



The Corporation of the County of Wellington
Roads Committee
Agenda

April 19, 2016

9:30 am

County Administration Centre

Guthrie 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, 2016	2 - 6
4. Tender Award - WR 87, Asphalt Recycling (CIR or CIREAM)	7 - 8
5. Tender Award - Hot Mix Asphalt and Shoulder Gravel (Supply and Place)	9 - 11
6. Tender Award - WR 109 at WR 5, Roundabout Construction	12 - 14
7. Tender Award - Reconstruction Main St. W, King St., Queen St., Wortley St., Market St., and Rehabilitation of Main St. Bridge, Structure No. B008089, WR 8	15 - 17
8. Delegation at OGRA/ROMA Combined Conference	18 - 27
9. Ontario Community Infrastructure Fund – Project Funding Adjustment	28 - 28
10. Closed Session	
11. Rise and Report	
12. Adjournment	

Next meeting date May 10, 2016 or at the call of the Chair.



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

	Annual Budget	March Actual \$	YTD Actual \$	YTD Actual %	Remaining Budget
Revenue					
Municipal Recoveries	\$740,000	\$207,567	\$360,218	49%	\$379,782
User Fees & Charges	\$180,000	\$9,704	\$22,454	12%	\$157,546
Sales Revenue	\$400,000	\$0	\$0	0%	\$400,000
Internal Recoveries	\$1,750,000	\$238,807	\$727,845	42%	\$1,022,155
Total Revenue	\$3,070,000	\$456,078	\$1,110,516	36%	\$1,959,484
Expenditures					
Salaries, Wages and Benefits	\$4,996,100	\$592,863	\$1,706,829	34%	\$3,289,271
Supplies, Material & Equipment	\$3,880,400	\$496,204	\$2,335,882	60%	\$1,544,518
Purchased Services	\$1,507,100	\$86,302	\$285,042	19%	\$1,222,058
Insurance & Financial	\$298,000	\$0	\$280,984	94%	\$17,016
Minor Capital Expenses	\$863,200	\$73,273	\$99,734	12%	\$763,466
Debt Charges	\$208,800	\$114,929	\$99,558	48%	\$109,242
Internal Charges	\$1,715,200	\$238,227	\$726,956	42%	\$988,244
Total Expenditures	\$13,468,800	\$1,601,798	\$5,534,983	41%	\$7,933,817
NET OPERATING COST / (REVENUE)	\$10,398,800	\$1,145,719	\$4,424,467	43%	\$5,974,333
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	\$1,145,719	\$15,742,867	71%	\$6,489,933



County of Wellington

04-April-2016

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

	LIFE-TO-DATE ACTUALS						
	Approved	March	Current	Previous	% of	Remaining	
	Budget	Actual	Year	Years	Total	Budget	
Roads General							
Rebuild Drayton Shop	\$4,000,000	\$44,600	\$46,828	\$198,088	\$244,916	6 %	\$3,755,084
Roads Equipment 2016	\$2,242,000	\$85,896	\$674,769	\$0	\$674,769	30 %	\$1,567,231
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	\$130,495	\$721,597	\$218,755	\$940,352	15%	\$5,526,648
Engineering							
WR18 @ WR26 Intersection Imprv	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR18 Geddes St Elora, RtngWall	\$50,000	\$0	\$0	\$14,119	\$14,119	28 %	\$35,881
WR21, Inverhaugh, Storm Sewer	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR32 Puslinch Lake, Struct Des	\$50,000	\$5,947	\$5,947	\$2,703	\$8,650	17 %	\$41,350
WR35 N of 401, Struct Design	\$50,000	\$5,947	\$5,947	\$2,703	\$8,650	17 %	\$41,350
Asset Management	\$35,000	\$0	\$0	\$19,138	\$19,138	55 %	\$15,862
Subtotal Engineering	\$285,000	\$11,893	\$11,893	\$38,663	\$50,557	18%	\$234,443
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	\$41,081	\$41,081	\$918,798	\$959,879	25 %	\$2,940,121
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	\$2,733	\$2,733	\$59,025	\$61,758	31 %	\$138,242
WR109 @ WR5 Intersection	\$1,000,000	\$4,015	\$5,051	\$53,220	\$58,270	6 %	\$941,730
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	\$6,620,000	\$47,829	\$48,864	\$1,363,265	\$1,412,129	21%	\$5,207,871



County of Wellington

04-April-2016

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

	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	\$3,175,000	\$6,160	\$17,366	\$647,718	\$665,084	21 %	\$2,509,916
WR14, Eliza & Frederick Arthur	\$2,793,300	\$3,750	\$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	\$13,492	\$14,775	\$24,379	\$39,155	39 %	\$60,845
WR18 Geddes St Elora, Strm Swr	\$550,000	\$2,427	\$2,427	\$19,039	\$21,466	4 %	\$528,534
WR29 @ WR22, Intersection Impr	\$250,000	\$0	\$0	\$18,250	\$18,250	7 %	\$231,750
WR8 Main St Drayton Strm Sewer	\$1,250,000	\$27,051	\$27,051	\$69,654	\$96,705	8 %	\$1,153,295
WR50, Hwy 7 to railway tracks	\$50,000	\$1,027	\$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	\$12,293,800	\$53,907	\$66,396	\$5,960,875	\$6,027,270	49%	\$6,266,530



