



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

## **Roads Committee**

### **Agenda**

November 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. Financial Statements as of October 31, 2015	2 - 6
4. 2016 Roads User Fees and Charges	7 - 8
5. Preliminary 2016-2020 Five-Year Plan	9 - 15
6. Tender Award - Rehabilitation of Wallenstein Bridge	16 - 18
7. Correspondence Regarding Brisbane Public School	19 - 24
8. Speed Limit Adjustment Request	25 - 30
9. Accessibility Issue	31 - 33
10. Road Widening By-law Update - Verbal	
11. Roundabout Education - Verbal	
12. Closed Session	
13. Rise and Report	
14. Adjournment	

Next meeting date January 12, 2016 or at the call of the Chair.



**County of Wellington**  
**Roads and Engineering**  
Statement of Operations as of  
31 Oct 2015

	<b>Annual Budget</b>	<b>October Actual \$</b>	<b>YTD Actual \$</b>	<b>YTD Actual %</b>	<b>Remaining Budget</b>
<b>Revenue</b>					
Municipal Recoveries	\$715,000	\$907	\$460,439	64%	\$254,561
User Fees & Charges	\$210,000	\$6,750	\$185,694	88%	\$24,306
Sales Revenue	\$400,000	\$286,930	\$497,852	124%	\$(97,852)
Internal Recoveries	\$1,750,000	\$87,225	\$1,500,898	86%	\$249,102
<b>Total Revenue</b>	<b>\$3,075,000</b>	<b>\$381,813</b>	<b>\$2,644,882</b>	<b>86%</b>	<b>\$430,118</b>
<b>Expenditures</b>					
Salaries, Wages and Benefits	\$4,870,400	\$259,943	\$4,077,869	84%	\$792,531
Supplies, Material & Equipment	\$3,749,500	\$65,159	\$3,708,689	99%	\$40,811
Purchased Services	\$1,389,700	\$53,000	\$1,329,557	96%	\$60,143
Insurance & Financial	\$293,400	\$3,539	\$295,637	101%	\$(2,237)
Minor Capital Expenses	\$713,200	\$148,608	\$726,386	102%	\$(13,186)
Debt Charges	\$226,500	\$0	\$142,768	63%	\$83,732
Internal Charges	\$1,655,300	\$32,386	\$1,351,358	82%	\$303,942
<b>Total Expenditures</b>	<b>\$12,898,000</b>	<b>\$562,634</b>	<b>\$11,632,263</b>	<b>90%</b>	<b>\$1,265,737</b>
<b>NET OPERATING COST / (REVENUE)</b>	<b>\$9,823,000</b>	<b>\$180,821</b>	<b>\$8,987,381</b>	<b>91%</b>	<b>\$835,619</b>
<b>Transfers</b>					
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
<b>Total Transfers</b>	<b>\$10,857,600</b>	<b>\$0</b>	<b>\$10,765,022</b>	<b>99%</b>	<b>\$92,578</b>
<b>NET COST (REVENUE)</b>	<b>\$20,680,600</b>	<b>\$180,821</b>	<b>\$19,752,403</b>	<b>96%</b>	<b>\$928,197</b>



# County of Wellington

05-November-2015

## Roads and Engineering

### Capital Work-in-Progress Expenditures By Departments All Open Projects For The Period Ending October 31, 2015

	LIFE-TO-DATE ACTUALS						
	Approved	October	Current	Previous	% of	Remaining	
	Budget	Actual	Year	Years	Total	Budget	Budget
Roads General							
Roads Equipment 2015	\$1,781,000	\$83,811	\$1,809,336	\$0	\$1,809,336	102 %	-\$28,336
Various Shop Repairs 2015	\$100,000	\$0	\$12,004	\$0	\$12,004	12 %	\$87,996
Rebuild Drayton Shop	\$500,000	\$11,947	\$93,481	\$0	\$93,481	19 %	\$406,519
Rebuild/Renovate Erin Shop	\$125,000	\$0	\$0	\$20,667	\$20,667	17 %	\$104,333
Subtotal Roads General	\$2,506,000	\$95,758	\$1,914,820	\$20,667	\$1,935,487	77%	\$570,513
Engineering							
WR18 @ WR26 Intersection Imprv	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR18 Geddes St Elora, Strm Swr	\$50,000	\$2,675	\$2,675	\$0	\$2,675	5 %	\$47,325
WR18 Geddes St Elora, RtngWall	\$50,000	-\$12,573	\$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	\$377	\$18,244	\$0	\$18,244	52 %	\$16,756
Subtotal Engineering	\$385,000	-\$9,522	\$20,919	\$0	\$20,919	5%	\$364,081
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	\$199,496	\$373,177	\$113,327	\$486,504	27 %	\$1,313,496
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	\$1,246	\$23,979	\$3,023,211	\$3,047,190	103 %	-\$97,190
WR7 PL Design Salem to Tev	\$150,000	\$2,517	\$31,977	\$5,838	\$37,815	25 %	\$112,185
WR109 @ WR5 Intersection	\$50,000	\$13,478	\$21,097	\$10,074	\$31,171	62 %	\$18,829
WR124 @ Whitelaw Intersection	\$50,000	\$0	\$0	\$7,410	\$7,410	15 %	\$42,590
WR124 @ Guelph Rd 1 Inter	\$50,000	\$0	\$0	\$6,283	\$6,283	13 %	\$43,717
WR 46 Maltby to WR 34 2 km	\$1,100,000	\$1,295	\$5,456	\$236,886	\$242,341	22 %	\$857,659
Subtotal Growth Related Constructi	\$6,470,000	\$218,031	\$455,715	\$3,473,976	\$3,929,691	61%	\$2,540,309



# County of Wellington

05-November-2015

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

	Approved Budget	October 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	\$3,264	\$14,438	\$488,024	\$502,462	21 %	\$1,922,538
WR14, Eliza & Frederick Arthur	\$2,793,300	\$469,223	\$1,080,339	\$781,797	\$1,862,135	67 %	\$931,165
WR 29, Wellington/Halton Bound	\$1,956,500	-\$605	\$92,390	\$1,891,290	\$1,983,680	101 %	-\$27,180
WR 10, McGivern St Moorefield	\$150,000	\$0	\$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	\$512,555	\$2,026,217	\$10,230	\$2,036,447	75 %	\$689,053
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	\$25,036	\$478,660	\$14,999	\$493,660	50 %	\$496,340
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	\$7,729	\$7,729	\$0	\$7,729	8 %	\$92,271
WR124, Concept Plan	\$35,000	\$0	\$4,663	\$23,100	\$27,762	79 %	\$7,238
WR8 Main St Drayton Strm Sewer	\$50,000	\$20,804	\$49,461	\$0	\$49,461	99 %	\$539
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	\$1,038,007	\$3,802,542	\$3,557,738	\$7,360,280	59%	\$5,165,020



# County of Wellington

05-November-2015

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

Approved Budget	October Actual	LIFE-TO-DATE ACTUALS				
		Current	Previous	Total	% of	Remaining
		Year	Years		Budget	Budget
\$630,400	\$155,327	\$463,061	\$42,226	\$505,286	80 %	\$125,114
\$1,664,800	\$521,688	\$1,349,345	\$75,158	\$1,424,503	86 %	\$240,297
\$200,000	\$83	\$19,303	\$61,810	\$81,113	41 %	\$118,887
\$100,000	\$0	\$14,179	\$39,151	\$53,330	53 %	\$46,670
\$225,000	\$0	\$0	\$0	\$0	0 %	\$225,000
\$200,000	\$83	\$4,439	\$32,909	\$37,348	19 %	\$162,652
\$450,000	\$1,188	\$229,617	\$73,886	\$303,503	67 %	\$146,497
\$150,000	\$0	\$10,326	\$30,251	\$40,577	27 %	\$109,423
\$50,000	\$611	\$50,417	\$18,166	\$68,582	137 %	-\$18,582
\$425,000	\$2,443	\$349,310	\$43,705	\$393,016	92 %	\$31,984
\$575,000	\$95,891	\$338,117	\$48,392	\$386,508	67 %	\$188,492
\$100,000	\$83	\$8,721	\$21,208	\$29,929	30 %	\$70,071
\$200,000	\$445	\$7,394	\$11,701	\$19,095	10 %	\$180,905
\$50,000	\$0	\$491	\$0	\$491	1 %	\$49,509
\$1,200,000	\$13,997	\$103,991	\$0	\$103,991	9 %	\$1,096,009
\$200,000	\$42,206	\$128,651	\$0	\$128,651	64 %	\$71,349
\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
\$0	\$40,541	\$40,541	\$0	\$40,541	0 %	-\$40,541
\$565,000	\$7,595	\$454,422	\$26,243	\$480,665	85 %	\$84,335
\$7,035,200	\$882,180	\$3,572,324	\$524,806	\$4,097,130	58%	\$2,938,070



