



# **The Corporation of the County of Wellington**

## **Roads Committee**

### **Agenda**

March 10, 2015

9:00 am

County Administration Centre

Keith Room

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

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Pages

1. Call to Order
2. Declaration of Pecuniary Interest
3. Roads Financial Statements as of February 28, 2015 2 - 6
4. Tender Award – Replacement of Retaining Wall, Moorefield Bridge No. B010023 7 - 8
5. Tender Award - Rehabilitation of Maitland River Bridges 9 - 11
6. Elementary Schools on County Roads Report 12 - 15
7. Safety Videos
8. Road Conditions / Road Closure Section of the County Website - Verbal
9. Upcoming Road Tours
10. Closed Session
11. Rise and Report
12. Adjournment

Next meeting date April 14, 2015 or at the call of the Chair.



**County of Wellington**  
**Roads and Engineering**  
Statement of Operations as of  
28 Feb 2015

	<b>Annual Budget</b>	<b>February Actual \$</b>	<b>YTD Actual \$</b>	<b>YTD Actual %</b>	<b>Remaining Budget</b>
<b>Revenue</b>					
Municipal Recoveries	\$715,000	\$182,904	\$182,904	26%	\$532,096
User Fees & Charges	\$210,000	\$5,800	\$14,300	7%	\$195,700
Sales Revenue	\$400,000	\$0	\$0	0%	\$400,000
Internal Recoveries	\$1,750,000	\$331,313	\$559,253	32%	\$1,190,747
<b>Total Revenue</b>	<b>\$3,075,000</b>	<b>\$520,017</b>	<b>\$756,457</b>	<b>25%</b>	<b>\$2,318,543</b>
<b>Expenditures</b>					
Salaries, Wages and Benefits	\$4,870,400	\$554,573	\$1,124,498	23%	\$3,745,902
Supplies, Material & Equipment	\$3,749,500	\$728,512	\$1,748,442	47%	\$2,001,058
Purchased Services	\$1,389,700	\$115,455	\$173,239	12%	\$1,216,462
Insurance & Financial	\$293,400	\$293,416	\$293,416	100%	\$(16)
Minor Capital Expenses	\$713,200	\$2,219	\$2,219	0%	\$710,981
Debt Charges	\$226,500	\$0	\$(15,919)	(7%)	\$242,419
Internal Charges	\$1,655,300	\$330,982	\$558,629	34%	\$1,096,671
<b>Total Expenditures</b>	<b>\$12,898,000</b>	<b>\$2,025,157</b>	<b>\$3,884,524</b>	<b>30%</b>	<b>\$9,013,476</b>
<b>NET OPERATING COST / (REVENUE)</b>	<b>\$9,823,000</b>	<b>\$1,505,140</b>	<b>\$3,128,067</b>	<b>32%</b>	<b>\$6,694,933</b>
<b>Transfers</b>					
Transfers from Reserves	\$(226,500)	\$0	\$0	0%	\$(226,500)
Transfer to Capital	\$8,819,900	\$0	\$0	0%	\$8,819,900
Transfer to Reserves	\$2,264,200	\$0	\$0	0%	\$2,264,200
<b>Total Transfers</b>	<b>\$10,857,600</b>	<b>\$0</b>	<b>\$0</b>	<b>0%</b>	<b>\$10,857,600</b>
<b>NET COST (REVENUE)</b>	<b>\$20,680,600</b>	<b>\$1,505,140</b>	<b>\$3,128,067</b>	<b>15%</b>	<b>\$17,552,533</b>



# County of Wellington

04-March-2015

## Roads and Engineering Capital Work-in-Progress Expenditures By Departments All Open Projects For The Period Ending February 28, 2015

