



The Corporation of the County of Wellington

Roads Committee

Agenda

October 13, 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 and Variance Projections as of September 30, 2015** 2 - 8
4. **Tender Award - Purchase of Four – 6 Tonne Trucks** 9 - 9
5. **Tender Award - Purchase of Plow Rigging and Dump Bodies for Four – 6 Tonne Trucks** 10 - 11
6. **Wellington Road 124 – Guelph to Region of Waterloo Boundary** 12 - 18
7. **Badley Bridge, Wellington Road 21 (Metcalf Street), Elora, EA and Design Funding** 19 - 19
8. **Closed Session**
9. **Rise and Report**
10. **Adjournment**

Next meeting date November 10, 2015 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 13, 2015
Subject: Financial Statements and Variance Projections as of September 30, 2015

Background:

This report is respectfully submitted in accordance with the County's Budget Variance Reporting policy, and provides a first projection to year-end based on expenditures and revenues to September 30, 2015 for the Roads Division.

Operating

- Sales revenue from the sale of equipment to date has been transferred to the equipment reserve, any additional revenue will be transferred at the end of the year
- User fees and charges are at 83% to the end of September - the aggregate fee revenue for the year has been received
- Supplies, materials and equipment are over spent at this time as the majority of Winter costs occur early in the year. In addition, Road shoulder maintenance includes a cost overrun related to shoulder work near the 2016 plowing match site, as well as unanticipated drainage work required on municipal drains crossing county roads.
- Purchased services are ahead of budget as a result of emergency work at the Aberfoyle shop and an agreement to assist Town of Erin with a joint intersection on County Road 22. In addition, work on a major catch basin and manhole repairs within our urban centres due to failures that were not budgeted for.
- Internal Charges are ahead of budget as a result of the work required in Roads shoulder maintenance and drainage work described above, this is offset by internal recoveries.
- Insurance and Financial expense appears to be high relative to this point in the year; however, the insurance payment has been completed, with only a small negative variance
- Other roads activities are over budget as a result of additional fleet maintenance work, as well as unanticipated building related maintenance costs at the County garages (91% spent to date in total).

Winter Control

- Municipal recoveries are under budget (27%) at this point as additional invoices will be sent later in the year to municipalities for work completed on boundary roads and winter control. A negative variance may occur (which will be offset by lower costs), the level of which will be dependent on the severity of the weather in the last two months of the year.
- There is approximately \$1.44 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 \$867,000 in 2012 to a high of \$2.17 million in 2013, with the overall (inflated) average at just under \$1.43 million. Depending on the severity of winter a variance of +/- \$200,000 is possible given past experience. Any savings or overages will be transferred to or from the Winter Control reserve which currently has a balance of \$1.1 million.

As a variance in winter control will be offset through the reserve transfer the roads maintenance and other roads activities over the final 3 months will determine the variance in the roads department for 2015. With other roads activities trending to be somewhat over budget it is expected that the roads department may be over budget in the range of \$200,000 to \$300,000 at year's end.

Capital

- Roads Equipment purchases are complete for the year resulting in minor savings, this surplus will be transferred to the Roads Equipment Reserve.
- The site clean-up at the Drayton shop is now complete. Construction of the new Drayton shop will proceed once the Mapleton shop is completed. Staff anticipates a fall 2016 start date.
- WR 21, Badley Bridge – as reported to committee and Council in April, the scope of the initial sidewalk replacement project escalated to a full bridge replacement and will be included in the 2016-2020 capital budget. Staff recently applied for funding through the Small Communities Fund to assist with the unforeseen costs associated with this structure.
- WR 7 Passing Lanes Elora to Ponsonby is tracking over budget due to unexpected costs for utility relocates and additional engineering fees. This project will be funded from Development Charges and is expected to close at year end.
- Additional guide rail was installed on WR 29 Wellington/Halton Boundary resulting in a negative variance. This project is cost shared with the Town of Milton, 55% of project expenditures will be recovered.
- Two road resurfacing projects that were carried forward from 2014 are also tracking over budget. On WR16 and WR 124 base repairs that were not in the original scope of the project were required to ensure the longevity of the road. The AC index in 2014 was unusually high during the 2014 construction season and contributed to the negative variance.
- The County portion of project variances will be funded from the roads capital reserve.

