface my instructions with, "Jack Johnson would have done it this way."

He always told me to be my own man, not beholden or defined by my party leader. "Party leaders come and go," he would say. "Never make election promises you can't keep. Promise only your best efforts if re-elected." Good advice for all of us. "Don't get too excited when you receive a call from party headquarters during an election campaign. If you ignore them, they usually go away." And, "Every member should take a weekend off a month to spend with his or her family," more good advice that I haven't always been able to follow.

Today, we are joined in the House by some of the Johnson family, some of his former staff, as well as some of Jack's and Marnie's closest friends. We all miss them both and think of them often. As we gather today to celebrate and give thanks for Jack's outstanding service, we resolve to ensure that the timeless values of integrity, commitment, family and community-all the things he believed in and all things he represented-will be carried on by the service we can render to others in his memory.

Memorial Dedications for Provincial Highways and/or Sections of Provincial Highways

Individual's Name
Memorial Highway

POLICY NUMBER: 2005-02-rev

Effective Date: June 18, 2007

Approved by: Gord Troughton, Manager

Gord Troughton 29 June 2007

Manager's Signature

Date

Traffic Office

Engineering Standards Branch
Ministry of Transportation
301 St. Paul Street, 2nd Floor
St. Catharines, ON L2R 7R4

General Inquiries: (905) 704-2960
Fax: (905) 704-2888

Purpose and Background

Highway dedications are intended to posthumously acknowledge individuals and groups who have contributed to the health, welfare and prosperity of Ontarians, and to honour the sacrifice of those who have lost their lives serving the people of Ontario or the nation. Highway dedications with reference to environmental features (i.e. Woodlands Highway, Great Lakes Parkway, etc.) or other interests (i.e. Winery Row, Hall of Fame Drive, etc.) shall be referred to the Tourism-Oriented Directional Signing (TODS) Program for Tourism Route Signing.

A dedication may cover the entire length of a highway or sections of a highway that are a minimum of 40 km. When the total length of a highway is less than 40 km, the entire highway must be dedicated.

Guidelines

Technical research supports the use of numbers as the most efficient means of providing clear, concise, directional information. Highway dedications are not intended to replace the existing system of highway numbering, but to supplement it. As a result of this policy, highway numbers will continue to be the primary method of identifying highways on the right-of-way and the provincial road map.

Process and Qualification Criteria

Bridges

The dedication of bridges is reserved for police officers that have died in their line of duty in accordance with the Highway Memorials for Fallen Police Officers Act, 2002 and, therefore, do not qualify for signs under this policy.

Highways

Requests to have a highway, or section thereof, dedicated must be submitted to the Manager of Operational Services, Ministry of Transportation, Ontario in the region where the highway is located.

The application must:

- Define the limits of the highway to be dedicated;
- Identify the group or individual being posthumously recognized;
- Provide supporting rationale for the proposal;
- Include a Council resolution from each Municipality/First Nation that the highway passes through supporting the highway dedication (municipal resolution not required in areas without municipal representation);
- Provide written support of the highway dedication from the MPP(s) of the riding(s) that the highway passes through.

MTO regional staff will review the material for completeness and forward it to Head Office, Traffic for submission to the Minister's Office through the Assistant Deputy Minister of Provincial Highways Management. Head Office Traffic will be responsible for maintaining a central registry of dedications that will include approved, denied and outstanding requests.

Final approval of a highway dedication shall rest with the Minister of Transportation or his/her designee and must be obtained prior to proceeding with the implementation of a highway dedication.

A highway, or section thereof, may only be dedicated once. For example, the Queen Elizabeth Way (QEW) or the Veterans Memorial Highway (Highway 416) are already dedicated, and are therefore ineligible for further dedications. Schedule A includes the names and limits of highways that have already been dedicated.

Freeway or highway interchanges are not eligible to be dedicated.

Sections within an already dedicated section of highway are not eligible to be dedicated. Sections of highway that are co-designated (or overlap) with another highway that has already been dedicated are also not eligible unless the dedication is the same as the existing one.

Trans-Canada Highway sections are eligible for dedication.

A specific highway dedication may be used more than once on different highways or sections of the same highway, as long as the sections are separated by a distance greater than 100 km (e.g. two highways or sections could be dedicated as "Veterans' Memorial Highway"). However, those requesting the dedication should be asked to further qualify the name and try and make it different (i.e. classifying the veterans of a specific war – WW1 Veterans Memorial Highway or Korean War Veterans Memorial Highway).