	LIFE-TO-DATE ACTUALS						
	Approved	February	Current	Previous		% of	Remaining
	Budget	Actual	Year	Years	Total	Budget	Budget
Roads General							
Roads Equipment 2015	\$1,781,000	\$0	\$499,296	\$0	\$499,296	28 %	\$1,281,704
Various Shop Repairs 2015	\$100,000	\$0	\$0	\$0	\$0	0 %	\$100,000
Rebuild Drayton Shop	\$500,000	\$0	\$0	\$0	\$0	0 %	\$500,000
Rebuild/Renovate Erin Shop	\$125,000	\$0	\$0	\$20,667	\$20,667	17 %	\$104,333
Subtotal Roads General	\$2,506,000	\$0	\$499,296	\$20,667	\$519,963	21%	\$1,986,037
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, RtnngWall	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
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	\$12,042	\$12,042	\$0	\$12,042	34 %	\$22,958
Subtotal Engineering	\$385,000	\$12,042	\$12,042	\$0	\$12,042	3%	\$372,958
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	\$1,800,000	\$246	\$246	\$113,327	\$113,572	6 %	\$1,686,428
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	\$2,226	\$0	\$3,023,211	\$3,023,211	102 %	-\$73,211
WR7 PL Design Salem to Tev	\$150,000	\$4,484	\$0	\$5,838	\$5,838	4 %	\$144,162
WR109 @ WR5 Intersection	\$50,000	\$0	\$0	\$10,074	\$10,074	20 %	\$39,926
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	\$828	\$828	\$236,886	\$237,714	22 %	\$862,286
Subtotal Growth Related Constructi	\$6,470,000	\$7,784	\$1,074	\$3,473,976	\$3,475,049	54%	\$2,994,951



# County of Wellington

04-March-2015

## Roads and Engineering Capital Work-in-Progress Expenditures By Departments All Open Projects For The Period Ending February 28, 2015

	Approved Budget	February Actual	LIFE-TO-DATE ACTUALS				
			Current	Previous	Total	% of Budget	Remaining Budget
			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	\$9,158	\$9,158	\$781,797	\$790,954	26 %	\$2,279,046
WR 29, Wellington/Halton Bound	\$1,956,500	\$0	\$0	\$1,891,290	\$1,891,290	97 %	\$65,210
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	\$0	\$0	\$10,230	\$10,230	0 %	\$2,639,770
WR109 WR7 Traffic Imp Study	\$50,000	\$6,953	\$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	\$2,120	\$0	\$14,999	\$14,999	2 %	\$910,001
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	\$1,621	\$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	\$19,851	\$17,731	\$3,557,738	\$3,575,470	28%	\$9,086,030



# County of Wellington

04-March-2015

## Roads and Engineering

### Capital Work-in-Progress Expenditures By Departments All Open Projects For The Period Ending February 28, 2015

	LIFE-TO-DATE ACTUALS						
	Approved	February	Current	Previous			
	Budget	Actual	Year	Years	Total	% of Budget	Remaining Budget
Bridges							
WR87, Maitland Bridge 87137	\$645,000	\$0	\$0	\$42,226	\$42,226	7 %	\$602,774
WR87, Bridge 87138	\$1,280,000	\$0	\$0	\$75,158	\$75,158	6 %	\$1,204,842
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	\$0	\$0	\$73,886	\$73,886	16 %	\$376,114
WR7, Bosworth Bridge 07028	\$150,000	\$0	\$0	\$30,251	\$30,251	20 %	\$119,749
WR8, Main St Bridge 008089	\$50,000	\$0	\$0	\$18,166	\$18,166	36 %	\$31,834
WR10, Moorefield Bridge 010023	\$350,000	\$1,119	\$1,119	\$43,705	\$44,825	13 %	\$305,175
WR10, Wyandot Bridge 010024	\$575,000	\$0	\$0	\$48,392	\$48,392	8 %	\$526,608
WR16, Penford Bridge 16038	\$100,000	\$0	\$0	\$21,208	\$21,208	21 %	\$78,792
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	\$0	\$0	\$0	\$0	0 %	\$1,200,000
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	\$2,753	\$2,753	\$26,243	\$28,996	5 %	\$536,004
Subtotal Bridges	\$7,315,000	\$3,872	\$3,872	\$524,806	\$528,678	7%	\$6,786,322