County of Wellington

04-April-2016

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

	Approved Budget	March Actual	LIFE-TO-DATE ACTUALS				
			Current	Previous	Total	% of Budget	Remaining Budget
			Year	Years			
Bridges							
WR124, Bridge 124135	\$200,000	\$0	\$0	\$82,880	\$82,880	41 %	\$117,120
WR36, Bridge 36122	\$125,000	\$0	\$0	\$53,529	\$53,529	43 %	\$71,471
WR109, Bridge 109132	\$225,000	\$0	\$0	\$0	\$0	0 %	\$225,000
WR35, Paddock Bridge 35087	\$200,000	\$0	\$0	\$38,796	\$38,796	19 %	\$161,204
WR7, Bosworth Bridge 07028	\$150,000	\$5,797	\$6,657	\$41,833	\$48,490	32 %	\$101,510
WR8, Main St Bridge 008089	\$900,000	\$8,013	\$11,869	\$91,194	\$103,062	11 %	\$796,938
WR10, Wyandot Bridge 010024	\$1,500,000	\$1,177	\$1,510	\$873,637	\$875,147	58 %	\$624,853
WR16, Penfold Bridge 16038	\$100,000	\$3,428	\$3,428	\$32,472	\$35,901	36 %	\$64,099
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	\$1,608	\$9,438	\$163,673	\$173,111	10 %	\$1,626,889
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	\$50,417	\$60,011	\$195,937	\$255,948	79 %	\$69,052
WR22, Bridge 22107 rehab	\$150,000	\$0	\$0	\$0	\$0	0 %	\$150,000
Subtotal Bridges	\$6,100,000	\$70,441	\$92,914	\$1,593,934	\$1,686,848	28%	\$4,413,152



County of Wellington

04-April-2016

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

	LIFE-TO-DATE ACTUALS						
	Approved	March	Current	Previous		% of	Remaining
	Budget	Actual	Year	Years	Total	Budget	Budget
Culverts							
WR18, Culvert 18021, D & Liner	\$350,000	\$0	\$1,536	\$61,929	\$63,465	18 %	\$286,535
WR6, Culvert 06081 replace	\$675,000	\$5,145	\$5,145	\$14,048	\$19,193	3 %	\$655,807
WR11 Culvert 110900 Replace	\$375,000	\$294	\$539	\$45,000	\$45,539	12 %	\$329,461
WR11, Culvert 111020	\$1,150,000	\$3,861	\$9,894	\$80,797	\$90,690	8 %	\$1,059,310
WR12, Culvert 12086	\$25,000	\$315	\$1,367	\$20,504	\$21,870	87 %	\$3,130
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	\$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	\$17,848	\$21,291	\$0	\$21,291	11 %	\$178,709
WR36, Conc 1, 4 CSP Replace	\$50,000	\$6,517	\$6,517	\$8,659	\$15,176	30 %	\$34,824
Subtotal Culverts	\$3,175,000	\$33,981	\$46,290	\$239,638	\$285,928	9%	\$2,889,072
County Bridges on Local Roads							
E-W Luther TL Bridge 000101	\$600,000	\$0	\$0	\$52,244	\$52,244	9 %	\$547,756
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	\$0	\$52,244	\$52,244	8%	\$597,756
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	\$0	\$0	\$0	0 %	\$150,000
WR7 Alma to Salem 6km	\$100,000	\$0	\$0	\$0	\$0	0 %	\$100,000
WR5, WR109 to Rantons Bridge	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR109, WR5 to S End Harriston	\$325,000	\$0	\$0	\$0	\$0	0 %	\$325,000
Subtotal Roads Resurfacing	\$2,125,000	\$0	\$0	\$13,395	\$13,395	1%	\$2,111,605
Total Roads and Engineering	\$37,715,800	\$348,546	\$987,953	\$9,480,769	\$10,468,722	28 %	\$27,247,078



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 19, 2016
Subject: Tender Award - Wellington Road 87, Asphalt Recycling (CIR or CIREAM)

Background:

Staff recently issued Project No. CW2016-019, a tender for the completion of approximately 55,800 m² of asphalt milling and asphalt recycling (CIR or CIREAM) of Wellington Road 87 in the County of Wellington.

The scope of the work includes asphalt milling (50 mm depth) and asphalt recycling (125 mm depth) (CIR or CIREAM) of approximately 55,800 m² of Wellington Road 87 from approximately 850 m west of Highway 23 to immediately west of the Howick Minto Townline, and supply of approximately 280,000 kg of binder to complete the asphalt recycling within the County of Wellington..

On Wednesday, April 6, 2016 three (3) submissions were received as follows, with pricing shown exclusive of HST @13% -

COMPANY	TOTAL TENDERED AMOUNT EXCLUDING HST @ 13%
Lavis Contracting Inc.	\$665,810.00
Roto Mill Inc.	\$679,606.00
Coco Paving Inc.	\$841,950.00

The submissions were all in order and staff are recommending awarding the contract to Lavis Contracting Inc., of Stratford, at the tendered amount of \$665,810.00, exclusive of HST @ 13%.