Recommendation:

That the Financial Statements and Variance Projections as of September 30, 2015 for the Roads Division be approved.

Respectfully submitted,



Ken DeHart, CPA, CGA
County Treasurer



County of Wellington
Roads and Engineering
Statement of Operations as of
30 Sep 2015

	Annual Budget	September Actual \$	YTD Actual \$	YTD Actual %	Remaining Budget
Revenue					
Municipal Recoveries	\$715,000	\$2,884	\$459,532	64%	\$255,469
User Fees & Charges	\$210,000	\$103,428	\$178,944	85%	\$31,056
Sales Revenue	\$400,000	\$0	\$210,922	53%	\$189,078
Internal Recoveries	\$1,750,000	\$112,192	\$1,413,672	81%	\$336,328
Total Revenue	\$3,075,000	\$218,504	\$2,263,070	74%	\$811,930
Expenditures					
Salaries, Wages and Benefits	\$4,870,400	\$296,152	\$3,817,926	78%	\$1,052,474
Supplies, Material & Equipment	\$3,749,500	\$113,685	\$3,643,530	97%	\$105,970
Purchased Services	\$1,389,700	\$253,237	\$1,276,557	92%	\$113,143
Insurance & Financial	\$293,400	\$0	\$292,098	100%	\$1,302
Minor Capital Expenses	\$713,200	\$19,950	\$577,779	81%	\$135,421
Debt Charges	\$226,500	\$7,394	\$142,768	63%	\$83,732
Internal Charges	\$1,655,300	\$59,699	\$1,318,972	80%	\$336,328
Total Expenditures	\$12,898,000	\$750,117	\$11,069,630	86%	\$1,828,370
NET OPERATING COST / (REVENUE)	\$9,823,000	\$531,613	\$8,806,560	90%	\$1,016,440
Transfers					
Transfers from Reserves	\$(226,500)	\$0	\$0	0%	\$(226,500)
Transfer to Capital	\$8,819,900	\$0	\$8,819,900	100%	\$0
Transfer to Reserves	\$2,264,200	\$0	\$1,945,122	86%	\$319,078
Total Transfers	\$10,857,600	\$0	\$10,765,022	99%	\$92,578
NET COST (REVENUE)	\$20,680,600	\$531,613	\$19,571,582	95%	\$1,109,018



County of Wellington

02-October-2015

Roads and Engineering Capital Work-in-Progress Expenditures By Departments All Open Projects For The Period Ending September 30, 2015

	LIFE-TO-DATE ACTUALS						
	Approved	September	Current	Previous		% of	Remaining
	Budget	Actual	Year	Years	Total	Budget	Budget
Roads General							
Roads Equipment 2015	\$1,781,000	\$71,531	\$1,725,524	\$0	\$1,725,524	97 %	\$55,476
Various Shop Repairs 2015	\$100,000	\$12,004	\$12,004	\$0	\$12,004	12 %	\$87,996
Rebuild Drayton Shop	\$500,000	\$6,594	\$81,534	\$0	\$81,534	16 %	\$418,466
Rebuild/Renovate Erin Shop	\$125,000	\$0	\$0	\$20,667	\$20,667	17 %	\$104,333
Subtotal Roads General	\$2,506,000	\$90,129	\$1,819,062	\$20,667	\$1,839,729	73%	\$666,271
Engineering							
WR18 @ WR26 Intersection Imprv	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR18 Geddes St Elora, Strm Swr	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR18 Geddes St Elora, RtngWall	\$50,000	\$0	\$12,573	\$0	\$12,573	25 %	\$37,427
WR21, Inverhaugh, Storm Sewer	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR29 @ WR22, Intersection Impr	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR32 Puslinch Lake, Struct Des	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR35 N of 401, Struct Design	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
Asset Management	\$35,000	\$2,259	\$17,867	\$0	\$17,867	51 %	\$17,133
Subtotal Engineering	\$385,000	\$2,259	\$30,441	\$0	\$30,441	8%	\$354,559
Growth Related Construction							
WR 30 at Road 3, Signals & L	\$120,000	\$0	\$30	\$38,937	\$38,967	32 %	\$81,033
WR 46, WR 34 to 401	\$1,800,000	\$327	\$173,681	\$113,327	\$287,008	16 %	\$1,512,992
WR 124, Passing Lane N of 125	\$200,000	\$0	\$0	\$32,010	\$32,010	16 %	\$167,990
WR7 Psng Lanes Elora/Ponsonby	\$2,950,000	\$0	\$22,733	\$3,023,211	\$3,045,944	103 %	-\$95,944
WR7 PL Design Salem to Tev	\$150,000	\$7,073	\$29,460	\$5,838	\$35,299	24 %	\$114,701
WR109 @ WR5 Intersection	\$50,000	\$0	\$7,619	\$10,074	\$17,693	35 %	\$32,307
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	\$336	\$4,161	\$236,886	\$241,046	22 %	\$858,954
Subtotal Growth Related Constructi	\$6,470,000	\$7,735	\$237,684	\$3,473,976	\$3,711,660	57%	\$2,758,340