# County of Wellington

04-March-2015

## Roads and Engineering Capital Work-in-Progress Expenditures By Departments All Open Projects For The Period Ending February 28, 2015

	LIFE-TO-DATE ACTUALS						
	Approved	February	Current	Previous		% of	Remaining
	Budget	Actual	Year	Years	Total	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	\$0	\$0	\$94,835	\$94,835	14 %	\$580,165
WR5, Culvert 0.9km s 7th line	\$200,000	\$0	\$0	\$6,118	\$6,118	3 %	\$193,882
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	\$0	\$1,569	\$197,974	\$199,543	10%	\$1,875,457
County Bridges on Local Roads							
E-W Luther TL Bridge 000101	\$600,000	\$1,933	\$1,933	\$48,310	\$50,243	8 %	\$549,757
E/W Luther TL,Hays Brdg 000001	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
Subtotal County Bridges on Local R	\$650,000	\$1,933	\$1,933	\$48,310	\$50,243	8%	\$599,757
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	\$45,482	\$537,517	\$9,607,201	\$10,144,719	28 %	\$26,527,681



# COUNTY OF WELLINGTON

## COMMITTEE REPORT

**To:** Chair and Members of the Roads Committee  
**From:** Mark Bolzon, Manager Purchasing and Risk Management Services  
**Date:** Tuesday, March 10, 2015  
**Subject:** **Tender Award – Replacement of Retaining Wall, Moorefield Bridge No. B010023**

### Background:

Staff recently issued Project No. CW2015-008, a tender for the replacement of the retaining wall at Moorefield Bridge, Structure No. B010023 on Wellington Road 10.

On Thursday February 19, 2015, five (5) submissions were received as follows, with pricing shown exclusive of HST @13% -

COMPANY	BID AMOUNT (excluding HST)
Xterra Construction Inc., Kitchener	\$293,066.20
Drexler Construction Ltd., Rockwood	\$303,150.00
W.G. Kelly Construction, Mitchell	\$314,540.00
MacLean Taylor Construction Ltd., St. Mary's	\$376,991.15
Owen Kind Limited, Walkerton	\$459,923.35

The submissions were all in order and staff are recommending awarding the contract to Xterra Construction Inc., of Kitchener, at the tendered amount of \$293,066.20, exclusive of HST @ 13%.

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

The main reason for the project going over budget are the higher than expected costs for the roadway protection. The roadway protection is unavoidable due to a gas main through the construction area.

### Recommendation:

That County of Wellington Project No CW2015-008, a tender for the replacement of the retaining wall at Moorefield Bridge, Structure No. B010023 on Wellington Road 10, be awarded to Xterra Construction Inc., of Kitchener, at the tendered amount of \$293,066.20, exclusive of HST @ 13%.

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

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

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

Respectfully submitted,

Mark Bolzon  
Manager, Purchasing and Risk Management Services

## FUNDING SUMMARY

Project name: WR10, Moorefield Bridge 010023 Retaining Wall  
 Project number : 21140171

### **PROJECT COSTS**

	<b>Total</b>
Tendered Construction Cost*	\$298,200
Previously Incurred Professional Fees	\$43,705
Professional Fees	\$36,295
County Labour & Materials	\$10,000
Contingency	\$36,800
<b>Project total</b>	<b>\$425,000</b>

\* includes net cost to County of HST

### **PROJECT BUDGET APPROVALS AND FINANCING**

	Gross cost	Tax Levy	Federal Gas Tax	Road Capital Reserve
2014 Capital Budget	\$ 50,000	\$ 12,500	\$ 37,500	
2015 Capital Budget	\$ 300,000	\$ 75,000	\$ 225,000	
	\$ 350,000	\$ 87,500	\$ 262,500	
Funding adjustment	\$ 75,000			\$ 75,000
<b>Revised cost and sources of financing</b>	<b>\$ 425,000</b>	<b>\$ 87,500</b>	<b>\$ 262,500</b>	<b>\$ 75,000</b>