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

Recommendation:

That County of Wellington Project No CW2016-019, a tender for the completion of approximately 55,800 m² of asphalt milling and asphalt recycling (CIR or CIREAM) of Wellington Road 87 be awarded to Lavis Contracting Inc., of Stratford, at the tendered amount of \$665,810.00, exclusive of HST @ 13%; and

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

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

Respectfully submitted,

Mark Bolzon
Manager, Purchasing and Risk Management Services

COUNTY OF WELLINGTON CAPITAL PROJECT EXPENDITURE AND FINANCING SCHEDULE
--

Project name: WR 87 Hwy 23 to Minto/Howick Resurfacing
 Project number : 21150131

PROJECT COSTS

	Total
Tendered Construction Cost* (Recycling)	\$678,000
Tendered Construction Cost* (Hot mix asphalt & gravel)	\$664,000
Previously Incurred Professional Fees	\$13,400
Professional Fees	\$30,000
County Labour & Materials	\$50,000
Contingency	\$64,600
Project total	\$1,500,000

* includes net cost to County of HST

PROJECT BUDGET APPROVALS AND FINANCING

	Gross cost	Tax Levy	Federal Gas Tax
2015 Capital Budget	\$ 100,000	\$ 100,000	
2016 Capital Budget	\$ 1,400,000	\$ 50,000	\$ 1,350,000
	\$ 1,500,000	\$ 150,000	\$ 1,350,000



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 19, 2016
Subject: Tender Award - Hot Mix Asphalt and Shoulder Gravel (Supply and Place)

Background:

Staff recently issued Project No. CW2016-012, a tender for the supply and placement of approximately 21,300 tonnes of HL-4, HL-4 Modified and HL-3 asphalt and the supply and placement of approximately 2,900 tonnes of shoulder gravel on County Roads in the County of Wellington.

On Thursday, April 07, 2016 six (6) submissions were received as follows, with pricing shown exclusive of HST @13% -

COMPANY	PART A Excluding HST	PART B Excluding HST	PART C Excluding HST
The Murray Group Limited, Moorefield	\$652,293.55	\$282,532.68	\$99,430.30
Cox Construction Ltd, Guelph	\$708,127.25	\$451,492.00	No Bid
Capital Paving Inc, Guelph	\$718,522.53	\$317,026.35	\$156,022.44
E&E Seegmiller Limited, Kitchener	\$721,357.01	\$331,530.21	\$166,086.70
Coco Paving Inc, Petersburg	\$763,684.99	\$321,182.04	\$106,522.97
Steed and Evans, St. Jacobs	\$786,000.00	No Bid	\$114,500.00

- Part A consists of work on Wellington Road 87, 850m West of Highway 23 to immediately West of Howick Minto Townline – 6.2km.
- Part B consists of Milling and Paving on parts of Wellington Roads 22, 24, 25, 26, 29, 30, 34, 46, 51 and 124.
- Part C consists of Milling and Paving on parts of Wellington Roads 8, 11, 16, 18, 19 and 109.

The submissions were all in order and staff are recommending awarding the contract to The Murray Group Ltd., of Moorefield, at the total tendered amount (Parts A, B & C) of \$1,034,256.53, exclusive of HST @ 13%.

The funding for Parts B & C of this project is provided in detail in the attached funding summary. Funding for part A is included on a separate report on this agenda.

Recommendation:

That County of Wellington Project No CW2016-012, a tender for the supply and placement of approximately 21,300 tonnes of HL-4, HL-4 Modified and HL-3 asphalt and the supply and placement of approximately 2,900 tonnes of shoulder gravel on County Roads in the County of Wellington be awarded to The Murray Group Ltd., of Moorefield, at the total tendered amount (Parts A, B &C) of \$1,034,256.53, exclusive of HST @ 13%; and

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

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

Schedule A - 2016 Paving and Recycling Tender Results

			ROUNDED TO THE NEAREST \$100			
Road Length & Code No.	Item	Budget Inc Lab & Equip	Low Tender	County Labour, Equip, Rd Works and Contingency	Total	Budget Difference
Asphalt Resurfacing						
Hot Mix Patches Part B 1110141	Contracted Construction*	300,000	287,500			
	County Labour and Equipment	30,000		30,000		
	Total	330,000	287,500		317,500	12,500
Hot Mix Patches Part c 1110141	Contracted Construction*	180,000	101,200			
	County Labour and Equipment	20,000		20,000		
	Total	200,000	101,200		20,000	121,200
GRAND TOTAL		530,000	388,700	50,000	438,700	91,300

* includes net cost to County of HST



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 19, 2016
Subject: **Tender Award – Wellington Road 109 at Wellington Road 5, Roundabout Construction,**

Background:

Staff recently issued Project No. CW2016-007, a tender for Wellington Road 109 at Wellington Road 5, Roundabout Construction, Town of Minto, in the County of Wellington.

The scope of work comprises of the construction of Wellington Road 109 at Wellington Road 5, Roundabout, Town of Minto in the County of Wellington as follows including Cold Planing, Earth Excavation, Granular Base, Hot Mix Asphalt, Curb and Gutter, Pavement Markings, Underground Utility Duct, Street Lighting and Landscaping.