County of Wellington

02-October-2015

Roads and Engineering

Capital Work-in-Progress Expenditures By Departments

All Open Projects For The Period Ending September 30, 2015

	Approved Budget	September Actual	LIFE-TO-DATE ACTUALS				Remaining Budget
			Current Year	Previous Years	Total	% of Budget	
Roads Construction							
WR 50, 3rd Line to WR 24	\$2,425,000	\$3,557	\$11,174	\$488,024	\$499,198	21 %	\$1,925,802
WR14, Eliza & Frederick Arthur	\$2,793,300	\$300,852	\$611,116	\$781,797	\$1,392,912	50 %	\$1,400,388
WR 29, Wellington/Halton Bound	\$1,956,500	\$6,661	\$92,995	\$1,891,290	\$1,984,285	101 %	-\$27,785
WR 10, McGivern St Moorefield	\$150,000	\$13,898	\$40,194	\$25,688	\$65,882	44 %	\$84,118
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	\$984,394	\$1,513,662	\$10,230	\$1,523,892	56 %	\$1,201,608
WR109 WR7 Traffic Imp Study	\$50,000	\$0	\$8,451	\$19,680	\$28,131	56 %	\$21,869
WR123, WR109 Traffic Imp Study	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR12 @ WR8 Intersection Improv	\$990,000	\$220,673	\$453,624	\$14,999	\$468,623	47 %	\$521,377
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	\$710	\$4,663	\$23,100	\$27,762	79 %	\$7,238
WR8 Main St Drayton Strm Sewer	\$50,000	\$0	\$28,657	\$0	\$28,657	57 %	\$21,343
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	\$12,525,300	\$1,530,746	\$2,764,535	\$3,557,738	\$6,322,273	50%	\$6,203,027