# County of Wellington

05-November-2015

## Roads and Engineering

### Capital Work-in-Progress Expenditures By Departments All Open Projects For The Period Ending October 31, 2015

	LIFE-TO-DATE ACTUALS						
	Approved	October	Current	Previous		% of	Remaining
	Budget	Actual	Year	Years	Total	Budget	Budget
Culverts							
WR18, Culvert 18021, D & Liner	\$350,000	\$1,040	\$8,118	\$45,072	\$53,190	15 %	\$296,810
WR6, Culvert 06081 replace	\$75,000	\$0	\$10,864	\$2,211	\$13,075	17 %	\$61,925
WR11 Culvert 110900 Replace	\$50,000	\$5,751	\$8,088	\$18,522	\$26,610	53 %	\$23,390
WR22, Culvert east of WR23	\$710,000	\$7,903	\$618,296	\$94,835	\$713,131	100 %	-\$3,131
WR5, Culvert 0.9km s 7th line	\$200,000	\$1,071	\$111,502	\$6,118	\$117,620	59 %	\$82,380
WR11, Culvert 111020	\$400,000	\$1,988	\$55,535	\$20,085	\$75,620	19 %	\$324,380
WR12, Culvert 12086	\$25,000	\$759	\$16,806	\$3,499	\$20,305	81 %	\$4,695
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	\$18,511	\$830,279	\$197,974	\$1,028,254	49%	\$1,081,746
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	\$674	\$1,102	\$764,377	\$765,479	118 %	-\$118,179
WR124, COG to Era pvmt preserv	\$912,600	\$64,036	\$105,705	\$1,019,354	\$1,125,059	123 %	-\$212,459
WR32, WR124 to hwy 7, 5.3 km	\$2,400,000	\$1,717,767	\$2,392,221	\$0	\$2,392,221	100 %	\$7,779
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	\$582,029	\$1,184,237	\$0	\$1,184,237	91 %	\$115,763
Subtotal Roads Resurfacing	\$5,509,900	\$2,364,507	\$3,683,266	\$1,783,731	\$5,466,997	99%	\$42,903
Total Roads and Engineering	\$37,191,400	\$4,607,473	\$14,283,800	\$9,607,201	\$23,891,001	64 %	\$13,300,399



# COUNTY OF WELLINGTON

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## COMMITTEE REPORT

**To:** Chair and Members of the Roads Committee  
**From:** Susan Aram, Manager of Financial Services  
**Date:** Tuesday, November 10, 2015  
**Subject:** Roads 2016 User Fees and Charges

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### Background:

The authority to establish fees for County services is set out in various statutes, including:

- Part XII of the *Municipal Act*
- Section 23 of the *Public Libraries Act*
- Section 69 of the *Planning Act*

The attached schedule sets out the proposed user fees for 2016, and includes a comparison to 2015 rates. If necessary, new by-laws will be submitted to Council on November 26, 2015 and any new or revised fees will come into effect on January 1st, 2016.

### Recommendation:

That the attached 2016 User Fees and Charges for Roads be approved.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read 'Susan Aram'.

Susan Aram, CPA, CGA  
Manager Financial Services



## COUNTY OF WELLINGTON 2016 USER FEES AND CHARGES

Programme/Service:	<b>Roads</b>
Department:	Engineering Services
Governance:	Roads Committee

Description	2015 fee	2016 fee	% change	HST (add/incl /na)
Entrance Permit – Residential Farm, Field (Security deposit of \$500)	\$100.00	\$100.00	0%	N/A
Entrance Permit – Commercial, Industrial, etc. (Security deposit of \$1000)	\$250.00	\$250.00	0%	N/A
Entrance Permit--Public, Private, Emergency Road (Security deposit of \$1000)	\$500.00	\$500.00	0%	N/A
Road Occupancy Permit - Basic (Security deposit of \$500 + \$5.00 per metre of work greater than 100 metres in length)	\$100.00	\$100.00	0%	N/A
Road Occupancy Permit - Fibre Installation (Security deposit of \$500 + \$5.00 per metre of work greater than 100 metres in length)	\$250.00	\$250.00	0%	N/A
Oversize Load Permit - One-time	\$100.00	\$100.00	0%	N/A
Oversize Load Permit - Annual	\$400.00	\$400.00	0%	N/A
Encroachment Agreements	\$100.00	\$100.00	0%	N/A
Tender Documents – re construction (varies)	\$20-\$40	\$20-\$40	0%	N/A
Lawyer charges for By-Laws	\$250.00	\$250.00	0%	Incl
Removal of sign pursuant to by-law # 4555-03	\$200.00 or actual cost, whichever is greater	\$200.00 or actual cost, whichever is greater	0%	Incl
Storage charge for signs removed pursuant to by-law #4555-03	\$20.00/day or \$2.00 per square metre of sign face per day, whichever is greater	\$20.00/day or \$2.00 per square metre of sign face per day, whichever is greater	0%	Incl

**Note:**

Authority to impose fees and charges is set out in Part XII of the Municipal Act, S.O. 2001, c. 25 and in by-law #5298-12 of the Corporation of the County of Wellington.





# COUNTY OF WELLINGTON

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## COMMITTEE REPORT

**To:** Chair and Members of the Roads Committee  
**From:** Susan Aram, Manager of Financial Services  
**Date:** Tuesday, November 10, 2015  
**Subject:** **Preliminary 2016-2020 Five Year Plan: Roads**

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### **Background:**

The County prepares, in the fall of each year, a preliminary five-year budget forecast. This forecast provides a high level view of major budget issues and planned capital investments and serves as a guide for departments in preparing their detailed current year operating and capital budgets. The preliminary corporate five-year plan will be considered by the Administration, Finance and Human Resources Committee on November 19, 2015 and the forecast will be updated at the time the budget is approved early in the New Year.

### Capital Budget Forecast

In accordance with the Capital Budget and Long Term Financing Policy, the list of capital works includes those initiatives that have a long term benefit to the corporation and whose capital cost is at least \$25,000. Highlights of the \$95.1 million Roads capital forecast are as follows:

- \$64.6 million for the existing network of roads, bridges and signals: the 2016 tax levy requirement for road and facility work is higher than the amount projected in last year's five-year plan due to increased costs associated with the reconstruction of Wellington Road 46. The tax levy funding level over the forecast period sees a significant increase in order to accommodate the replacement of the Badley Bridge without compromising the planned works on the remaining infrastructure. Staff have maximized the use of the Federal Gas Tax and Ontario Community Infrastructure fund to help minimize the impact on the levy. A complete listing of funded projects is attached in Schedule A. The current list of proposed capital works over the five years is also attached.
- \$11.8 million in growth related construction for the addition of passing lanes on Wellington Roads 7, 46 and 124 and intersection improvement projects on Wellington Roads 30, 109 and 124.
- The budget has increased for the design and rebuild of the Erin Garage and has been moved to 2019 and 2020. The replacement of the Drayton Garage budget has also increased and is expected to be constructed in 2016. County staff have been working with Mapleton staff regarding the relocation of the Drayton shop to the current Township Administration centre. \$500,000 was approved in the 2015 budget process; the 2016 budget includes an additional \$3.5 million to complete the 20,000 square foot facility. The funding is shared between the Roads Capital Reserve (\$1 million), current revenues (\$1.3 million) and a debt issue for the remaining \$1.2 million.
- Various shop repairs have been included at \$100,000 for each of the five years.
- \$10.2 million in equipment replacement: as in previous years, the equipment replacement expenditures are to be funded in full from the equipment replacement reserve, which in turn will be funded through reserve contributions from the tax levy.

### Major operating impacts

Staff are in the process of compiling the detailed 2016 operating budgets for each department. Major items expected to be reflected in the 2016-2020 Roads Operating Budget include the following:

- An increase to purchased services has been added for fleet maintenance (\$100,000) to meet the growing needs of vehicle maintenance and repair as a result of winter conditions, as well as in roads garages (\$60,000) as GPS technology has been implemented on the County's snowplows
- Minor Capital has been increased by \$150,000 based on the increasing costs associated with Hot Mix Patches
- Additional roads safety hours have been added in 2016 in order to have electrical work required on traffic signals, street light and overhead flashing lights at intersections performed internally by County staff and reduce the costs associated with having the work completed by outside vendors, it is expected with this change that the increased salaries are fully offset
- Debt servicing costs associated with Drayton Shop are expected to commence in 2016 with the majority of the charges to begin in 2017.

The detailed 2016 operating budget and revised five-year plan will be presented to the Committee in January 2016. Attached to the report is the current proposed five-year operating budget and five-year capital budget for the Roads department.

### **Recommendation:**

That the preliminary 2016-2020 Roads Capital plan and major Operating Budget impacts as set out in this report be endorsed and forwarded to the Administration, Finance and Human Resources Committee for inclusion in the County of Wellington's Preliminary Five Year Plan.