# COUNTY OF WELLINGTON

## COMMITTEE REPORT

**To:** Chair and Members of the Roads Committee  
**From:** Mark Bolzon, Manager Purchasing and Risk Management Services  
**Date:** Tuesday, March 10, 2015  
**Subject:** **Tender Award – Rehabilitation of Maitland River Bridges No. B087137 and B087138, Wellington Road 87**

### Background:

Staff recently issued Project No. CW2015-017, a tender for the rehabilitation of Maitland River Overflow Bridge and Maitland River Bridge, Structure No B087137 and B087138 on Wellington Road 87.

The scope of work on the two bridges includes the following:

The structure rehabilitation of Maitland River Overflow Bridge includes the removal of the asphalt and waterproofing system, removal of concrete curb and railing, removal of top of wingwalls, scarification of the concrete deck, removal of deteriorated concrete on the deck, concrete overlay, reconstruction of the tops of wingwalls, parapet wall with railing, bridge deck waterproofing and asphalt paving. Repair of the substructure and soffit includes sawcut and removal of problem areas and patching using a form and pump method.

The structure rehabilitation of Maitland River Bridge includes the removal of the asphalt and waterproofing system, removal of the concrete curb and railings, removal of the concrete deck, top of concrete wingwalls, and top of concrete girder ends, removal of shear lugs from the steel plate girders, coating the girders, installation of shear studs to the tops of the steel plate girders, reconstruction of tops of wingwall and top of girder ends, construction of the bridge deck and parapet walls with railing, bridge deck waterproofing and asphalt paving. Repair of the substructure includes sawcut and removal of problem areas and patching using a form and pump method. Work also includes roadway protection, earth excavation, and granular backfill behind the abutments.

On Friday, March 6, 2016, four (4) submissions were received as follows, with pricing shown exclusive of HST @13% -

COMPANY	BID AMOUNT (excluding HST)
McLean Taylor Construction Ltd., St. Mary's	\$1,811,280.10
Carlington Construction, Stoney Creek	\$1,908,699.00
Maloney Pepping Construction Ltd., Stratford	\$2,042,189.00
Finnbilt General Construction Ltd., Stratford	\$2,111,830.88

The submissions were all in order and staff are recommending awarding the contract to McLean Taylor Construction Ltd., of St. Mary's, at the tendered amount of \$1,811,280.10, exclusive of HST @ 13%.

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

Engineering fees are estimated at \$115,000.00.

The additional costs associated with this project are related to the addition of asphalt pulverizing and paving of the road which was not included in original budget but makes more sense to pave now than to do small patch work next year when the rest of County Road 87 is completed.

**Recommendation:**

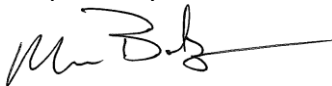
That County of Wellington Project CW2015-017, a tender for the rehabilitation of Maitland River Overflow Bridge and Maitland River Bridge, Structure No B087137 and B087138 on Wellington Road 87, be awarded to McLean Taylor Construction Ltd., of St. Mary's, at the tendered amount of \$1,811,280.10, exclusive of HST @ 13%.