County of Wellington

02-October-2015

Roads and Engineering

Capital Work-in-Progress Expenditures By Departments

All Open Projects For The Period Ending September 30, 2015

	LIFE-TO-DATE ACTUALS						
	Approved	September	Current	Previous		% of	Remaining
	Budget	Actual	Year	Years	Total	Budget	Budget
Bridges							
WR87, Maitland O'flow B87137	\$630,400	\$130,429	\$307,733	\$42,226	\$349,959	56 %	\$280,441
WR87, Maitland R Bridge 87138	\$1,664,800	\$392,379	\$827,656	\$75,158	\$902,814	54 %	\$761,986
WR124, Bridge 124135	\$200,000	\$2,180	\$19,221	\$61,810	\$81,031	41 %	\$118,969
WR36, Bridge 36122	\$100,000	\$687	\$14,179	\$39,151	\$53,330	53 %	\$46,670
WR109, Bridge 109132	\$225,000	\$0	\$0	\$0	\$0	0 %	\$225,000
WR35, Paddock Bridge 35087	\$200,000	\$3,149	\$4,356	\$32,909	\$37,265	19 %	\$162,735
WR6, B006010, design rehab	\$450,000	\$888	\$228,429	\$73,886	\$302,315	67 %	\$147,686
WR7, Bosworth Bridge 07028	\$150,000	\$1,309	\$10,326	\$30,251	\$40,577	27 %	\$109,423
WR8, Main St Bridge 008089	\$50,000	\$10,858	\$49,805	\$18,166	\$67,971	136 %	-\$17,971
WR10, Moorefield Bridge 010023	\$425,000	\$7,914	\$346,868	\$43,705	\$390,573	92 %	\$34,427
WR10, Wyandot Bridge 010024	\$575,000	\$8,510	\$242,226	\$48,392	\$290,617	51 %	\$284,383
WR16, Penford Bridge 16038	\$100,000	\$964	\$8,638	\$21,208	\$29,846	30 %	\$70,154
WR30, Bridge 030124	\$200,000	\$4,764	\$6,949	\$11,701	\$18,650	9 %	\$181,350
WR21,Badley Bridge,021057 sdwk	\$725,000	\$18,411	\$191,680	\$0	\$191,680	26 %	\$533,320
WR36 Bridge36086, design and	\$50,000	\$276	\$491	\$0	\$491	1 %	\$49,509
WR86 Conestogo Bridge 86125	\$1,200,000	\$6,787	\$89,994	\$0	\$89,994	7 %	\$1,110,006
2015 Various Bridge & Culvert	\$200,000	\$0	\$86,445	\$0	\$86,445	43 %	\$113,555
WR109 Mallet River Brdg 109129	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR27, Bridge 27106 Replacement	\$565,000	\$249,762	\$446,827	\$26,243	\$473,070	84 %	\$91,930
Subtotal Bridges	\$7,760,200	\$839,268	\$2,881,825	\$524,806	\$3,406,631	44%	\$4,353,569



County of Wellington

02-October-2015

Roads and Engineering

Capital Work-in-Progress Expenditures By Departments

All Open Projects For The Period Ending September 30, 2015

	LIFE-TO-DATE ACTUALS						
	Approved	September	Current	Previous		% of	Remaining
	Budget	Actual	Year	Years	Total	Budget	Budget
Culverts							
WR18, Culvert 18021, D & Liner	\$350,000	\$5,006	\$7,079	\$45,072	\$52,151	15 %	\$297,849
WR6, Culvert 06081 replace	\$75,000	\$0	\$10,864	\$2,211	\$13,075	17 %	\$61,925
WR11 Culvert, 1.7km S of 6th L	\$50,000	\$394	\$2,337	\$18,522	\$20,859	42 %	\$29,141
WR22, Culvert east of WR23	\$710,000	\$60,370	\$610,393	\$94,835	\$705,229	99 %	\$4,771
WR5, Culvert 0.9km s 7th line	\$200,000	\$0	\$110,431	\$6,118	\$116,549	58 %	\$83,451
WR11, Culvert 111020	\$400,000	\$5,140	\$53,547	\$20,085	\$73,632	18 %	\$326,368
WR12, Culvert 12086	\$25,000	\$14,021	\$16,047	\$3,499	\$19,546	78 %	\$5,454
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	\$1,070	\$0	\$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
Subtotal Culverts	\$2,110,000	\$84,931	\$811,768	\$197,974	\$1,009,742	48 %	\$1,100,258
County Bridges on Local Roads							
E-W Luther TL Bridge 000101	\$600,000	\$0	\$3,934	\$48,310	\$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	\$3,934	\$48,310	\$52,244	8 %	\$597,756
Roads Resurfacing							
WR16, WR15 to Hwy89 5.4km	\$647,300	\$0	\$428	\$764,377	\$764,805	118 %	-\$117,505
WR124, COG to Era pvmt preserv	\$912,600	\$33,953	\$41,669	\$1,019,354	\$1,061,023	116 %	-\$148,423
WR32, WR124 to hwy 7, 5.3 km	\$2,400,000	\$28,356	\$674,454	\$0	\$674,454	28 %	\$1,725,546
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	\$24,002	\$602,208	\$0	\$602,208	46 %	\$697,792
Subtotal Roads Resurfacing	\$5,509,900	\$86,311	\$1,318,758	\$1,783,731	\$3,102,490	56 %	\$2,407,410
Total Roads and Engineering	\$37,916,400	\$2,641,379	\$9,868,007	\$9,607,201	\$19,475,209	51 %	\$18,441,191



COUNTY OF WELLINGTON

Committee Report

To: Chair and Members of the Roads Committee
From: Mark Bolzon, Manager Purchasing and Risk Management Services
Date: Tuesday, October 13, 2015
Subject: Purchase of Four – 6 Tonne Trucks

Background:

Purchasing and Risk Management Services recently issued a tender for winter equipment. Project No. CW2015-013 for the supply of four (4), 6 tonne tandem trucks with cab and chassis.