On Wednesday, April 13, 2016 five (5) submissions were received as follows, with pricing shown exclusive of HST @13% -

COMPANY	BID AMOUNT (excluding HST)
W. Schwartz Construction Limited, Chesley	\$1,234,592.31
Steed and Evans Limited, St. Jacobs	\$1,274,000.00
Coco Paving Inc, Petersburg	\$1,280,000.00
Cox Construction Ltd, Guelph	\$1,480,610.94
Dig-Con International Limited, Bolton	\$1,995,937.60

The submissions were all in order and staff are recommending awarding the contract to W. Schwartz Construction Limited of Chesley, at the tendered amount of \$1,234,592.31, exclusive of HST @ 13%.

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

Engineering fees are estimated at \$75,000 in addition to the fees incurred to date.

Recommendation:

That County of Wellington CW2016-007, a tender for Wellington Road 109 at Wellington Road 5, Roundabout Construction, Town of Minto, be awarded to W. Schwartz Construction Limited of Chesley, at the tendered amount of \$1,234,592.31, exclusive of HST @ 13%; and

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

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

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

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 line extending to the right.

Mark Bolzon
Manager, Purchasing and Risk Management Services

FUNDING SUMMARY

COUNTY OF WELLINGTON CAPITAL PROJECT EXPENDITURE AND FINANCING SCHEDULE
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Project name: WR109 at WR5 Intersection Improvements
 Project number : 21140091, 21160261 & 21160251

PROJECT COSTS

	<u>Total</u>
Tendered Construction Cost*	\$1,256,000
Previously Incurred Expenditures	\$67,000
Professional Fees	\$75,000
County Labour & Materials	\$10,000
Contingency	\$72,000
Project total	\$1,480,000

* includes net cost to County of HST

PROJECT BUDGET APPROVALS AND FINANCING

	Gross cost	Tax Levy	Federal Gas Tax	Roads DC Reserve	Municipal Recovery Minto	Roads Capital Reserve
2014 Capital Budget	\$ 25,000	\$ 20,500		\$ 4,500		
2015 Capital Budget	\$ 25,000	\$ 20,500		\$ 4,500		
2016 Capital Budget	\$ 1,325,000	\$ 829,000	\$ 275,000	\$171,000	\$ 50,000	
	\$ 1,375,000	\$ 870,000	\$ 275,000	\$180,000	\$ 50,000	\$ -
Funding Adjustment	\$ 105,000			\$ 35,000	\$ 3,000	\$ 67,000
Revised cost and sources of financing	\$ 1,480,000	\$ 870,000	\$ 275,000	\$215,000	\$ 53,000	\$ 67,000



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 19, 2016
Subject: **Tender Award - Reconstruction Main Street West, King Street, Queen Street, Wortley Street, Market Street and Rehabilitation of Main Street Bridge, Structure No. B008089, Wellington Road 8**

Background:

Staff recently issued Project No. CW2016-014, a tender for the reconstruction of the following roads in Drayton; Main Street West, King Street, Queen Street, Wortley Street and Market Street, along with the rehabilitation of the Main Street (Drayton) Bridge (B008089) over Conestogo River on Wellington Road 8.

The scope of the work includes the full reconstruction of the roads including sub grade material, asphalt, curb & gutter and sidewalks. Also included in this item is the removal and replacement of the existing storm system on Main Street west of the bridge, a watermain crossing under the bridge deck and the removal and replacement of 130m of sanitary sewer on Main Street West.

For the rehabilitation of the Main Street (Drayton) Bridge (B008089) over Conestogo River on Wellington Road 8 the scope of work generally includes the rehabilitation of the Main Street (Drayton) Bridge while maintaining one (1) pedestrian sidewalk open at all times during construction. Also included in this work, are the tie-ins to the roadworks on the bridge approaches.

On Tuesday, April 05, 2016 two (2) submissions were received as follows, with pricing shown exclusive of HST @13% -

COMPANY	Part A Road Reconstruction Bid Amount	Part B Rehabilitation of Bridge Bid Amount	TOTAL TENDERED AMOUNT
Moorefield Excavating Ltd., Harriston	\$2,299,915.72	\$1,118,869.85	\$3,418,785.54*
The Murray Group Limited, Moorefield	\$2,833,482.35	\$1,153,694.43	\$3,987,176.76

“*” indicates mathematical correction.

The submissions were all in order and staff are recommending awarding the contract Moorefield Excavating Ltd., Harriston, at the tendered amount of \$3,418,785.54, exclusive of HST @ 13%.

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

At the time of budget preparation in August the full extent of the required work was not fully known. Consultant budget estimates provided in the early winter were in excess of the proposed budget but less than half of what the final tendered about was. This is a complex project that contains a lot of work to be completed in a three month window. In general pricing for full reconstruction type work and bridge rehabilitations are higher than expected due to the influx in grant funding from upper tier government and the overall volume of work available for Contractors to bid on. For the foreseeable future pricing will only be going up, not down.