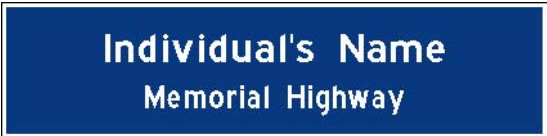

A section of highway may span a junction of two different highways, but must be continuous.

Ceremonies recognizing the dedication of the highway/section shall not be performed within the highway right-of-way.

Implementation

Sign Design and Installation

Signs shall conform to the following design:

	Memorial Highway Sign Sign Size: 600mm x variable (1500 to 2400 mm) Retroreflective Sheeting: Type 1
	Memorial Highway Sign (Bilingual) Sign Size: 600mm x variable (1500 to 2400 mm) Retroreflective Sheeting: Type 1

Signs must conform to the standard ministry design as shown above. Signs shall include the name of the individual or group being identified in the dedication. Signs may include a crest/logo, but shall not include commercial messages or slogans, or other messages commercial in nature.

Modifications to “Memorial Highway” on the official sign may be permitted (i.e. John Doe Courage Highway, John Doe Freedom Highway, etc.). The modifications to the wording “Memorial Highway” must not provide incorrect directional or highway classification information. If the name selected references a facility, such as an airport, the highway must service that facility (i.e. John Doe Airport Parkway must service the airport). If the name selected makes reference to a highway classification, it must appropriately describe the highway (i.e. John Doe Freedom Freeway would not be appropriate on a 2 lane highway).

A highway dedication under this policy shall have signs installed in each direction of travel in accordance with present sign installation policies as follows:

Sections less than 50 km in length – one sign installed at the beginning of the section, in each direction of travel.

Sections 50 to 100 km in length – one sign installed at the beginning of the section and one sign installed near the midway point, in each direction of travel.

Sections greater than 100 km in length – one sign installed at the beginning of the section and additional signs installed at approximately 50 km intervals within the dedicated section, in each direction of travel.

Fees

The proponent requesting the dedication shall be responsible for all costs associated with the manufacturing, installation and maintenance of the signs.

Where the proponent represents a not-for-profit group, the proponent may apply in writing to the Ministry of Transportation to waive all or part of these fees. When requesting to waive fees, the proponent will provide information on their ability to pay fees. Requests to waive fees are to be made to the Manager of Operational Services as part of the submission. Approval of this request is at the Ministry's sole discretion and the Ministry may consider a reduced number of signs to reduce costs if waiving fees.

Schedule A

Highway #	Highway Name	Limits
11/17	Terry Fox Courage Highway	Harbour Expressway (Thunder Bay) to the Jct of Hwys 11 and 17 (Nipigon)
33	Loyalist Parkway	Trenton to the limits of the City of Kingston
62	Hastings & Prince Edward Regiment Commemorative Highway	Village of Bloomfield to Bancroft
401	Macdonald-Cartier Freeway	Entire highway - US border (Windsor) to Quebec border
403	Co-designated with Queen Elizabeth Way	Jct of QEW in Burlington to Jct of QEW in Oakville
405	General Brock Parkway	Entire highway
407	407 ETR	Entire highway
416	Veterans Memorial Highway	Entire highway - Hwy 401 to Hwy 417
417	Ottawa Queensway	Within the limits of the City of Ottawa
QEW	Queen Elizabeth Way	Entire highway - US border (Fort Erie) to the limits of the City of Toronto

MEMORIAL DEDICATIONS FOR PROVINCIAL HIGHWAYS
(as of January 22, 2015)