The purchase and delivery of these new units will take place in 2016 and will be paid for from the 2016 budget.

On Thursday September 24, 2015, the following four (4) submissions were received, with prices shown exclusive of HST @ 13% –

COMPANY NAME	YEAR/MAKE/MODEL	TOTAL BID AMOUNT
Altruck International Truck Centres, Guelph	2016 International 7600 SBA 6x4	\$575,208.00
Metro Freightliner Hamilton Inc., Hamilton	2016 Freightliner 114SD	\$580,000.00
Highway Western Star, Ayr	2016 Western Star 4700 SB	\$586,360.00
Team Truck Centres Limited, Kitchener	2016 Freightliner 114SD	\$590,832.00

The submissions were all in order and staff are recommending awarding the contract to the lowest bidder meeting the specifications, Altruck International Truck Centres of Guelph.

The tender results are consistent with the five-year plan projections.

Recommendation:

“THAT County of Wellington Project No. CW2015-013, a tender for the supply and delivery of four, six tonne trucks, tandem cab and chassis be awarded Altruck International Truck Centres of Guelph, at their total tendered amount of \$575,208.00, exclusive of HST @ 13%,” and;

“THAT Purchasing and Risk Management staff be authorized to issue the necessary purchase orders.”

Respectfully submitted,

Mark Bolzon
Manager Purchasing and Risk Management Services



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Mark Bolzon, Manager Purchasing and Risk Management Services
Date: Tuesday, October 13, 2015
Subject: Purchase of Plow Rigging and Dump Bodies for Four – 6 Tonne Trucks

Background:

Purchasing and Risk Management Services recently issued a tender for winter equipment. Project No. CW2015-014 for the manufacture, supply and installation of dump bodies and plow rigging for four trucks. The tender called for two units to be supplied as a dump box/spreader with plow and wing and two units to be supplied with roll-off contractor boxes with plow and wing.

The purchase and delivery of these new units will take place in 2016 and will be paid for from the 2016 budget.

On Wednesday, September 30, 2015 the following submissions were received, with prices shown exclusive of HST @ 13% –

COMPANY NAME	PART A (dump box) BID TOTAL	PART B (roll-off box) BID TOTAL	TOTAL COST OF EXTRA OPTIONS
Viking-Cives Ltd., Mount Forest	\$136,267.84	\$180,891.20	\$212,198.46
Alliston Equipment Ltd., Bolton	\$135,255.35*	No bid	No bid

“*” The submission from Alliston Equipment Ltd. met the base specification however they did not provide pricing options to include hydraulics or an upgrade to stainless steel boxes in lieu of painted steel.

The submission from Viking-Cives was in order and staff are recommending the award of the contract to Viking-Cives Ltd., of Mount Forest for both Parts A&B, at the total tendered amount of \$317,159.04 (exclusive of H.S.T.) along with inclusion of the following pricing options –

- \$700.00 per unit (2 units) Stainless Steel Cross Conveyor
- \$3,750.00 per unit (2 units) Stainless Steel Spreader Body
- \$48,527.66 per unit (2 units) Hydraulics Package
- \$53,121.57 per unit (2 units) Hydraulics Package

The tender results are consistent with the five-year plan projections.

Recommendation:

That County of Wellington Project No. CW2015-014, a tender for the supply and installation of four plow boxes and plow rigging as specified be awarded to Viking-Cives Ltd., of Mount Forest for both Parts A&B, along with the pricing options as quoted, at the total tendered amount of \$529,357.50 exclusive of HST @ 13%

That Purchasing and Risk Management staff be authorized to issue the necessary purchase orders

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

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Gordon J. Ough, P. Eng., County Engineer
Date: Tuesday, October 13, 2015
Subject: **Wellington Road 124 – Guelph to Region of Waterloo Boundary**

Background:

Attached, to provide some history, is a November 12, 2013 staff report to the Roads Committee on this subject. Recommendation #2 was passed by Committee and Council.