Recommendation:

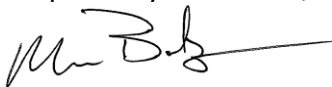
That County of Wellington Project No CW2016-014, a tender for the reconstruction of the following roads in Drayton; Main Street West, King Street, Queen Street, Wortley Street and Market Street and for the rehabilitation of the Main Street (Drayton) Bridge (B008089) be awarded to Moorefield Excavating Ltd., Harriston, at the tendered amount of \$3,418,785.54,, exclusive of HST @ 13%; and

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

That the additional funding required to complete the project be included in the 2017 Budget to replenish the reserve; and

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

COUNTY OF WELLINGTON
CAPITAL PROJECT EXPENDITURE AND FINANCING SCHEDULE

Project name: WR 8, Drayton Main St Bridge (B008089) and Storm Sewer
 Project number : 21140161 & 21150101

PROJECT COSTS

	Part A	Part B	
	Road Work	Bridge Work	Total
Tendered Construction Cost*	\$2,340,400	\$1,138,600	\$3,479,000
Previously Incurred Professional Fees	\$96,700	\$115,500	\$212,200
Professional Fees	\$50,000	\$80,000	\$130,000
County Labour & Materials	\$10,000		\$10,000
Contingency	\$84,800	\$84,000	\$168,800
Project total	\$2,581,900	\$1,418,100	\$4,000,000

* includes net cost to County of HST

PROJECT BUDGET APPROVALS AND FINANCING

	Gross cost	Tax Levy	OCIF	Municipal Recoveries Mapleton	Roads Capital Reserve
2014 Capital Budget	\$ 50,000	\$ 50,000			
2015 Capital Budget	\$ 50,000	\$ 41,000		\$ 9,000	
2016 Capital Budget	\$ 2,050,000	\$ 1,485,000	\$ 165,000	\$ 400,000	
	\$ 2,150,000	\$ 1,576,000	\$ 165,000	\$ 409,000	\$ -
Funding adjustment	\$ 1,850,000	\$ (300,000)	\$ 300,000	\$ 348,000	\$ 1,502,000
Revised cost and sources of financing	\$ 4,000,000	\$ 1,276,000	\$ 465,000	\$ 757,000	\$ 1,502,000



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Gordon J. Ough, P. Eng., County Engineer
Date: Tuesday, April 19, 2016
Subject: Delegation Made at the OGRA/ROMA Conference

Background:

Attached for the County's Roads Committee and for County Council is a copy of the cover letter and the RUNAWAY SOFT COSTS document that was presented to Mr. Peter Milczyn, MPP Etobicoke Lakeshore, Parliamentary Assistant to the Minister of Economic Development, Employment and Infrastructure at the 2016 OGRA/ROMA Combined Conference. The presentation lead by Councillor Gary Williamson, Chair of the County's Roads Committee, seemed to have been very well received.

It is hoped that the County will be contacted about their offer to host a meeting to discuss the issue further with ministry staff, and other organizations as listed in the February 22, 2016 correspondence.

Recommendation:

That County Council receive the report for interest and information.

Respectfully submitted,

A handwritten signature in cursive script, reading "Gordon J. Ough".

Gordon J. Ough, P. Eng.
County Engineer



COUNTY OF WELLINGTON

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74 WOOLWICH STREET
GUELPH, ONTARIO
N1H 3T9

February 22, 2016

Ministry of Economic Development,
Employment and Infrastructure
8th Floor, Hearst Block
900 Bay Street
Toronto, ON M7A 2E1

Attn: Mr. Peter Milczyn, MPP
Etobicoke Lakeshore
Parliamentary Assistant to the
Minister of Economic Development,
Employment and Infrastructure

RE: OGRA/ROMA Combined Conference
Rising Costs of Municipal
Infrastructure, Construction and
Maintenance
Soft Costs, Regulations and
Requirements

Dear Sir;

The County of Wellington (the County) thanks you for accepting our request to discuss the rising costs of municipal infrastructure, construction and maintenance; particularly the soft costs associated with approvals, regulations and requirements.

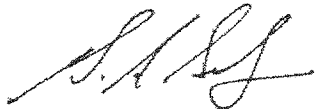
Enclosed, for your review and consideration, are examples that the County, local municipalities and our consultants have experienced related to the rising costs of infrastructure renewal due to runaway soft costs. The information included in the enclosure is just a small sample of the issues that create inefficiencies in our efforts to provide sustainable infrastructure in a cost effective way. The examples provided indicate that there is a real need to review the processes that are creating the runaway soft costs.

Should the Province be interested, Wellington County would host a fact finding meeting with appropriate ministry staff, municipal staff and other organizations (i.e., Consulting Engineers of Ontario (CEO), Municipal Engineers Association (MEA), Ontario Good Roads Association (OGRA), Conservation Authorities (CA)) who are directly involved in infrastructure renewal. The goal would be to identify the issues of concern and to come up with possible solutions to address these concerns.

The County looks forward to assisting the Province in any capacity we can to address runaway soft costs and finding a suitable solution that protects the natural environment and its inhabitants but also allows for funding to be spent on improving the actual infrastructure.