MINISTER APPROVED MEMORIAL DEDICATIONS			
Hwy #	Memorial Dedication Name	Section of Hwy being Dedicated	Install Date
3	Bruce Crozier's Way	Windsor/Tecumseh border to Leamington	02-Sep-11
3	Rt. Hon. Herb Gray Parkway (formerly Windsor-Essex Parkway)	Windsor – LaSalle – Tecumseh	28-Nov-12
115 (35/115 & 7/115)	John M. Turner Memorial Highway	401 to Lansdowne Street East/Hwy 7	31-Mar-14
21	Bluewater Veterans Highway	Goderich to Kincardine	24-Jan-09
21	Bluewater Veterans Highway (extension)	Kincardine to Springmount	26-Jun-12
35	Midland Regiment Commemorative Highway	Hwy 35 @ Kent Street to Haliburton Boundary	27-Oct-09
62	Hastings & Prince Edward Regiment Commemorative Highway	Bloomfield to Bancroft	10-Nov-06
93	Sarah Burke Memorial Highway	Hwy 400 to Hwy 12 (Simcoe County)	26-Mar-14
401	Highway of Heroes	404 (Toronto) to Trenton	07-Sep-07
401	Highway of Heroes	Keele Street (Downsview, Toronto) to Trenton	01-Sep-13
401	Rt. Hon. Herb Gray Parkway (formerly Windsor-Essex Parkway)	Windsor – Tecumseh	28-Nov-12
405	General Brock Parkway	All	13-Oct-06
420	Niagara Veterans Memorial Highway	All	23-Sep-10
664	Leo Bernier Memorial Highway	Junction of Hwy 72 (Sioux Lookout) to End of Highway (Hudson)	31-Jul-12
108	Vimy Ridge Highway	Entire Highway (from Hwy 17 – Serpent River to Hwy 639 – End of Hwy)	17-Jul-13

Municipalities support campaign to rename highway after former MPP Jack Johnson

by Patrick Raftis

WELLINGTON CTY. - A campaign by Wellington-Halton Hills MPP Ted Arnott to have the local portion of Highway 6 renamed the Jack Johnson Memorial Highway has received support from several municipalities here.

As the Ministry of Transportation requires a resolution of support from each municipality the highway passes through, Arnott has requested support from local councils recently.

Johnson served as an MPP from 1975-1990. This year marks the 40th Anniversary of his first election and what would have been his 85th birthday. He was the first MPP to represent the riding of Wellington, which included the County of Wellington in its entirety.

"He was an honest, decent hard working representative who put his constituents first and was respected by everyone he worked with, from all sides of the political debate and MPPs from all parties," stated Arnott in his appeal for support. "Since Jack Johnson was the first MPP to represent all of Wellington County in the Ontario Legislature, I believe that it would be a fitting tribute to rename Highway 6 - the highway that goes through the centre of Wellington County from north to south - in his honour."

Arnott pointed out there is precedent for renaming a highway in honour of a former MPP. Three other deceased MPPs, Leo Bernier, Bruce Crozier, and John M. Turner, have also had highways renamed in their honour in their areas. He also stated the only cost involved would be the cost of the signage, which he would approach the provincial transportation ministry to cover.

So far councils in Mapleton, Guelph-Eramosa and Puslinch have supported the idea. The Town of Erin has also supported the proposal even though Highway 6 does not pass through the municipality, while the Town of Minto, another municipality not on the route, simply received Arnott's letter for information. Centre Wellington was scheduled to deal with the request on Monday.

"It's about time," commented councillor Dennis Craven at the March 10 Mapleton council meeting.

"Yes, I think this one's long overdue," agreed Mapleton Mayor Neil Driscoll.

March 27, 2015



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Mark Bolzon, Manager Purchasing and Risk Management Services
Date: Tuesday, April 14, 2015
Subject: Tender Award – Reconstruction of Wellington Road 109 (Elora Street) Harriston

Background:

Staff recently issued Project No. CW2015-004, a tender for the reconstruction of Wellington Road 109 (Elora Street) Harriston.

The scope of work includes earth excavation, removal of existing pavement, hot mix asphalt and granular A placement, replacing/restoring sidewalks, adjustment of catch basins, watermain and sanitary sewer work along with street lighting and landscaping.

On Tuesday April 7, 2015 two (2) submissions were received as follows, with pricing shown exclusive of HST @13% -

COMPANY	BID AMOUNT (excluding HST)
Moorefield Excavating Ltd., Harriston	\$1,641,820.00
Murray Group, Moorefield	\$1,816,529.68

The submissions were all in order and staff are recommending awarding the contract to Moorefield Excavating Ltd. of Harriston, at the tendered amount of \$1,641,820.00, exclusive of HST @ 13%.

The funding for this project is provided in detail in the attached Funding Summary. Engineering fees are estimated at \$100,000.00.

Recommendation:

That County of Wellington Project CW2015-004, a tender for the reconstruction of Wellington Road 109 (Elora Street) Harriston be awarded to Moorefield Excavating, of Harriston, at the tendered amount of \$1,641,820.00, exclusive of HST @ 13%; and

That the funding for this project be approved as set out in the attached Funding Summary; and

That staff be authorized to issue the Purchase Order for the contract; and

That the County Treasurer be authorized to provide the additional funding for this project from the Roads Capital Reserve; and

That the Warden and Clerk be authorized to sign the construction agreements.