Respectfully submitted,



Susan Aram, CPA, CGA  
Manager of Financial Services

Schedule "A"		
Proposed projects to be funded from Federal Gas Tax revenues in 2016-2020		
Bridge / Culvert Projects		
Description	Year	Funding
WR 10 Wyandot Bridge. 010024, design and rehab	2016	\$ 828,000.00
WR 22, Bridge 22107, rehabilitation	2016	\$ 135,000.00
WR 86, Conestogo River Bridge, 086125, design & rehab	2016	\$ 200,000.00
WR 5 Culvert 050780, design and rehab	2017	\$ 100,000.00
WR 7 Culvert 071270, design and rehab	2017	\$ 100,000.00
WR 12 Culvert 12087, design and rehab	2017	\$ 360,000.00
WR 12, Culvert 12086, design and rehab	2017	\$ 1,000,000.00
WR 16 Penford Bridge # 16038, design & rehabilitation	2017	\$ 1,080,000.00
WR 30, Bridge 030124, design and rehab	2017	\$ 400,000.00
WR 36 Bridge 36086, design and rehab	2017	\$ 500,000.00
WR 36, (Concession 1) 4 CSP Culverts design and replace	2017	\$ 200,000.00
WR 109 Culvert 109142, design and rehab	2017	\$ 125,000.00
E/W Luther TL, Hays Bridge 000001, design and replace	2017	\$ 300,000.00
WR 11, Culvert 11092, design and rehab	2018	\$ 200,000.00
WR 16 Culvert .5km s of 2nd line, design and widen	2018	\$ 150,000.00
WR 18, Carroll Creek Bridge	2018	\$ 500,000.00
WR 109, Mallet River Bridge, 109129, design and rehab	2018	\$ 250,000.00
WR 109 Maitland River Bridge, 109128, design and rehab	2019	\$ 400,000.00
Jones Baseline, Armstrong Bridge, 000070, design and rehab	2020	\$ 300,000.00
<b>Bridge and Culvert Totals</b>		<b>\$ 7,128,000.00</b>
Roads Construction		
Description	Year	Funding
WR 109 @ WR5 Intersection Improvements	2016	\$ 275,000.00
WR 46 Maltby to WR 34 2 KM	2018	\$ 271,000.00
<b>Construction Total</b>		<b>\$ 546,000.00</b>
Asphalt Resurfacing		
Description	Year	Funding
WR 87, Hwy 23 to Minto/Howick townline, 6.8km	2016	\$ 1,350,000.00
WR 14, Tucker St to 400m N or SR9 5.1 km	2018	\$ 1,200,000.00
WR 38, City of Guelph to Hwy 6, 3.7km	2018	\$ 750,000.00
WR 86, Region of Waterloo boundary to Sideroad 19, 4.1km	2018	\$ 650,000.00
WR 30, WR 39 to WR 86 1.7km	2019	\$ 375,000.00
WR 124, Guelph to Region of Waterloo	2019	\$ 865,000.00
WR 18 WR7 to Region of Waterloo boundary	2020	\$ 1,000,000.00
WR 109, WR7 to WR10, 5.9km	2020	\$ 700,000.00
WR 124, Guelph to Region of Waterloo	2020	\$ 635,000.00
<b>Asphalt Total</b>		<b>\$ 7,525,000.00</b>
<b>Gas Tax Total</b>		<b>\$ 15,199,000.00</b>
Schedule "A"		
Proposed projects to be funded from Ontario Community Infrastructure Fund (OCIF)		
Description	Year	Funding
WR 8, Main Street Drayton, storm sewer design and construction	2016	\$ 165,000.00
WR 11 Culvert 11092, design and rehabilitation	2016	\$ 300,000.00
WR 7, Alma to Salem and Alma urban area (WR17 included) 6 km	2017	\$ 465,000.00
<b>OCIF Total</b>		<b>\$ 930,000.00</b>
<b>Federal and Provincial Subsidy Grand Total</b>		<b>\$ 16,129,000.00</b>



# COUNTY OF WELLINGTON

## 2016-2020 OPERATING

Programme/Service: **Roads**  
 Department: **Engineering Services**  
 Governance: **Roads Committee**

Description	Operating Budget (\$000's)					
	2015	2016	2017	2018	2019	2020
<b>Revenue</b>						
Municipal Recoveries	\$ 715	\$ 736	\$ 759	\$ 781	\$ 805	\$ 829
User Fees and Charges	\$ 210	\$ 216	\$ 223	\$ 229	\$ 236	\$ 243
Sales revenue	\$ 400	\$ 400	\$ 400	\$ 400	\$ 400	\$ 400
Internal Recoveries	\$ 1,750	\$ 1,803	\$ 1,857	\$ 1,912	\$ 1,970	\$ 2,029
<b>Total Revenue</b>	<b>\$ 3,075</b>	<b>\$ 3,155</b>	<b>\$ 3,238</b>	<b>\$ 3,323</b>	<b>\$ 3,411</b>	<b>\$ 3,501</b>
<b>Expenditure</b>						
Salaries, Wages and Benefits	\$ 4,870	\$ 5,046	\$ 5,198	\$ 5,407	\$ 5,623	\$ 5,847
Supplies, Materials and Equipment	\$ 3,750	\$ 3,862	\$ 3,978	\$ 4,097	\$ 4,220	\$ 4,347
Purchased Services	\$ 1,390	\$ 1,566	\$ 1,617	\$ 1,670	\$ 1,725	\$ 1,776
Insurance and Financial	\$ 293	\$ 305	\$ 317	\$ 330	\$ 343	\$ 357
Minor Capital	\$ 713	\$ 863	\$ 863	\$ 863	\$ 863	\$ 863
Debt Charges	\$ 227	\$ 210	\$ 331	\$ 332	\$ 332	\$ 331
Internal Charges	\$ 1,655	\$ 1,705	\$ 1,756	\$ 1,809	\$ 1,863	\$ 1,919
<b>Total Expenditure</b>	<b>\$ 12,898</b>	<b>\$ 13,557</b>	<b>\$ 14,061</b>	<b>\$ 14,507</b>	<b>\$ 14,969</b>	<b>\$ 15,440</b>
Net Operating Cost / (Revenue)	\$ 9,823	\$ 10,401	\$ 10,823	\$ 11,184	\$ 11,559	\$ 11,939
<b>Transfers</b>						
Transfer from Reserves	\$ (227)	\$ (183)	\$ (184)	\$ (183)	\$ (183)	\$ (184)
Transfers to Capital	\$ 8,820	\$ 10,144	\$ 11,971	\$ 12,769	\$ 12,639	\$ 15,447
Transfers to Reserves	\$ 2,264	\$ 1,934	\$ 2,134	\$ 2,334	\$ 3,134	\$ 4,934
<b>Total Transfers</b>	<b>\$ 10,858</b>	<b>\$ 11,896</b>	<b>\$ 13,921</b>	<b>\$ 14,920</b>	<b>\$ 15,590</b>	<b>\$ 20,197</b>
<b>Net Cost / (Revenue)</b>	<b>\$ 20,681</b>	<b>\$ 22,297</b>	<b>\$ 24,744</b>	<b>\$ 26,105</b>	<b>\$ 27,149</b>	<b>\$ 32,136</b>
<b>Year to Year Percentage Change</b>		7.8%	11.0%	5.5%	4.0%	18.4%



# COUNTY OF WELLINGTON 2016-2020 CAPITAL BUDGET

Programme/Service: **Roadways**  
Department: **Engineering Services**  
Governance: **Roads Committee**

		Gross Project Cost (Uninflated \$000's)					Total Project Cost	Sources of Financing						
		2016	2017	2018	2019	2020		Recoveries	Subsidy	Current Revenues	Reserves	Federal Gas Tax	Development Charges	Debentures
Project Description														
	<u>Facilities</u>													
1	Various shop repairs	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 500			\$ 500				
2	Rebuild Drayton Shop	\$ 3,500					\$ 3,500			\$ 1,300	\$ 1,000			\$ 1,200
3	Rebuild Erin Shop				\$ 500	\$ 4,000	\$ 4,500			\$ 2,060	\$ 1,000		\$ 1,440	
	Subtotal	\$ 3,600	\$ 100	\$ 100	\$ 600	\$ 4,100	\$ 8,500	\$ -	\$ -	\$ 3,860	\$ 2,000		\$ 1,440	\$ 1,200
	<u>Equipment</u>													
4	Pickup	\$ 192		\$ 160	\$ 192	\$ 40	\$ 584				\$ 584			
5	3 Ton Dump		\$ 120				\$ 120				\$ 120			
6	6 Ton Trucks	\$ 1,240	\$ 1,240	\$ 1,240	\$ 1,240	\$ 1,240	\$ 6,200				\$ 6,200			
7	Loader	\$ 190	\$ 190	\$ 190		\$ 190	\$ 760				\$ 760			
8	Grader				\$ 350		\$ 350				\$ 350			
9	Forklift			\$ 60			\$ 60				\$ 60			
10	Trailers		\$ 30				\$ 30				\$ 30			
11	Slide in sander unit	\$ 100	\$ 100				\$ 200				\$ 200			
12	Tractor		\$ 80				\$ 80				\$ 80			
13	Bucket Truck		\$ 250				\$ 250				\$ 250			
14	Backhoe			\$ 180		\$ 180	\$ 360				\$ 360			
15	Vacuum Trailer	\$ 100					\$ 100				\$ 100			
16	Manual Line Stripers		\$ 20				\$ 20				\$ 20			
17	Loadstar Float			\$ 45			\$ 45				\$ 45			
18	Hot Box					\$ 120	\$ 120				\$ 120			
19	Chipper					\$ 60	\$ 60				\$ 60			
20	Excavator	\$ 320					\$ 320				\$ 320			
21	Miscellaneous Equipment	\$ 100	\$ 100	\$ 100	\$ 100	\$ 100	\$ 500				\$ 500			
	Subtotal	\$ 2,242	\$ 2,130	\$ 1,975	\$ 1,882	\$ 1,930	\$ 10,159	\$ -	\$ -	\$ -	\$ 10,159		\$ -	\$ -
	<u>Roads Capital Works</u>													
22	Roads Capital works (See attached list)	\$ 13,350	\$ 16,950	\$ 17,300	\$ 14,775	\$ 14,075	\$ 76,450	\$ 1,425	\$ 930	\$ 55,233	\$ -	\$ 15,199	\$ 3,664	\$ -
	Subtotal	\$ 13,350	\$ 16,950	\$ 17,300	\$ 14,775	\$ 14,075	\$ 76,450	\$ 1,425	\$ 930	\$ 55,233	\$ -	\$ 15,199	\$ 3,664	\$ -
	<u>TOTAL</u>	\$ 19,192	\$ 19,180	\$ 19,375	\$ 17,257	\$ 20,105	\$ 95,109	\$ 1,425	\$ 930	\$ 59,093	\$ 12,159	\$ 15,199	\$ 5,104	\$ 1,200