A concept plan was created and shared with Ministry staff in London and a meeting was held to try to see if there was any hope of the Ministry lending us a hand to deal with this huge liability that we find ourselves with.

Attached is the Ministry's response to our appeal. It appears clear that we will not be receiving any assistance on this issue and that it is the Ministry's intention to proceed to abandon the current designation of the new alignment of the former Highway 24.

The Ministry asks in the attached correspondence, for input with regard to the schedule for removing the designation.

In the interest of freeing up some potential land development opportunities it is recommended that the County asks the Ministry to proceed as soon as possible with the removal of the current designation for the new alignment of former Highway 24.

Recommendation:

That a letter be sent to the Ministry of Transportation requesting that the Ministry's plan to abandon the current designation for the new alignment of former Highway 24, as soon as possible.

Respectfully submitted,

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

Gordon J. Ough, P. Eng.
County Engineer

Ministry of Infrastructure

Ministry of
Transportation

Ministry of
Municipal Affairs
and Housing

Office of the Minister

Ferguson Block, 3rd Floor
77 Wellesley St. West
Toronto, Ontario

M7A 1Z6

416-327-9200

www.ontario.ca/infrastructure

www.mto.gov.on.ca

www.ontario.ca/MAH

Ministère de l'infrastructure

Ministère des
Transports

Ministère des
Affaires municipales
et du Logement

Bureau du ministre

Édifice Ferguson, 3^e étage
77, rue Wellesley ouest
Toronto (Ontario)

M7A 1Z6

416-327-9200

www.ontario.ca/infrastructure

www.mto.gov.on.ca

www.ontario.ca/MAH

COUNTY OF WELLINGTON

JAN 3 0 2013



Ontario

ENGINEERING SERVICES

DEPARTMENT

JAN 03 2013

DEC 27 2012

NR2012-7480

Mr. Chris White
Warden, County of Wellington
74 Woolwich Street
Guelph ON N1H 3T9

Dear Warden White:

Thank you for your letter regarding the former Highway 24 between Cambridge and Guelph, which was delivered to my office by Ted Arnott, MPP, Wellington-Halton Hills. I welcome the opportunity to respond.

In 1997, the ministry received Environmental Assessment clearance for a realignment of Highway 24 between Cambridge and Guelph. In 1998, Highway 24 from Highway 401 in Cambridge northeasterly to Highway 10 at Caledon, was transferred to the Regional Municipality of Waterloo, Wellington County and Peel Region within the framework of the Local Services Realignment. As a result, the new alignment for the former Highway 24 between Cambridge and Guelph is no longer a provincial initiative.

However, over the last two years, the ministry has been working with area municipalities, including Wellington County, to collect data in support of a future area-wide multimodal transportation planning study, including a survey of post-secondary students, a passenger vehicle origin-destination survey and a commercial vehicle survey. Such a study would serve to identify and address transportation needs in the Waterloo-Wellington-Brant area, including those related to the former Highway 24.

Ministry staff will consult further with your municipal staff and with those nearby in the coming months. I look forward to this continued collaboration and thank you again for writing.

Sincerely,

Bob Chiarelli
Minister

c: ✓ Ted Arnott, MPP, Wellington-Halton Hills
Gary Cousins, Director of Planning, County of Wellington
Don McKay, County of Wellington Councillor, Ward 7
Gord Ough, Director of Engineering Services, County of Wellington
Gord Tosh, County of Wellington Councillor, Ward 8



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Gordon J. Ough, P. Eng, County Engineer
Date: Tuesday, November 12, 2013
Subject: **Wellington Road 124 – Guelph to Region of Waterloo Boundary**

Background:

In late 1997, an Environmental Assessment Study was approved, calling for the Ministry of Transportation to build a controlled access highway (a freeway) on a new alignment to replace the existing Highway 24 connecting Cambridge at Hwy. 401 to Guelph at Highway 6. The new alignment in the Wellington County section was at the back lot line of the properties on the north side of the existing Highway 24.