Respectfully submitted,

Mark Bolzon
Manager, Purchasing and Risk Management Services

FUNDING SUMMARY

COUNTY OF WELLINGTON CAPITAL PROJECT EXPENDITURE AND FINANCING SCHEDULE
--

Project name: WR 109, Hwy 89 S to end of curb in Harriston, 1.2km
 Project number : 21130081

PROJECT COSTS

	Total	County	Town of Minto
Tendered Construction Cost*	\$1,671,000	\$885,000	\$786,000
Previously incurred professional fees	\$25,000	\$7,500	\$17,500
Professional Fees	\$100,000	\$30,000	\$70,000
County Labour & Materials	\$10,000	\$3,000	\$7,000
Contingency	\$167,000	\$50,000	\$117,000
Untendered Capital works**	\$752,500		\$752,500
Project total	\$2,725,500	\$975,500	\$1,750,000

* includes net cost to County of HST

PROJECT BUDGET APPROVALS AND FINANCING

	Gross cost	Tax Levy	Roads Capital Reserve	Municipal Recoveries
2013 Capital Budget	\$ 50,000	\$ 50,000		
2015 Capital Budget	\$ 2,600,000	\$ 850,000		\$ 1,750,000
	\$ 2,650,000	\$ 900,000		\$ 1,750,000
Funding Adjustment	\$ 75,500		\$ 75,500	\$ -
Revised cost and sources of financing	\$ 2,725,500	\$ 900,000	\$ 75,500	\$ 1,750,000

** Town of Minto's budget includes works not included within this tender. Contract may be extended at the discretion of the Town to complete work on Highway 9 north of 89.



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Mark Bolzon, Manager Purchasing and Risk Management Services
Date: Tuesday, April 14, 2015
Subject: **Tender Award – Reconstruction of Wellington Road 14 (Frederick Street), Arthur**

Background:

Staff recently issued Project No. CW2015-028, a tender for the reconstruction of Wellington Road 14 (Frederick Street), Arthur.

The scope of work comprises of reconstruction of Wellington Road 14 (Frederick Street) from George Street (Highway No. 6) to Domville Street/Eliza Street, Arthur, in the County of Wellington as follows:

Earth Excavation, Granular Base, Hot Mix Asphalt, Storm Sewers, Sanitary Sewers, Sanitary Forcemain, Watermain, Concrete Curb and Gutter, Concrete Sidewalk and Pavement Markings.

On Thursday, April 9, 2015 three (3) submissions were received as follows, with pricing shown exclusive of HST @13% -

COMPANY	BID AMOUNT (excluding HST)
Moorefield Excavating Ltd., Harrison	\$1,630,878.25*
Drexler Construction Limited, Rockwood	\$2,261,222.44
Cox Construction Ltd., Guelph	\$2,426,535.59

The submissions were all in order (*corrected for mathematical errors) and staff are recommending awarding the contract to Moorefield Excavating Ltd. of Harriston, at the tendered amount of \$1,630,878.25, exclusive of HST @ 13%.

The funding for this project is provided in detail in the attached Funding Summary.

Engineering fees are estimated at \$100,000.00.

Recommendation:

That That County of Wellington Project CW2015--028, a tender for the reconstruction of for the Reconstruction of Wellington Road 14 (Frederick Street), Arthur, be awarded to Moorefield Excavating, of Harriston, at the tendered amount of \$1,630,878.25, exclusive of HST @ 13%.

That the funding for this project be approved as set out in the attached Funding Summary.

That staff be authorized to issue the Purchase Order for the contract.

That the Warden and Clerk be authorized to sign the construction agreements.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Mark Bolzon', with a long horizontal stroke extending to the right.