SOURCES OF FUNDING BY YEAR	2016	2017	2018	2019	2020	TOTAL
Recoveries	\$ 750	\$ 50	\$ 625	\$ -	\$ -	\$ 1,425
Subsidy	\$ 465	\$ 465	\$ -	\$ -	\$ -	\$ 930
Current Revenues	\$ 10,144	\$ 11,622	\$ 12,036	\$ 11,566	\$ 13,724	\$ 59,093
Reserves	\$ 3,242	\$ 2,130	\$ 1,975	\$ 2,382	\$ 2,430	\$ 12,159
Development Charges	\$ 603	\$ 748	\$ 768	\$ 1,669	\$ 1,316	\$ 5,104
Federal Gas Tax	\$ 2,788	\$ 4,165	\$ 3,971	\$ 1,640	\$ 2,635	\$ 15,199
Growth Related Debt	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Debentures	\$ 1,200	\$ -	\$ -	\$ -	\$ -	\$ 1,200
Totals	\$ 19,192	\$ 19,180	\$ 19,375	\$ 17,257	\$ 20,105	\$ 95,109



# COUNTY OF WELLINGTON 2016-2020 CAPITAL BUDGET

Programme/Service: **Roadways**  
Department: **Engineering Services**  
Governance: **Roads Committee**

PROJECT DESCRIPTION	Gross Project Cost (Uninflated \$'000's)					Total Project Cost	Sources of Financing						
	2016	2017	2018	2019	2020		Recoveries	Subsidy	Current Revenues	Reserves	Federal Gas Tax	Development Charges	Debtentures
<b>ENGINEERING</b>													
WR 7, Concrete Road investigation at Ponsonby		\$ 50				\$ 50			\$ 50				
WR 8, at WR9, intersection improvement review			\$ 50			\$ 50	\$ 25		\$ 25				
						\$ -			\$ -				
						\$ -		\$ -	\$ -				
<b>TOTAL ENGINEERING</b>	\$ -	\$ 50	\$ 50	\$ -	\$ -	\$ 100	\$ 25	\$ -	\$ 75	\$ -	\$ -	\$ -	\$ -
<b>GROWTH RELATED CONSTRUCTION</b>													
WR 7, Passing Lane Design and Construction, Sale to Teviotdale	\$ 50			\$ 750		\$ 800			\$ 272			\$ 528	
WR 7, Passing Lane Construction, Sale to Culvert 70470		\$ 500				\$ 500			\$ 170			\$ 330	
WR 30, at T. of G/E Road 3, intersection improvements				\$ 950		\$ 950			\$ 447			\$ 504	
WR 46, Maltby Road to WR 34, 2.0 km design and reconstruction			\$ 2,100			\$ 2,100			\$ 1,061		\$ 271	\$ 768	
WR 46, WR 34 to 401, 3.0 km design and reconstruction	\$ 2,100	\$ 2,200				\$ 4,300			\$ 3,483			\$ 817	
WR 109, at WR5 Intersection improvements	\$ 950					\$ 950			\$ 504		\$ 275	\$ 171	
WR 124, Passing Lane construction north of WR 125 (Ospringle)		\$ 1,500				\$ 1,500			\$ 1,080			\$ 420	
WR 124, intersection improvements, Whitelaw Road				\$ 500		\$ 500			\$ 410			\$ 90	
WR 124, intersection improvements, Guelph Road 1					\$ 200	\$ 200			\$ 164			\$ 36	
						\$ -			\$ -			\$ -	
						\$ -			\$ -			\$ -	
<b>ROAD CONSTRUCTION</b>													
WR 8, Main Street, Drayton, storm sewer design and construction	\$ 1,200					\$ 1,200	\$ 400	\$ 165	\$ 635				
WR 10, McGivern Street, Moorefield, 1.0 km reconstruction		\$ 2,350				\$ 2,350			\$ 2,350				
WR 18, (Geddes St) at John St, storm sewer construction	\$ 500					\$ 500			\$ 500				
WR 21, 500m south of Inverhaugh, frost boil repair, 150m	\$ 100					\$ 100			\$ 100				
WR 25, WR 52 to WR 42, 7.0 km (Region of Peel project)			\$ 500	\$ 1,000	\$ 1,000	\$ 2,500			\$ 2,500				
WR29, at WR22, intersection improvements	\$ 200					\$ 200			\$ 200				
WR 32, at WR 33 to Concession 2, 2.5 km design and construction		\$ 150			\$ 2,500	\$ 2,650			\$ 2,650				
WR 50, Third Line to WR 24, 5.8 km design and construction	\$ 750					\$ 750			\$ 750				
WR 50, Hwy 7 to railway tracks, 1.1 km design and reconstruction			\$ 500			\$ 500			\$ 500				
WR 51, WR 7 to Hwy 6, 2.3 km design and reconstruction			\$ 2,000			\$ 2,000			\$ 2,000				
WR 109, at WR 7, roundabout construction			\$ 900			\$ 900			\$ 900				
WR 124, at Kossuth Road, Roundabout construction				\$ 1,200		\$ 1,200			\$ 1,200				
						\$ -			\$ -				
<b>TOTAL ROAD CONSTRUCTION</b>	\$ 5,850	\$ 6,700	\$ 6,000	\$ 4,400	\$ 3,700	\$ 26,650	\$ 400	\$ 165	\$ 21,876	\$ -	\$ 546	\$ 3,664	\$ -
<b>BRIDGE CONSTRUCTION</b>													
WR 7, Rothsay Bridge, 07019, design and replacement			\$ 150			\$ 150			\$ 150				
WR 7, Bosworth Bridge, 07028, design and replacement			\$ 2,800			\$ 2,800			\$ 2,800				
WR 8, Main St. Bridge, 008089, design and rehabilitation	\$ 850					\$ 850			\$ 850				
WR 10, Wyandot Bridge, 010024, design and rehabilitation	\$ 925					\$ 925			\$ 97		\$ 828		
WR 16, Penford Bridge 16038, design and replacement		\$ 1,200				\$ 1,200			\$ 120		\$ 1,080		
WR 18, Carroll Creek Bridge, design and reahilitation	\$ 50		\$ 500			\$ 550			\$ 50		\$ 500		
WR 21, Badley Bridge, 021057, replace sidewalks	\$ 325	\$ 1,000	\$ 3,000			\$ 4,325			\$ 4,325	\$ -			
WR22, Bridge 22107, rehabilitation	\$ 150					\$ 150			\$ 15		\$ 135		
WR 30, Bridge 030124, design and rehabilitation		\$ 450				\$ 450			\$ 50		\$ 400		
WR 35, Paddock Bridge 35087, design and replacement				\$ 1,000		\$ 1,000			\$ 1,000				
WR 36, Bridge 36122, design and replacement	\$ 25	\$ 750				\$ 775			\$ 775				
WR 36, Bridge 36086, design and replacement	\$ 25	\$ 750				\$ 775			\$ 275		\$ 500		
WR 86, Conestogo River Bridge 86125, design and rehabilitation	\$ 600					\$ 600	\$ 300		\$ 100		\$ 200		
WR 109, Maitland River Bridge, 109128, design and rehabilitation	\$ 50			\$ 400		\$ 450			\$ 50		\$ 400		
WR 109, Mallet River Bridge, 109129, design and rehabilitation			\$ 300			\$ 300			\$ 50		\$ 250		
WR 124, Bridge 124135 (Eramosa River), replacement		\$ 100	\$ 400	\$ 2,300		\$ 2,800			\$ 2,800				
						\$ -			\$ -				
<b>CULVERTS CONSTRUCTION</b>													
WR 5, Culvert 050780, design and rehabilitation		\$ 100				\$ 100			\$ -		\$ 100		
WR 6, Culvert 06081, replacement, design and construction	\$ 600					\$ 600			\$ 600				
WR 7, Culvert 071270, design and rehabilitation		\$ 100				\$ 100			\$ -		\$ 100		
WR 7, Wright and Stanners Municipal drain culvert, replacement		\$ 250				\$ 250			\$ 250				
WR 11, Culvert, 110900, design and replace	\$ 325					\$ 325		\$ 300	\$ 25				
WR 11, Culvert 11092, design and rehabilitation			\$ 250			\$ 250			\$ 50		\$ 200		
WR 11, Culvert 110020, rehabilitation and slope stabilization	\$ 750					\$ 750			\$ 750				
WR 12, Culvert 120860, design and rehabilitation		\$ 1,200				\$ 1,200			\$ 200		\$ 1,000		
WR 12, Culvert 120870, design and replacement		\$ 400				\$ 400			\$ 40		\$ 360		
WR 16, Culvert, 0.5 km south of 2nd Line, design and widen	\$ 50		\$ 150			\$ 200			\$ 50		\$ 150		
WR 32, Culvert 321140 design and replacement		\$ 50		\$ 400		\$ 450			\$ 450				
WR36, (Concession 1) 4 CSP culverts, design and replace	\$ 50	\$ 200				\$ 250			\$ 50		\$ 200		
WR 109, Culvert 109142, design and rehabilitation		\$ 150				\$ 150			\$ 25		\$ 125		
WR 109, Conestogo River Bridge 5, 109123, design and replace		\$ 100			\$ 3,000	\$ 3,100			\$ 3,100				
Various, bridge and culvert repairs	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 1,000			\$ 1,000				
<b>TOTAL BRIDGE AND CULVERT CONSTRUCTION</b>	\$ 4,975	\$ 7,000	\$ 7,750	\$ 4,300	\$ 3,200	\$ 27,225	\$ 300	\$ 300	\$ 20,097	\$ -	\$ 6,528	\$ -	\$ -
<b>COUNTY BRIDGES ON LOCAL ROADS</b>													
E/W Luther TL, Hay's Bridge, 000001, design and replace		\$ 350				\$ 350			\$ 50		\$ 300		
E/W Luther TL, Extra T-beam bridge, 000004, design and replace		\$ 50		\$ 300		\$ 350			\$ 350				
Jones Baseline, Ostrander Bridge, 000032, design and rehab		\$ 50			\$ 325	\$ 375			\$ 375				
Jones Baseline, Armstrong Bridge, 000070, design and rehab		\$ 50			\$ 550	\$ 600			\$ 300		\$ 300		
						\$ -			\$ -				
<b>TOTAL COUNTY BRIDGES ON LOCAL ROADS</b>	\$ -	\$ 500	\$ -	\$ 300	\$ 875	\$ 1,675	\$ -	\$ -	\$ 1,075	\$ -	\$ 600	\$ -	\$ -