Should you have any questions, do not hesitate to contact me at 519.837.2600 x 2550 or georgeb@wellington.ca.

Yours truly,

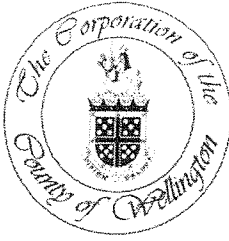


George Bridge, Warden, Wellington County

GW/me

Encl.

cc: Ted Arnott, MPP, Wellington-Halton Hills
Randy Pettapiece, MPP, Perth-Wellington
Scott Wilson, CAO, Wellington County
Gary Williamson, Roads Committee Chair, Wellington County
Gord Ough, P.Eng., County Engineer, Wellington County



The Corporation of the County of Wellington

74 Woolwich Street, Guelph, Ontario N1H 3T9
519.837.2600 fax 519.837.8138 www.wellington.ca

RUNAWAY SOFT COSTS

Conservation Authorities

- 1) The County deals with six (6) Conservation Authorities (CA) within its boundary; Grand River (GRCA), Credit Valley (CVC), Halton (CH), Maitland Valley (MVCA), Saugeen (SVCA), Hamilton (HCA). Local municipalities within the County usually deal with one or two of the CAs listed above.
- 2) Even though CAs have the same mandate from the province (created in 1946 by an Act of the Provincial Legislature), there are no consistencies between CAs with respect to their approval process, what they consider wetland, and approvals related to in-water works and fisheries. Some CAs require signed and sealed final reports (i.e., geotechnical, hydraulic, etc.) as supporting documentation for an approval; others do not.
- 3) In a bridge pre-project consultation meeting CH indicated that an approval from them could take upwards of a year to secure.
- 4) This past year the County finally replaced a culvert in the CVC area which took three (3) years to secure their approval.

CVC continually changed their requirements resulting in the engineers making multiple submissions and design changes. CVC staff even requested that the culvert be sized such that the Regional storm would not over top the road. This request wasted valuable time and money in the design process and we found out that it was a staff directive, not an actual requirement for approval.

The original culvert that was replaced was a 1600x950 CSP. The new culvert is a 3760x2012 concrete box structure. The new culvert will require an inspection every two (2) years for the remainder of its life (ongoing costs) by a qualified bridge engineering firm whereas the original culvert did not warrant this level of inspection.

At the outset of the design process with CVC it was indicated to them that the County only had \$500,000 budgeted for the project which included engineering, construction, administration and inspection. Total project costs were \$723,000, of that \$204,000 was for engineering.

- 5) In contrast, a similar sized project completed in the GRCA area took less than six months for GRCA approval and the approved construction method was far superior and simpler to complete by the Contractor resulting in significant cost savings. The total project cost including approvals was only \$482,000 which included \$61,000 in engineering fees.
- 6) In another case, a Contractor had to block off the flow of water in a creek to complete a culvert project. The Contractor proposed to put in place filter cloth and large pre-cast concrete blocks (using a machine) to stop the flow of water. This method would have created very little disturbance to the creek bed. However, CA staff disagreed and wanted sand bags used which had to be placed by hand. This meant multiple walking trips into the creek bed by workers to place the sand bags and then again to remove them. This not only cost more but obviously disturbed the creek bed to a much greater extent.

Regulations and Requirements

Species at Risk (SAR)

- 1) Species at Risk (SAR) field investigations/screenings take a minimum of two seasons (spring, summer) to complete and sometimes a fall season is needed to investigate non SAR related work (i.e., fish spawning survey). SAR screenings are only valid for a short period of time and then must be updated if the design period takes excessive time.

The screenings themselves must be completed by one or multiple specialized firm(s) with costs typically ranging from \$5,000 to \$15,000 but they can exceed \$50,000 for some projects (see example below). Mitigation measures if required can cost anywhere from \$5,000 to \$1,000,000 in excess of the remaining project costs (i.e., barn swallow nesting kiosks, longer span bridge structures to accommodate Red Sided Dace).

SAR studies often require a licence or SAR Collectors Permit from MNRF-SAR resulting in more time and expense.

The requests of MNRF-SAR often do not match the size or scope of the project (see examples below).

- A) The Hillsburgh Dam/Pond and Bridge E/A in the Town of Erin commenced in February to collect the required filed data for the Natural Heritage and ended in October of the same year. Species from white tail deer, salamander, snakes, turtles, butterflies, birds, bats, fishes, mussels, reptiles, etc., were all identified. In total, 32 "Species with Conservation Status", noted as Special Concern to Threatened to Endangered, were identified. In this case at least a year and half will be needed to complete the background work including the field work and report. Additional work

is expected to support an ultimate outcome for the project as well. To date, fees are in excess of \$60,000.