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

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

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

Project name: WR87, Maitland Bridges 87137 & 87138  
 Project number : 21100311 & 21100321

### **PROJECT COSTS**

	<b>Total</b>
Tendered Construction Cost*	\$1,843,200
Previously Incurred Professional Fees	\$117,000
Professional Fees	\$115,000
County Labour & Materials	\$20,000
Contingency	\$200,000
<b>Project total</b>	<b>\$2,295,200</b>

\* includes net cost to County of HST

### **PROJECT BUDGET APPROVALS AND FINANCING**

	Gross cost	Tax Levy	Federal Gas Tax	Road Capital Reserve
2014 Capital Budget	\$ 125,000	\$ 125,000		
2015 Capital Budget	\$ 1,800,000	\$ 260,000	\$ 1,540,000	
	\$ 1,925,000	\$ 385,000	\$ 1,540,000	
Funding adjustment	\$ 370,200			\$ 370,200
<b>Revised cost and sources of financing</b>	<b>\$ 2,295,200</b>	<b>\$ 385,000</b>	<b>\$ 1,540,000</b>	<b>\$ 370,200</b>



# COUNTY OF WELLINGTON

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## COMMITTEE REPORT

**To:** Chair and Members of the Roads Committee  
**From:** Gord Ough, County Engineer  
**Date:** Tuesday, March 10, 2015  
**Subject:** Elementary Schools on County Roads – Drop off & Pick up on road side

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### Background:

It is my understanding that several years ago there was an elementary school in Ospringe and an elementary school in Brisbane. The enrolment at the school in Ospringe declined to a level that inspired the school board to close the school in Ospringe and transfer the student population to the school in Brisbane. The increase of students at the school in Brisbane presumably resulted in an increase in bus traffic, staff and staff parking, as well as additional play and sports field development.

The Brisbane School was built as a bused school and no on site accommodations were protected for parents to drop off or pick up students either when it was originally built or when the students that were attending the school in Ospringe were moved over to the school in Brisbane.

Two additional grade levels (Junior Kindergarten and Senior Kindergarten) were added to the Brisbane School in recent years with busing being the officially designated method of accessing the school.

It is my understanding from the delegation that attended the County Roads Committee in February that many parents of the younger students have chosen to drive their children to school and that due to the limited vehicular space on site are choosing to park on both shoulders of former Hwy 24, now known as Wellington Road 124, to drop off their children in the morning and to pick up their children in the afternoon.

The parents are reportedly expressing concern for the safety of their children and themselves during these daily loading and unloading activities and are asking the County of Wellington to lower the speed limit in front of the school to 40km/hr from the existing 60km/hr and to install lights on the speed limit signs that flash during the peak student loading and unloading times as well as for "school events."

In addition to the speed reduction with the flashing light option, a second option of filling in the roadside ditch to accommodate the loading and unloading of the junior and senior kindergarten students was discussed briefly.

No one at the February Roads Committee Meeting seemed to consider either of these two options as safe options, whether one or both options were to be implemented.

There was some discussion regarding who was responsible for causing the problems being discussed and who should be responsible for fixing or at least improving the situation.

At the February Committee Meeting staff committed to look at the schools on other County Roads to determine whether the Brisbane issue was the tip of an iceberg or more or less one of a kind and to bring that information to the March Roads Committee Meeting. I can report that the Brisbane School seems to be unique.

The estimated cost of the purchase and the installation of the signage and flashing lights is \$10,000.00, and the estimated cost of piping and filling in the ditch to widen and pave the shoulder on one side is \$ 40K – \$50K.

The option of doing whatever it takes to accommodate the loading and unloading of the junior and senior Kindergarten children on school property, which may well involve the elimination of some outside student activity space, was not prepared for this report.

Copies of the letters from the Upper rand District School Board and from the Brisbane Public School Parent Council that were presented to the County of Wellington Roads Committee at its February committee meeting are attached for easy reference.

### **Recommendation:**

That this report be received for information.

Respectfully submitted,

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

Gord Ough,  
County Engineer



## UPPER GRAND DISTRICT SCHOOL BOARD

**Mark Bailey**

Trustee, City of Guelph (Wards 1 & 5), Upper Grand District School Board

Board Office: 500 Victoria Road N. Guelph, ON N1E 6K2

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December 17, 2014

George Bridge, Warden  
The Corporation of the County of Wellington  
74 Woolwich Street  
Guelph ON N1H 3T9

Dear Mr. Bridge:

On behalf of the Upper Grand District School Board, I am asking for the County's consideration in a matter of student safety along Country Road 24 in front of Brisbane Public School ("BPS"), Town of Erin.