# COUNTY OF WELLINGTON 2016-2020 CAPITAL BUDGET

Programme/Service: **Roadways**  
Department: **Engineering Services**  
Governance: **Roads Committee**

PROJECT DESCRIPTION	Gross Project Cost (Uninflated \$000's)					Total Project Cost	Sources of Financing						
	2016	2017	2018	2019	2020		Recoveries	Subsidy	Current Revenues	Reserves	Federal Gas Tax	Development Charges	Debentures
<b>ASPHALT RESURFACING</b>													
WR 5, WR109 to Ranton's Bridge, pave shoulders, 400m	\$ 50					\$ 50	\$ 50		\$ -				
WR 7, Alma to Salem and Alma urban area (WR17 included) 6 km	\$ 100	\$ 2,400		\$ 1,000		\$ 2,500		\$ 465	\$ 2,035				
WR 7, Rothsay to 700 m south of Sideroad 3, 2.6 km			\$ 100	\$ 600		\$ 1,100			\$ 1,100				
WR 7, Hwy 6 to WR51						\$ 600			\$ 600				
WR 11, WR 7 to 300 m south of the 16th Line, 3.8 km					\$ 100	\$ 100			\$ 100				
WR 11, WR 7 to Emmerson Simmons Bridge, 3.8 km						\$ 100			\$ 100				
WR 14, Tucker Street to 400m north of Sideroad 9, 5.2 km		\$ 100	\$ 1,200			\$ 1,300			\$ 100		\$ 1,200		
WR 18, WR 7 to Region of Waterloo boundary, 6.3 km				\$ 100	\$ 1,000	\$ 1,100			\$ 100		\$ 1,000		
WR 22, WR 26 to 300 m south of WR 24, 9.3 km			\$ 100		\$ 1,000	\$ 1,100			\$ 1,100				
WR 30, WR 39 to WR 86, 1.7 km			\$ 50	\$ 375		\$ 425			\$ 50		\$ 375		
WR 32, WR 124 to Hwy 7, 5.3 km	\$ 650					\$ 650			\$ 650				
WR 35, WR 34 to Hamilton boundary, 6.6 km					\$ 100	\$ 100			\$ 100				
WR 38, City of Guelph to Highway 6, 3.7 km		\$ 100	\$ 850			\$ 950			\$ 200		\$ 750		
WR 86, Region of Waterloo boundary to Sideroad 19, 4.1 km		\$ 100	\$ 1,200			\$ 1,300	\$ 650		\$ -		\$ 650		
WR 86, WR11 to Sideroad 6 (Perth Project)				\$ 2,000		\$ 2,000			\$ 2,000				
WR 52, WR 124 to WR 25, 3.2 km				\$ 100	\$ 700	\$ 800			\$ 800				
WR 87, Hwy 23 to Minto/Howick townline, 6.8 km	\$ 1,400					\$ 1,400			\$ 50		\$ 1,350		
WR 109, WR5 to south end of Harriston, 800m	\$ 325					\$ 325			\$ 325				
WR 109, WR 7 to WR 10, 5.9 km				\$ 100	\$ 700	\$ 800			\$ 100		\$ 700		
WR 124, Brucedale to Erin 10.2km					\$ 1,500	\$ 1,500			\$ 1,500				
WR 124, Guelph to Region of Waterloo, 6.5 km				\$ 1,500	\$ 1,100	\$ 2,600			\$ 1,100		\$ 1,500		
<b>TOTAL ASPHALT RESURFACING</b>	<b>\$ 2,525</b>	<b>\$ 2,700</b>	<b>\$ 3,500</b>	<b>\$ 5,775</b>	<b>\$ 6,300</b>	<b>\$ 20,800</b>	<b>\$ 700</b>	<b>\$ 465</b>	<b>\$ 12,110</b>	<b>\$ -</b>	<b>\$ 7,525</b>	<b>\$ -</b>	<b>\$ -</b>
<b>TOTAL</b>	<b>\$ 13,350</b>	<b>\$ 16,950</b>	<b>\$ 17,300</b>	<b>\$ 14,775</b>	<b>\$ 14,075</b>	<b>\$ 76,450</b>	<b>\$ 1,425</b>	<b>\$ 930</b>	<b>\$ 55,233</b>	<b>\$ -</b>	<b>\$ 15,199</b>	<b>\$ 3,664</b>	<b>\$ -</b>
<b>SOURCES OF FUNDING BY YEAR</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>TOTAL</b>							
Recoveries	\$ 750	\$ 50	\$ 625		\$ -	\$ 1,425	-						
Subsidy	\$ 465	\$ 465		\$ -	\$ -	\$ 930		-					
Current Revenues	\$ 8,744	\$ 11,522	\$ 11,936	\$ 11,626	\$ 11,404	\$ 55,233			-				
Reserves				\$ -	\$ -	\$ -							
Development Charges	\$ 603	\$ 748	\$ 768	\$ 1,509	\$ 36	\$ 3,664						-	
Federal Gas Tax	\$ 2,788	\$ 4,165	\$ 3,971	\$ 1,640	\$ 2,635	\$ 15,199							
Growth Related Debenture	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -							
Debentures	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -							
<b>Totals</b>	<b>\$ 13,350</b>	<b>\$ 16,950</b>	<b>\$ 17,300</b>	<b>\$ 14,775</b>	<b>\$ 14,075</b>	<b>\$ 76,450</b>	<b>-</b>						



# COUNTY OF WELLINGTON

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## COMMITTEE REPORT

**To:** Chair and Members of the Roads Committee  
**From:** Mark Bolzon, Manager Purchasing and Risk Management Services  
**Date:** Tuesday, November 10, 2015  
**Subject:** **Tender Award– Rehabilitation of Conestogo (Wallenstein) Bridge, Structure No. B086125**

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### Background:

Staff recently issued Project No. CW2015-043, a tender for the rehabilitation of the Conestogo (Wallenstein) Bridge, Structure No. B086125 over the Conestogo River on Wellington Road 86.

The scope of work generally includes the rehabilitation of the Conestogo (Wallenstein) Bridge in two coordinated construction stages utilizing Ontario Traffic Manual Book 7 lane restrictions that are managed with temporary pavement markings, temporary concrete barrier wall, temporary energy attenuators, delineators, signs and portable temporary traffic signals. Also included in this work, are roadworks on the bridge approaches and the reconfiguration of the roadway to the east in order to facilitate construction of a slip lane.