In January 1998 the Province downloaded the entire length of Highway 24 from the County's boundary with Waterloo Region to its boundary with Peel Region.

The County visited the Minister of Transportation several times in the years following the Highway 24 download to appeal to the Minister to reconsider the downloading of at least the section of Highway 24 from the 401 at Cambridge to Highway 6 at Guelph. On one visit the County indicated that if the Province would assist the County with funding the construction of the new freeway that the County would agree to own and operate it in perpetuity.

Attached for interest is a report that was prepared for one of our visits to the Minister of Transportation. The most recent visit to the Province on this matter was a visit to the Premier of the day, the Honourable Mr. Ernie Eves which drew a promise to look at the section of former Highway 24 from Cambridge to Guelph as part of upcoming transportation studies in our area.

Fifteen years have passed since the download of Highway 124. A key connection to an extension of Stone Road at the Guelph end has been abandoned by the City of Guelph. Developers are becoming impatient with the County verses the Province standoff surrounding this corner of the County.

Currently, there is a request from a local developer for an official plan amendment to remove the protection on the corridor that was designated for the new Provincial freeway facility as well as a request to the Province to lift the designation on the proposed new alignment of Hwy. 24.

In response to the request from the developer to the Province to move forward or move aside related to this ongoing issue, it has been suggested by Ministry of Transportation staff that the County write to the Minister of Transportation soon to clarify what it is that the County would like to see the Minister do with this matter, recognizing that the Minister's position is that the MTO no longer has a highway connecting Highway 401 at Cambridge to Highway 6 at Guelph.

The suggestion from Ministry staff came after a recent meeting on this issue that was attended by Ministry staff as well as staff from the City of Cambridge, Region of Waterloo, the City of Guelph and Mr. Gary Cousins and myself. I believe that this meeting was intended to fulfill the commitment made by Minister Chiarelli in his December 27, 2011 correspondence to Warden White (attached).

It was clear at the meeting that at this time, the Ministry has zero interest in the corridor as a provincial facility.

Recommendation Options – for Discussion

1. That a letter be sent to the Minister of Transportation urging him to protect the alignment by retaining the designation, as in the long term, it is expected to prove to be valuable to the MTO or the County of Wellington.
2. That a letter be sent to the Minister of Transportation urging him not to remove the designation at least until after the County develops a concept plan for the area, in case the concept plan proposes using at least part of the currently designated alignment.

Respectfully submitted,



Gordon J. Ough, P. Eng.
County Engineer

Ministry of Transportation
Office of the Regional Director
West Region

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August 14, 2015

DIV2015-460

Mr. Gord Ough, P. Eng.
County Engineer
County of Wellington
74 Woolwich Street
Guelph, ON N1H 3T9

Dear Mr. Ough:

This letter is a follow up to our meeting on March 30, 2015 where we discussed Wellington County Road 124 (former Highway 24) between Cambridge and Guelph. I apologise for the delay in responding.

As you are aware, the ministry received Environmental Assessment clearance for a realignment of former Highway 24 (Wellington County Road 124) between Cambridge and Guelph in 1997 and subsequently designated the required route as controlled access highway. In 1998, former Highway 24 from Highway 401 in Cambridge north-easterly to Highway 10 at Caledon, was transferred to the Regional Municipality of Waterloo, Wellington County and Peel Region within the framework of the Local Services Realignment. Funding was provided to the respective municipalities for the roads that were transferred. This funding was based on the existing physical condition of the road and no funding was provided for any future expansion needs. As a result, no compensation was provided for the realignment of former Highway 24 between Cambridge and Guelph. All municipalities were treated consistently in the funding determination.

Since our meeting of March 30, 2015, the ministry has further considered how the former Highway 24 fits in the context of the provincial highway network in the Kitchener/Cambridge/Guelph area as well as the work that the County of Wellington has completed with respect to the Wellington County Road 124 Concept Study.

While we recognize that significant traffic currently uses Wellington County Road 124 to travel to locations beyond Guelph including Alliston, the area is well served by a parallel provincial highway network. Provincial Highways 401 and 6 (Hanton Expressway) provide access between Guelph and Cambridge. Highways 407, 400, and 89 can also be used as alternate routes between Highway 401 and Alliston.