Mark Bolzon
Manager, Purchasing and Risk Management Services

FUNDING SUMMARY

COUNTY OF WELLINGTON CAPITAL PROJECT EXPENDITURE AND FINANCING SCHEDULE
--

Project name: WR 12&14, Eliza & Frederick Arthur

Project number : 21100401

PROJECT COSTS

	Total	County	Wellington North
Previously incurred project costs	\$803,300	\$678,500	\$124,800
Tendered Construction Cost*	\$1,660,000	\$547,500	\$1,112,500
Professional Fees	\$100,000	\$25,000	\$75,000
County Labour & Materials	\$20,000	\$20,000	
Hydro Relocation	\$50,000	\$50,000	
Contingency	\$160,000	\$40,000	\$120,000
Project total	\$2,793,300	\$1,361,000	\$1,432,300

* includes net cost to County of HST

PROJECT BUDGET APPROVALS AND FINANCING

	Gross cost	Tax Levy	Roads Capital Reserve	Municipal Recoveries
2010 Capital Budget	\$ 20,000	\$ 20,000		
2013 Capital Budget	\$ 50,000	\$ 50,000		
2014 Capital Budget	\$ 2,600,000	\$ 900,000		\$ 1,700,000
2015 Capital Budget	\$ 400,000	\$ 400,000		
	\$ 3,070,000	\$ 1,370,000	\$ -	\$ 1,700,000
Surplus Allocation	\$ (276,700)		\$ (9,000)	\$ (267,700)
Revised cost and sources of financing	\$ 2,793,300	\$ 1,370,000	\$ (9,000)	\$ 1,432,300



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Mark Bolzon, Manager Purchasing and Risk Management Services
Date: Tuesday, April 14, 2015
Subject: **Tender Award – Replacement of Badley Bridge Sidewalks, Metcalfe St., Elora**

Background:

Staff recently issued Project No. CW2015-034, a tender for the Replacement of Badley Bridge Sidewalks located on Metcalfe Street, Elora, ON., in the Township of Centre Wellington.

The work includes access and debris platforms, temporary support of a natural gas main, concrete removals, reinforcing steel bars, concrete sidewalks, fabrication, delivery and erection of structural steel, localized cleaning and coating, member replacement, member strengthening, strengthening of connections (i.e. replace rivets with bolts) and miscellaneous structural steel repairs.

On Wednesday, April 08, 2015 two (2) submissions were received from the following firms –

COMPANY
Owen King Limited, Walkerton
Marbridge Construction Ltd., Mississauga

The submissions were all in order however they were well over the approved budget.

Staff are recommending that the tender be cancelled, and that the project as a whole be reviewed taking into consideration the current condition of the bridge, budget requirements, and the most effective and efficient method of repairing the bridge.

Recommendation:

That staff be authorized to cancel County of Wellington Project CW2015-034, a tender for the Replacement of Badley Bridge Sidewalks located on Metcalfe Street, Elora, ON.

That the project as a whole be reviewed taking into consideration the current condition of the bridge, budget requirements, and the most effective and efficient method of repairing the bridge.

Respectfully submitted,

Mark Bolzon
Manager, Purchasing and Risk Management Services



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Gordon J. Ough, P. Eng., County Engineer
Date: Tuesday, April 14, 2015
Subject: **Town of Erin Request for a Land Transfer**

Background:

Attached is a request from the Town of Erin asking that the County transfer Part 2 of Plan 61R-10256 to the Town of Erin. The purpose of the transfer is to allow the Town to have ownership of the lands on which the historic pillars, gates and archway to Stanley Park exist.

The Engineering Services Department – Roads Division supports the proposed.

Conveying of Part 1 of Plan 61R-10256 to the Town of Erin.

Recommendation:

That the necessary steps be taken to convey Part 2 of Plan 61R-10256 to the Town of Erin, as requested.

Respectfully submitted,

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

Gordon J. Ough, P. Eng.
County Engineer

TOWN OF ERIN

5684 Trafalgar Rd., R.R. #2
Hillsburgh, Ontario N0B 1Z0
www.erin.ca



Office of the Mayor

Telephone: (519) 855-4407 ext. 232
Fax: (519) 855-4821
E-mail: council@erin.ca

April 7, 2015

Mr. Gord Ough
County of Wellington
74 Woolwich St.
Guelph ON N1H 3T9

Dear Gord,

Re: Stanley Park Gate, Village of Erin

It appears the Town already owns Part 1 of Ref Plan 61R-10256 so we are asking that Part 2 of the reference plan be transferred to us in order for us to have full ownership of the lands that the Stanley Park gate is located on. We are respectfully requesting full ownership of the land so that we can designate the gate as an important historical feature within the Town of Erin.

Hopefully this matter can be taken to his Committee in order to accomplish this.

We look forward to your response to our request.

Yours truly,

Allan Ails, Mayor
Town of Erin

Cc: Kathryn Ironmonger, CAO/Town Manager

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