The structure rehabilitation of the Conestogo (Wallenstein) Bridge includes:

- removal of asphalt and waterproofing system;
- full depth removal of the deck overhangs;
- partial depth removal of bridge deck along exterior girders;
- removal of concrete curb and railing;
- removal and disposal of asbestos ducts in curb;
- removal of the top portion of the wingwalls and ballast walls;
- removal of diaphragms at abutments;
- removal of deteriorated concrete and patch repairs to the deck surface and soffit, wingwalls, abutments, piers and prestressed girders;
- new deck overhangs;
- reconstruction of the top portions of the wingwalls and ballast walls;
- new semi-integral deck ends;
- new approach slabs;
- replacement of abutment bearings;
- new parapet wall and railing; and
- bridge deck waterproofing and paving.
- Other works include roadway reconstruction, new slip lane to the east, steel beam guide rail,
- energy attenuators, permanent pavement markings and site restoration



On Tuesday, November 03, 2015, six (6) submissions were received as follows, with pricing shown exclusive of HST @13% -

COMPANY	BID AMOUNT (excluding HST)
McLean Taylor Construction Limited, St. Marys	\$1,388,090.96
Clearwater Structures Inc, Ajax	\$1,613,894.00
Marbridge Construction Limited, Mississauga	\$1,896,937.00
Facca Incorporated, Ruscom	\$1,995,000.00
Toronto Zenith Contracting Ltd., Concord	\$2,224,110.20
Maloney & Pepping Construction Ltd., Stratford	\$2,799,567.00

The submissions were all in order and staff are recommending awarding the contract to McLean Taylor Construction Limited, of St. Mary's, at the tendered amount of \$1,388,090.96, exclusive of HST @ 13%.

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

The work will commence in March 2016 (as weather permits).

**Recommendation:**

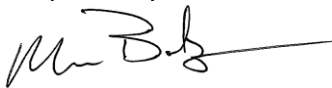
That County of Wellington Project No CW2015- CW2015-043, a tender for the rehabilitation of the Conestogo (Wallenstein) Bridge, Structure No. B086125 over the Conestogo River on Wellington Road 86, be awarded McLean Taylor Construction Limited, of St. Mary's, at the tendered amount of \$1,388,090.96, 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 2016 Budget; and

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

Respectfully submitted,



Mark Bolzon  
Manager, Purchasing and Risk Management Services

## FINANCIAL SUMMARY

<b>COUNTY OF WELLINGTON</b> <b>CAPITAL PROJECT EXPENDITURE AND FINANCING SCHEDULE</b>
--

Project name: WR 86 Conestogo River Bridge 86125, design and rehabilitation  
 Project number: 21150231

### **PROJECT COSTS**

	<u><b>Total</b></u>
Tendered Construction Cost*	\$1,413,000
Previously Incurred Professional Fees	\$103,000
Professional Fees	\$100,000
Previously Incurred County Labour	\$4,000
County Labour & Materials	\$15,000
Contingency	\$165,000
<u>Project total</u>	<u>\$1,800,000</u>

\* includes net cost to County of HST

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

	Gross cost	Tax Levy	Municipal Recoveries Region of Waterloo	Federal Gas Tax Reserve
2015 Capital Budget	\$ 1,200,000		\$ 600,000	\$ 600,000
	\$ 1,200,000	\$ -	\$ 600,000	\$ 600,000
2016 Capital Budget Request	\$ 600,000	\$ 100,000	\$ 300,000	\$ 200,000
<u>Revised cost and sources of financing</u>	<u>\$ 1,800,000</u>	<u>\$ 100,000</u>	<u>\$ 900,000</u>	<u>\$ 800,000</u>



# COUNTY OF WELLINGTON

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## COMMITTEE REPORT

**To:** Chair and Members of the Roads Committee  
**From:** Gord Ough, County Engineer  
**Date:** Tuesday, November 10, 2015  
**Subject:** **Correspondence Regarding Brisbane Public School**

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### Background:

Attached for the Committee member's information is recent correspondence regarding the Brisbane Public School Safety Initiative.

It is noted that the author of most of the attached correspondence continues to press for action from the County of Wellington.

### 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

## Gord Ough

---

**From:** Matt Sammut <matt.sammut@sympatico.ca>  
**Sent:** October 29, 2015 9:17 AM  
**To:** Gord Ough; Paul Johnson  
**Cc:** 'garyw@wellington.ca'; 'georgeb@wellington.ca'; 'Rachel Ingram'; Reena Anand; Kathryn Cooper; Pierre Brianceau; 'allanalls@erin.ca'; matt@fortrusfinancial.com; Scott Wilson; Ken DeHart  
**Subject:** RE: Brisbane School Community Update \*\*\*\*\*ADDITIONAL INFORMATION - REPORT OPP

Good Morning,

As a follow up to the email below, I have been sent a report from the OPP which I would like to forward to you:

**From:** Lawson, Scott (OPP) [mailto:Scott.Lawson@opp.ca]  
**Sent:** October-26-15 8:57 PM  
**To:** Reena Anand  
**Cc:** Dawson, Victoria (OPP)  
**Subject:** Re: Brisbane P.S Safety Initiative

Good evening Reena,

Hope you are well.

Here is a summary submitted by Provincial Constable Ange Stiles after our Brisbane safety initiative.

### DATES

County of Wellington OPP officers were deployed Monday to Friday from September 8th to 25th. Police targeted the timeframes of 8:00am to 9:00am, and 3:00pm to 4:00pm.

### SUPPORT

Front line general patrol duty officers in fully marked OPP cruisers were utilized.

### REACH, RESULTS and FINDINGS

This initiative focused on education. All speeding and parking violators were warned.

Warnings to drivers exiting or parking the wrong way: 5

RADAR hours conducted: 10 hours  
Drivers warned: 16

### BREAKDOWN

West bound speeders warned: 10 (4 x transport truck drivers). Speed ranges: 72kms/hr – 86kms/hr in a posted 60kms/hr zone

East bound speed: 6 (1 x transport truck driver). Speed ranges: 77kms/hr – 96kms/hr in a posted 60kms/hr zone

### FINAL COMMENTS

Parents parking on the south side of the roadway – One violator warned. Overall excellent compliance.

**Heavy truck traffic** – There is heavy truck traffic east and west bound. However, they are not the source of the speeders. For many truck drivers, this is their regular route. They appear aware of the 60kms/hr zone and abide by it. Police often saw truck drivers waving to Police and dropping their speeds well in advance to set the pace.

Speeding seems to typically occur in the mornings 7:45am to 9:00am. West bound direction of traffic appears to be the main problem. Drivers were stopped and warned even with rear cruiser lights on and the portable Speed sign 100m from the typical Police location. With a signalized intersection east bound Of interest, Police frequently observed vehicles west bound at a high rate of speed entering into the 60kms/hr zone, then turn into the school. One can only draw the conclusion that these drivers are contributing to the problem.

Kind Regards

Scott Lawson  
Inspector  
Detachment Commander  
Ontario Provincial Police  
Wellington County  
519-831-6100

I would like to just add a couple of points of common sense to the report:

- Given an OPP officer was standing at the side of the road with a cruiser, clearly most of the drivers would slow down much more than they would without their presence
- Truckers are professional drivers...they know what to look for to avoid tickets so they would be first in line to abide by speeding limits when OPP presence is out
- A large digital speed unit that stated a cars speed was used which again, forces vehicles to slow down much more than they would otherwise
- Even given an OPP vehicle, officer on side of road, and speed unit, a number of vehicles were closed going from 72 to 96km per hour
- I can assure you, as I drive this route nearly daily, the speed of trucks and cars goes significantly higher when there is no presence of the OPP, with most trucks going well above 60km/hr
- If there is a speeding issue with an officer, his vehicle and a speed unit out, we can reasonably assume the problem is much worse when the three are not

Once again, I look forward to hearing back from you on this important issue to the Brisbane School Community and Town of Erin.

Best regards,  
Matt Sammut  
Councillor, Town of Erin  
416-606-9136

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**From:** Matt Sammut [mailto:matt.sammut@sympatico.ca]

**Sent:** October-27-15 3:47 PM

**To:** 'Gord Ough'; 'Paul Johnson'

**Cc:** 'garyw@wellington.ca'; 'georgeb@wellington.ca'; 'Rachel Ingram'; Reena Anand; Kathryn Cooper; Pierre Brianceau;



Good Afternoon,

The Brisbane Community continues to be an unsafe area for children and families. The decision to make the south side of Hwy 124 a no stopping/parking zone has not made the situation any better and it could be argued that the situation is worse. The community clearly recognizes that this issue is more a Board of Education challenge than a County one. But saying that, the County is in a position to help the situation and make it safer for the community and up to this point, has chosen not to so. As a Councillor for the Town of Erin, and a very engaged parent at the school, I can tell you the disappoint I have with the decisions made. More importantly, we have many parents who are infuriated at the situation and I have asked them to 'wait and see' before they continue to mobilize action groups.