Mr. Gord Ough, P. Eng.
Page 2

It was suggested by your consultant that Wellington County Road 124 functions as a connection between Highway 6 and Highway 401 to the west and should be considered for the Connecting Link program. However, considering there are other provincial highways that provide access between Guelph and Cambridge, it would appear that it would not be an appropriate candidate for the Connecting Links Program.

The ministry will not be providing funding for a Municipal Class Environmental Assessment (EA) study and any resultant road improvements through our capital program. The ministry will continue to focus expansion resources on existing highways in the area including the widening of Highway 401 through Cambridge and constructing a new Highway 7 between Kitchener and Guelph. Future expansion plans include the realignment of Highway 6 between Freelon and Guelph and upgrading Highway 6 (Hartlon Expressway) to a full freeway.

Our intention is to proceed to abandon the current designation for the new alignment of former Highway 24. The ministry is planning to initiate a meeting with all impacted municipalities along the designated corridor to discuss the timing of the removal of the designation. The ministry welcomes the County of Wellington's input with regard to the schedule for removing this designation.

The Province is making major investments in municipal roads and other critical infrastructure. The Ontario government's *Moving Ontario Forward* plan will make nearly \$31.5 billion available over 10 years for priority infrastructure investments across the province such as public transit, roads, bridges and highways. As part of this plan, Ontario will invest \$15 billion in transportation and other critical infrastructure outside the Greater Toronto and Hamilton Area (GTHA.). The *Moving Ontario Forward* plan may provide an opportunity to provide assistance with any plans for improvements to Wellington County Road 124.


Consultations are currently being undertaken with communities across the province to determine how to allocate the investment outside the GTHA. If you are interested to see how your municipality may participate in these consultations please visit <http://news.ontario.ca/med/en/2015/06/ontario-launches-regional-consultations-on-infrastructure-for-further-information>.

I would also suggest that the County of Wellington apply to the Ontario Community Infrastructure Fund, which was launched July 28, 2015, as well as the next intake for the federal Small Communities Fund to assist with improvements to Wellington County Road 124.

Mr. Gord Ough, P. Eng.
Page 3

If you have any additional questions or comments, please do not hesitate to contact me at (519) 873-4333 or at Jennifer.GrahamHarkness@ontario.ca.

Yours Sincerely,



Jennifer Graham Harkness, P. Eng.
Regional Director
West Region



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Gordon J. Ough, P.Eng., County Engineer
Date: Tuesday, October 13, 2015
Subject: **Badley Bridge, Wellington Road 21 (Metcalf Street), Elora, EA and Design Funding**

Background:

In April of this year a tender was closed for the replacement of the sidewalks on the Badley Bridge. The low tendered price to replace the two sidewalks was more than double the approved budget to complete the work. As such, it was determined to complete repairs necessary to open the sidewalks to the public and immediately commence work on the replacement of the bridge.

The 2015 Badley Bridge sidewalk project was considered completed July 11th and will be closed for accounting purposes effective July 11, 2015.

Two engineering firms have been engaged to assist the County with the replacement of the bridge. One firm is focusing on the Class Environmental Assessment (EA) that is a mandatory requirement of all structures over 40 years of age and the other firm is focusing on the design of the new bridge in concert with the EA.

The County has made an application to the Small Communities Fund (SCF) to receive funding to assist with the costs of the replacement of the bridge. All costs associated with the Badley Bridge, incurred after July 11, are being tracked and accounted for under the "bridge replacement" project.

There is no project for the replacement of the Badley Bridge in the 2015 Capital Roads Budget. There is a proposed project in the 2016 budget complete with funding for the EA and design work. It is staff's recommendation that all costs of the EA and design incurred in 2015 be paid for through the Capital reserve and the amount borrowed from the Capital reserve be paid back in 2016 once the budget is approved. Estimated costs to be incurred in 2015 are in the \$100,000 range.

Recommendation:

That the cost incurred in 2015 associated with the Badley Bridge EA and the associated preliminary design work, be funded from the Roads Capital reserve and that a transfer in 2016 occur to repay the reserve once the 2016 budget is approved.

Respectfully submitted,

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

Gordon J. Ough, P. Eng.
County Engineer