- B) A municipality required a box culvert have a 2.5 m extension constructed. Red Sided Dace (minnow family) were thought to be in the tributary downstream from the project. As a result, the project required an Endangered Species Act Section 17 Report to be completed, reviewed, and signed off by the Minister. Since the site of the construction was so small, the compensation required for disturbing the site was to plant over 100 trees kilometers downstream from the project on private property. A total of five (5) years of tree monitoring reports and specialist reports monitoring the stream (channel morphology, benthic macroinvertebrates, etc.) was required as a part of the SAR permit. The MNRF even questioned the need for guiderails and the engineers had to justify their use for road side safety (not an MNRF directive to comment on).
- C) A private land owner is completing work to improve the Municipal Drain that runs across the property. As a part of this work, the twin 1.5 m diameter CSPs that span the driveway will have to be replaced. The MNRF-SAR department is requesting a 6 meter span concrete box culvert be constructed to provide for turtle passage.
- D) A municipality has proposed a small scale bridge rehabilitation project (partial superstructure replacement). Any disturbance would be limited to less than 5 m under the bridge, which was specified to be protected by scaffolding at all times by the engineer. MNRF was notified regarding SAR. MNRF response directed the project engineers to have a "comprehensive biological inventory of the entire area that may be directly or indirectly impacted by the proposed project". MNRF also directed the engineers to review the official website as to what SAR "have the potential to occur in the area" (Step II). Additionally MNRF recommended that "each species identified under Step II should be surveyed for, regardless of whether or not the species has been previously recorded in the area, or whether previous records are historical in nature". These studies would outweigh the engineering fees on a scale of 2 or 3 to 1.

Permit to Take Water (PTTW)

- 1) A PTTW is required in all cases when 50,000 L/day are "taken". The threshold of 50,000 litres is not very much as a minimum requirement to be met to require a permit.
- 2) Even temporarily diverting a creek/stream/river requires a PTTW even though no water is being taken, it is just being rerouted from its normal course.
- 3) The back ground work required to make an application for a PTTW usually requires two (2) to three (3) months to complete. MOECC review of the PTTW application takes a minimum of three (3) months, but in most cases takes longer unless the applicant

pushes for it to be approved. Therefore, the PTTW timeline dictates that municipalities, not the Contractor, must apply for the PTTW permit in advance of construction in anticipation that the Contractor may require the PTTW to complete the work as there typically is not three (3) months between tender acceptance and start of construction.

- 4) The permit "owner" must have acceptable methods and be responsible for records and submissions to MOECC. If the municipality is the permit owner, then dewatering methods and record keeping/submission becomes a municipal issue. If the municipality did not apply for enough litres/day it becomes a very big issue for both the municipality and Contractor completing the work.
- 5) PTTW cost can range from \$15,000 (for dewatering a sewer project) to \$35,000 (for a bridge replacement) to cover the associated costs of engineering, monitoring and reporting. Almost all bridge and culvert projects require the investigation to determine if a PTTW is required despite the fact that no water is actually "taken". The intent of the legislation was to protect property owners with wells and to ensure that water is not pumped uncontrollably from the ground to bottle and sell without approval. The intent was not to cause additional hardship and cost for municipalities intending to replace aged infrastructure.

Sanitary and Storm Sewer Permits from MOECC

- 1) All storm and sanitary sewer projects have to be submitted to the MOECC for approval and permits.
- 2) Permit approval takes a minimum of three (3) months but in most cases takes eight (8) months to a year. There have been known occasions when a municipality has called their local MPP and asked them to contact the MOECC for the permit as it is critical to be in place prior to commencing work. In these cases grant funding is usually the driving factor that causes the municipality to resort to this tactic.
- 3) There was once a time when the MOECC provided a value added service and insight into the approval. Now the approval is a checklist that must be met to receive approval. This system does not allow for imagination, innovation and actual engineering to be done to find the best solution for the problem. In the checklist system it is rare that the best solution is chosen.
- 4) Storm water management started out with "quantity" regulations. This regulation made sense since municipalities cannot afford to build storm sewers large enough to handle major storms. However, it was decided that there should also be a "quality" regulation as well. In more cases Stormceptors (or equivalent oil/grit separator systems) are being specified to meet the MOECC checklist. These units cost municipalities/developers anywhere from \$25,000 to \$50,000 plus installation costs. They also then require the municipality to maintain/clean the structure forever. In most cases these

structures are not being properly maintained due to the cost associated with doing so. If they are not properly maintained then they do not work properly and the structure becomes a very expensive catch basin.

Funding Applications

- 1) Funding applications cause frustration for the County and local municipalities and result in money being spent on soft costs, that should be used for the actual construction costs.
- 2) Costs associated with having projects "shovel ready" include up-front engineering costs for design and obtaining the necessary approvals which can take anywhere from months to years to obtain.
- 3) Approvals are only good for a short period of time which can result in re-applying for the approvals should funding not be received when anticipated.
- 4) Changes to the funding application formats due to different programs being offered result in additional engineering costs and municipal staff time to complete the sometimes complex application forms.
- 5) Timing of funding programmes does not always result in the best "bang for the buck". Projects need to be tendered early in the year when Contractors are looking for work; not in the middle of summer when Contractors are all busy.
- 6) The funding approval process results in numerous municipalities receiving funding all at the same time. The glut of work results in higher construction costs and insufficient number of Contractors to complete the work.