Here we are, over a year since the problem has been brought to the attention of both the Board and County. The issue on the surface seems fairly inexpensive and logical – make this a school zone with a 40km flashing light during school transition periods with the flexibility to also have it at 40km during school parent events. Here are critical issues that cannot be ignored:

- Winter season is coming and parents will be forced to walk along Hwy 124 on the side of the road of trucks and cars – barely any room between cars and ditch and with snow, the ditch will be unseen and unsafe to walk
- Truck traffic continues to be a major issue with the average speed being recorded at 66km. We have to recognize that was with the digital speed sign which clearly slows traffic down and is temporary. I would say the average is probably closer to 75km/hr with many vehicles going beyond 80km/hr
- Buses exit at the east end of the parking lot and when they are doing so, prevents cars from entering and forces traffic to stop on Hwy 124 – with speed of vehicles currently, leads to increased risk of accidents
- Making a left turn from the west entrance by cars is extremely dangerous...I have had to do so many times and you have to put the nose of your car out to see around cars – guaranteed accident waiting to happen
- A number of major events will be happening at the school such as Remembrance Day, Christmas events etc...during this period, cars will all have to park on the north side of the road and will probably have to walk along Hwy 124 for  $\frac{1}{4}$  to  $\frac{1}{2}$  km. This clearly is exceptionally dangerous. Of course a speed change does not eliminate this issue but it significantly lowers the chances of a tragic accident occurring
- Parents will be forced to walk up a crazy driveway where buses and cars enter and buses also exit. During non-winter times, parents and kids can climb through the ditch up the hill on the grass. This is not possible in the winter due to snow and ice. Again, an extremely dangerous situation.
- Individuals who walk along the snowy ditch are at risk of injury as they can easily slip on what they think is solid ground but in essence is the beginning of the ditch.
- Icy roads make the situation that much more dangerous. Lets think about a truck or car going 65-75km/hr and having to slam the brakes on to avoid a car or child. The vehicle could easily lose control with risks I do not even want to type here.
- I know that the argument is that this is a busing school but parents have every right to drive their children if they wish. With full day junior and senior kindergarten, the number of younger children has significantly gone up and parents decide that their safety is utmost priority – the reason for busing
- There is a risk of children going onto the wrong bus as they are transferred at other Erin schools. Also, having 4 to 7 year old children in the same bus as high school kids is a poor situation. It is known that language and actions of older kids is unacceptable and parents do not want their children exposed to this.
- Rockwood seems to have a 40km school zone for their new school with flashing lights. Numerous schools in Guelph do. The situation at Brisbane appears much more dangerous for children and parents – why are they not in this same position. We also showed you all the schools in Caledon who also offer such safety precautions of school zones.
- Other areas are looking at lowering school zones to 30km/hr. We cannot even get our school to a 40km/hr during transition periods.

I could go on and on. The frustration of many parents is that the issue has not even been addressed via a letter which would highlight why the safety of the community is not top priority. As you can clearly see, I am a frustrated parent, Brisbane School community member and Councillor of Erin.

We look to local government to provide a number of services but probably the most important thing they can provide is a safe environment. Clearly, the Brisbane Community does not believe this is the case for the school.

I thank you for your time in the past at reviewing the situation but a better solution has to be found. Waiting for the Board of Education to do their part is not an excuse for the County to not act in a responsible manner. The Board of Education is most important in this issue but their solutions will take longer to implement. The County can put their action plan in immediately.

I look forward to hearing from you on this issue as I will be reporting to the School and parent Council.

Best regards,

Matt Sammut  
Erin Councillor  
519-833-4664

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**From:** Matt Sammut [mailto:matt.sammut@sympatico.ca]

**Sent:** September-04-15 11:31 AM

**To:** 'Rachelingram5'

**Subject:** FW: Brisbane Public School Road Issue

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**From:** Matt Sammut [mailto:matt.sammut@sympatico.ca]

**Sent:** June-29-15 4:29 PM

**To:** 'Gord Ough'; 'Paul Johnson'

**Cc:** 'garyw@wellington.ca'; 'georgeb@wellington.ca'; 'alalls@erin.ca'; 'Pierre Brianceau'; 'Rachel Ingram'; Reena Anand; 'Kathryn Cooper'

**Subject:** Brisbane Public School Road Issue

Good Afternoon,

I believe it is important for me to provide a few thoughts on the initial recommendations made in the attached report, as I was one of the individuals who has lobbied for the school since this issue began:

- It appears that only one option has been approved and that is making the south side of Hwy124 a 'no stopping zone'. This will not make the situation any safer for the Brisbane School parent community and their children. There are many events that the school puts on after school hours throughout the year. During these times there are over 40-50 cars that have to park on Hwy 124. Having parents, many times with little children or infants, walk a quarter mile along the north side of Hwy 124 with traffic flying by them at an average of over 70-80km/hr does not make the situation safer. Many could argue, it makes it more dangerous and an extreme risk to these families.
- It is understood why you want to make the south side of Hwy 124 a 'no stopping zone' as crossing a busy highway is not safe. But your solution does not resolve the problem at all.
- We agree that the Upper Grand Board of Education should look at participating in a solution but that does not mean that the County of Wellington should not do all they can to prevent a tragic accident prior to the Board's decision. Hopefully, they will address this situation as is addressed in 'the other possible options' you highlight in the attached report.



- A flashing light with a 40km zone for 3 hours of the day (1.5 in the morning and same at end of the school day) is not an expensive request, should not dramatically impact trucks and commuters; and the parent community strongly believes it would provide a safer situation until other options are resolved. Brisbane School clearly qualifies as a 'school zone' as per the department of transportation analysis report we provided to you in your delegation. The safety of young children and families has to take priority over anything else.
- If you do the 'no stopping zone', we respectfully request that you put up the flashing yellow signs and change the speed limit to 40km during the specified times above.
- If both are done at the same time, your belief that police enforcement is critical leads to an obvious conclusion that the police could not only look for parking violators but speeding infractions at the same time.
- We believe that recently, a couple of schools in Wellington County have been designated as school zones. Why Brisbane is not on the list must be addressed.

We truly hope that the wishes of the entire Brisbane community (over 300 signed a petition that you have) and that safety of its population becomes the top priority. That has to be at the forefront prior to waiting to see what the Board does, or your recommendation will potentially make the situation worse.

I thank you for addressing this situation and hopefully a solution will be found to make the 400 students at Brisbane School and their families safer.

Best regards,

Matt Sammut  
Councillor, Town of Erin





# COUNTY OF WELLINGTON

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## COMMITTEE REPORT

**To:** Chair and Members of the Roads Committee  
**From:** Gordon J. Ough, P.Eng., County Engineer  
**Date:** Tuesday, November 10, 2015  
**Subject:** **Speed Limit Adjustment Request**

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### Background:

In response to the attached, October 28, 2015 letter from F. Nelson and A. Thompson, a review of the current speed limit on WR 18 east of Fergus was carried out using the Canadian Guidelines for Establishing Posted Speed Limits as published by the Transportation Association of Canada (TAC).

Based on the results of the review, the 80km/hr speed limit on WR 18 between WR 29 and the Third Line, the Belwood Lake Conservation area entrance, should be lowered to 70km/hr.

### Recommendation:

That a by-law be presented to County Council to Authorize the lowering of the posted speed limit on WR 18 from, WR 29 to the Third Line, to 70km/hr.

Respectfully submitted,

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

Gordon J. Ough, P. Eng.  
County Engineer

OCT 28 2015

ENGINEERING SERVICES  
DEPARTMENT

28 October 2015

F. Nelson, A. Thompson

8194 Wellington Rd 18

RR4 FERGUSON

N1M2W5

Traffic Association of Canada  
Mr. Gordon Outh, Wellington Cnty Engr.,  
74 Woolwich St.,  
Guelph ON N1H 3T9

Re: Speed Reduction

Mr. Outh, MPP Mr. Ted Arnott's office  
directed us to you with our request  
for a reduction of our local speed limit.

- Location: Wellington Cnty Rd 18  
from Fergus to Belwood  
Lake Conservation entrance.

- Speed requested: 60 kph

- Supporting documentation:

- Signatures & Locations on  
Cnty Rd 18

- OPP 2014 motor vehicle

collisions Wellington Cnty

Shand speed limit

We, the undersigned request; the Shand area  
speed limit be reduced to 60 km. p.h.

Signage be posted / installed to identify

"SHAND COMMUNITY"

8196 A.R. Thompson  
8194 F.T. Nelson  
8187 C. Davies  
8193 B. Pratt  
8377 A. Anderson  
8215 R. Macdonald  
8217 T. Jones  
8223 J. Hunter  
8219 G. VanEerde  
8227 KURT GARIBOTA  
8244 R. Wathen  
8246 Susan Wagner  
8250 LARRY PENNER  
8250 SUSAN PENNER  
8238 Lorraine Rennie  
8238 ALLAN RENNICK  
8224 Andrew Hall  
8224 Christine Smith  
8218/8220 Lynn Fuhleight  
8214 Heather Clayton  
8210 JAMES HETZEL  
8210 PEGAS GARRISON  
8216 James Dyer  
6385 Sheila Dyer  
8191 Bob Whitte  
8614 Greta Green  
8614 Bill Randall  
8247 Tony Leis  
8229 Joyce Devine  
8229 Jessie Devine

Thompson  
Nelson  
C. Davies  
B. Pratt  
A. Anderson  
R. Macdonald  
T. Jones  
J. Hunter  
G. VanEerde  
Kurt Garibota  
R. Wathen  
Susan Wagner  
Larry Penner  
Susan Penner  
Lorraine Rennie  
Allan Rennie  
Andrew Hall  
Christine Smith  
Lynn Fuhleight  
Heather Clayton  
James Hetzel  
Pegas Garrison  
James Dyer  
Sheila Dyer  
Bob Whitte  
Greta Green  
Bill Randall  
Tony Leis  
Joyce Devine  
Jessie Devine

# Shand speed limit

We, the undersigned request; the Shand area speed limit be reduced to 60 km. p.h.