On October 7, 2014 members of BPS Parent Council and a concerned group of Brisbane parents attended a meeting with the school principal their School Board Trustee and representatives from the OPP, Wellington County and the School Board regarding road safety issues on highway 24, particularly during school drop off and pick up times.

At drop off and pick up times and school events, parents are required to park on the shoulder along both sides of Highway 24 in front of the school. Highway 24 is a County road and is a designated truck route. The speed limit in front of the school is 60 kmh (reduced from 80 kmh), but anecdotal evidence from parents of Brisbane students (and reports from the OPP who have ticketed in the area) indicate that there are violators who exceed the speed limit by more than 25 km/hr. The high traffic volume and speeds make it dangerous for children and their families. There has been at least one vehicular accident at the site this school year.

We are asking that the section of Highway 24 in front of the school be designated a school safety zone with a reduced speed limit of 40 kmh during drop off and pick up times and school events. This should include the installation of a flashing amber school safety zone sign.

We would very much appreciate your timely support and assistance with this matter.

Yours very truly,

Mark Bailey  
Chair

### Upper Grand District School Board

• Mark Bailey, Chair  
• Martha MacNeil

• Marty Fairbairn, Vice-Chair  
• Susan Moziar

• Linda Busuttill  
• Bruce Schieck

• Kathryn Cooper  
• Lynn Topping

• Barbara Lustgarten Evoy  
• Barb White

# BRISBANE PUBLIC SCHOOL PARENT COUNCIL



February 6, 2015

County of Wellington Roads Committee Members  
The Corporation of the County of Wellington  
74 Woolwich Street  
Guelph, ON N1H 3T9

Dear Sirs:

On behalf of Brisbane Public School ("BPS") Parent Council and parent community, I request your consideration in a matter of student safety along Highway 24 in front of BPS in the Town of Erin.

At school morning drop off, afternoon pick up times and school events, parents are required to park on the shoulder along both sides of Highway 24 in front of the school. Highway 24 is a County road and is a designated truck route. The speed limit in front of the school is 60kmh (reduced from 80kmh), but abundant anecdotal evidence from parents of BPS students (and reports from the OPP who have ticketed in the area) indicate that there are violators who exceed the speed limit by more than 25km/hr. The high traffic volume and speeds make it dangerous for children and their families who must cross the road to reach their vehicles or load small children into vehicles. There has been at least one vehicular accident at the site this school year. As a lawyer by profession, I recognize the liability issues that may arise for the County in the tragic event of injury to a child or parent.

The addition of junior kindergarten and then the further addition of all day/every day kindergarten, has resulted in an increase in the size of the student body at BPS. The school parking lot is insufficient to accommodate the increased number of cars that require access to the school. We have explored with the UGDSB several options to address this issue, including increasing the size of the parking lot and imposing staggered entry/exit times. It is our understanding that any increase in the size of the parking lot would result in the infringement of the current playground area and require the removal of the baseball diamond which BPS students use on a daily basis during recess and physical education class. In addition, access to an expanded parking lot would be restricted during bus times, thus limiting flexibility in terms of coming and going, effectively trapping cars for certain periods. Staggered entry and exit times would result in staff being required to provide supervision in excess of the time periods permitted under the teachers' union collective agreement, and therefore is not feasible either.

The BPS community has rallied around this issue and we respectfully submit a petition signed by 320 parents/guardians whose children attend BPS. The petition urges you to act now to designate the section of Highway 24 in front of BPS a school safety zone with a reduced speed limit of 40kmh during drop off and pick up and times and school events, and install a flashing amber school safety zone sign.

Sincerely,

Rachel Ingram  
Chair – BPS Parent Council