Municipal Class Environmental Assessments (EA)

- 1) Municipal class environmental assessments cause challenges for municipalities to have all approvals in place so a project is "shovel ready". EAs involve municipalities spending a significant amount of money on engineering far in advance of a project being constructed. It can take upwards of four (4) years to get final approvals from the MOECC depending on the complexity of the project.
- 2) On behalf of municipalities, the Consulting Engineers of Ontario (CEO) has raised this concern with ministry staff.
- 3) CEO have first-hand experience in dealing with the current MOECC approval process and have provided comments of their concerns (attached for your information).

Annual Sustainable Funding

- 1) Sustainable funding has long been the request of municipalities; similar to "Gas Tax" funding to allow them to plan for and complete infrastructure projects in a timely and cost effective manner. This makes for a win/win situation and the best "Bang for a Buck" for all levels of government and ultimately for the taxpayers of Ontario.
- 2) Sometimes, what's old can become new again. In the eighties and early nineties the annual MTO funding for municipal road infrastructure was announced for each municipality at the Good Road Convention in February. This allowed municipalities to advertise infrastructure tenders early in the year. There was no competition between municipalities for MTO funding since it was an annual amount. There was some variability from year to year for each municipality but was in essence sustainable. The MTO (Province) knew what their annual costs were and the sustainable funding allowed municipalities to obtain the required approvals and prepare for their annual infrastructure projects.
- 3) The MTO Funding model also included a "Supplementary Funding" component. This was a fund that municipalities could apply for when they had a special project (i.e., large bridge) that was beyond their normal financial ability to pay for. There was no guarantee that a municipality would receive this money as it was spread around the Province based on infrastructure priorities.
- 4) For accountability MTO required every municipality to submit an annual report on where and how all funding was spent to ensure it was spent on acceptable infrastructure projects. Municipalities now have many new tools (i.e., asset management) to assist in prioritizing these projects.
- 5) We all know money is limited and not as plentiful as back in the eighties but the framework of the process worked then and we believe could work again!

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENTS



- Design and construction industry firms are experiencing significant challenges being able to complete projects in a timely fashion due to delays created by processes associated with Municipal Class Environmental Assessments
- CEO and its members respect and support that first and foremost the role of environmental assessments is to ensure the preservation and protection of Ontario's environment
- However, as presently interpreted by ministry staff, Section 16 the Environmental Assessment Act provides for any person or party to request a Ministerial review of any undertaking subject to the purview of the Act and issue an Order making a Class EA project subject to Part II of the Act
- Consequently, this provision applies to all Municipal Class Environmental Assessment pre-approved projects, negating the fundamental principle on which Class EAs were established
- This has resulted in a backlog for Municipal Class Environmental Assessments at the ministry staff level and an average delay of 28 months for these projects - significantly hampering the successful delivery of much needed public infrastructure where no environmental threat exists
- At the heart of this issue is the use of Part II Orders to delay projects for political rather than environmental reasons
- CEO is eager to work with Ministry of Environment and Climate Change staff to develop criteria that could facilitate streamlining the Municipal Class Environmental Assessment system to improve project completion times while maintaining the security of Ontario's environment
- We believe we can develop with your staff, processes that can preserve the integrity of the Part II Order system, ensuring those projects needing a Ministerial review receive one, while properly addressing other Orders
- These processes can include the delegation of greater decision-making authority to Ministry staff at the Director level to provide more timely assessment of Orders, expediting those requiring Ministerial review, providing rulings on smaller projects and the ability to dismiss frivolous Part II Orders filed to delay or obstruct projects from being completed



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of Roads Committee
From: Ken DeHart, County Treasurer
Date: Tuesday, April 19, 2016
Subject: **Ontario Community Infrastructure Fund – Project Funding Adjustment**

Background:

In October 2014 the County was notified of its eligibility to receive \$465,000 annually in the Ontario Community Infrastructure Fund – Formula-based Component (OCIF). One of the requirements of this funding is that the funds are to be spent in the fiscal year in which they are allocated.

At the time of preparing the 2016 capital budget OCIF funds were allocated as follows, Wellington Road 8 Main Street Drayton, Storm Sewer design and construction(\$165,000) and Wellington Road 11, Culvert 110900, design and replace (\$300,000).

In planning construction projects for the 2016 season it came to light that there will be several projects requiring road closures in the township of Mapleton this year making travel difficult for its residents.

Road closures in the area will include:

- WR 10 closed to complete the Wyandot Bridge rehabilitation,
- WR 8 in Drayton will be closed from July to September/October for the Main Street Bridge rehabilitation
- WR 11 from WR 7 to the 14th Line will be closed in the summer for work at Culvert 111020 and road work.
- WR 86 at the Wallenstein Bridge is down to one lane for the bridge rehabilitation.

At the request of the local municipality, we are proposing delaying the replacement of culvert 110900 until the 2017 construction season. As such we need to reallocate the OCIF funds from this project, and propose transferring it to the rehabilitation of Wellington Road 8 Main Street Bridge 008089.

Recommendation:

That \$300,000 in OCIF funding currently budgeted in WR11 Culvert 110900 be reallocated to WR8 Main Street Bridge rehabilitation; and

That \$300,000 in current funding currently budgeted in WR8 Main Street Bridge rehabilitation be reallocated to WR11 Culvert 110900.

Respectfully submitted,

Ken DeHart, CPA, CGA
County Treasurer