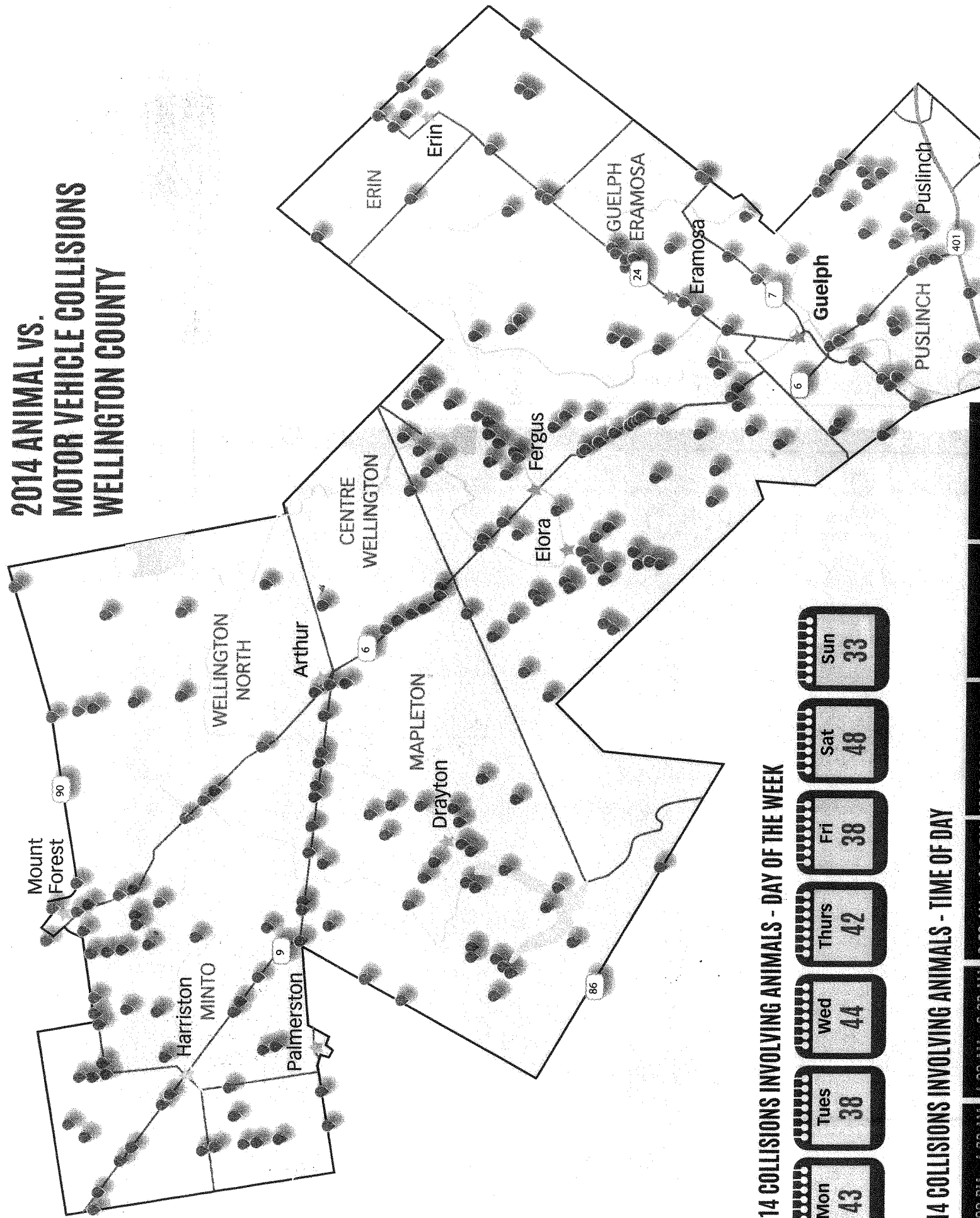
Signage be posted / installed to identify

"SHAND COMMUNITY"

8222	C TAYLOR	<i>C Taylor</i>	Shand Comm Only
8220	Jill Davey	<i>J Davey</i>	pets killed, dangerous for
8220	Bellie Fishleigh	<i>Bellie Fishleigh</i>	Children.
8210	David Hetzel	<i>David Hetzel</i>	
8208	Ryan Lamont	<i>Ryan Lamont</i>	Speed Limit Too High
8142	Sinda Isley	<i>Sinda Isley</i>	with Corner And Hill M
8142	George Isley	<i>George Isley</i>	
8096	SIM WSHAN	<i>SIM WSHAN</i>	CRITICAL THAT THIS
8096	BEU CUSHING	<i>BEU CUSHING</i>	BE ADDRESSED.
8072	JAS DODSWORTH	<i>JAS DODSWORTH</i>	must BE DONE !!
8072	Kate Dodsworth	<i>Kate Dodsworth</i>	I have been <del>hit</del> wounded -
			a car trying to turn into
			the driveway



# 2014 ANIMAL VS. MOTOR VEHICLE COLLISIONS WELLINGTON COUNTY



## 2014 COLLISIONS INVOLVING ANIMALS - DAY OF THE WEEK

Mon	Tues	Wed	Thurs	Fri	Sat	Sun
43	38	44	42	38	48	33

## 2014 COLLISIONS INVOLVING ANIMALS - TIME OF DAY



# COUNTY OF WELLINGTON

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## COMMITTEE REPORT

**To:** Chair and Members of the Roads Committee  
**From:** Gord Ough, County Engineer  
**Date:** Tuesday, November 10, 2015  
**Subject:** Accessibility Issue

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### Background:

The attached correspondence from a resident of Palmerston, Jessica Cashmore, highlights an accessibility issue related to the intersection of Toronto St. (Wellington Road 5) and Prospect Street in Palmerston.

Jessica is blind, she does have the aid of a guide dog, and she finds the intersection of Toronto St. and Prospect Street dangerous to use due to the traffic speed on both Toronto St. and Prospect St.

Jessica is asking for an All Way Stop condition to be installed.

A traffic count has been carried out and the "technical warrants" are not satisfied.

Staff has identified a pedestrian crossing sign option that is preferred to the installation of an all way stop at this location.

The pedestrian crossing sign and the solar powered flashing lights would be installed on Toronto St. (WR5) to alert vehicular traffic, in both directions, that a pedestrian is crossing or is about to cross the street.

As per the Accessibility for Ontarians with Disabilities Act, 2005 (AODA) the act requires "that municipalities make their best efforts to accommodate request(s) from persons with disabilities."

### Recommendation:

That the Roads Committee approves the installation of remote activated solar powered crosswalk beacons on Toronto St (WR5) in Palmerston in response to a request from a blind individual for assistance at this location.

Respectfully submitted,

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

Gord Ough,  
County Engineer

To: Palmerston Town Council  
From: Jessica Cashmore  
RE: Accessibility issue with lack of traffic control  
Date: September 10, 2015

To whom this may concern:

I, Jessica Cashmore have become a resident of the beautiful town of Palmerston as of August 1, 2015. I would like to take this opportunity to share with you a concern that I have with one of the intersections in town.

The intersection of Prospect Street and Toronto Street has no traffic control while crossing Toronto Street. This makes it extremely difficult for me to walk in the area. Traffic tends to drive too fast along both streets, and I am afraid that since it is uncontrolled, I (or any other pedestrian) may get hit. I am proposing that an all way stop be put in place or crosswalk lines so that traffic can be more aware of pedestrians. This change will also benefit school children as the school is nearby.

Another reason that I bring this to your attention is because I am blind and would like to be able to travel as independently as possible with my guide dog. I am being supported by the Canadian National Institute for the Blind in Kitchener, so if you wish to gain further insight, please feel free to contact Deb Lashbrook, Orientation and Mobility Instructor at 1-519-742-3536. I am also willing to speak with you should you have further questions. I can be reached at 1-226-821-3743.

Sincerely,

Jessica Cashmore



## Rectangular-Rapid Flashing Beacon: 9200 Series

AB-9205, AB-9207








\* stand not included









Conforms to 4(09)-41(I)—Additional Flash Pattern for RRFBs

### Applications

This pedestrian-activated or remote-activated crosswalk beacon is the perfect solution for temporary or permanent locations:

- |   |                    |  |
|---|--------------------|--|
|  | Crosswalks         | Great for any mid-block or uncontrolled crosswalk.                                     |
|  | Fire Stations      | Give your emergency vehicles a chance to enter the roadway by alerting drivers.        |
|  | Parking Lots       | From shopping malls to private industrial sites, they're all a hazard for pedestrians. |
|  | Construction Sites | Aid pedestrians in crossing away from construction sites and closed sidewalks.         |
|  | College Campuses   | Busy and packed with pedestrians.  |

### Benefits

- |   |                  |   |
|---|------------------|---|
|  | High Quality     | Proudly designed and manufactured in North America.   |
|  | Clean Technology | Solar-powered and wireless to save on power bills and end roadway trenching.                  |
|  | Reliable         | Energy management system to ensure operation under all environmental conditions.              |
|  | Simple           | Installs in minutes to minimize traffic disruption and allow for relocation and re-purposing. |
|  | Flexible         | Adjustable activation duration to meet the needs of various traffic conditions.               |
|  | Elegant          | Self-contained, cabinet-free, discrete design to enhance streetscapes and inhibit vandalism.  |