



The Corporation of the County of Wellington

Roads Committee

Agenda

April 8, 2014

1:00 pm

County Administration Centre

Keith Room

Members: Warden White; Councillors Ross-Zuj (Chair), Chapman, L. White, Williamson

Pages

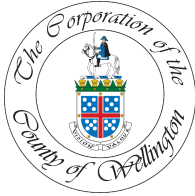
1. Call to Order
2. Declaration of Pecuniary Interest
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9. Reconstruction of Frederick Street and Eliza Street (Arthur) 17 - 18
10. Winston Churchill Boulevard 19 - 19
11. KUDOS - From a Satisfied Resident 20 - 20
12. Parking on Harris Street, Rockwood- Verbal
13. Motorized Wheelchair Bicycle - Verbal
14. Closed Session
15. Rise and Report
16. Adjournment

Next meeting date May 13, 2014 or at the call of the Chair.



County of Wellington
Roads and Engineering
Statement of Operations as of
31 Mar 2014

	Annual Budget	March Actual \$	YTD Actual \$	YTD Actual %	Remaining Budget
Revenue					
Municipal Recoveries	\$650,000	\$128,167	\$353,792	54%	\$296,208
User Fees & Charges	\$210,000	\$7,700	\$18,790	9%	\$191,210
Sales Revenue	\$350,000	\$3,973	\$3,973	1%	\$346,027
Internal Recoveries	\$1,600,000	\$323,044	\$981,272	61%	\$618,728
Total Revenue	\$2,810,000	\$462,884	\$1,357,827	48%	\$1,452,173
Expenditures					
Salaries, Wages and Benefits	\$4,645,800	\$516,527	\$1,608,583	35%	\$3,037,217
Supplies, Material & Equipment	\$3,614,500	\$500,077	\$2,562,447	71%	\$1,052,053
Purchased Services	\$1,212,600	\$186,593	\$307,549	25%	\$905,051
Insurance & Financial	\$279,100	\$0	\$284,325	102%	\$(5,225)
Minor Capital Expenses	\$625,700	\$1,010	\$23,508	4%	\$602,192
Debt Charges	\$225,900	\$111,465	\$95,054	42%	\$130,846
Internal Charges	\$1,510,300	\$323,080	\$981,332	65%	\$528,968
Total Expenditures	\$12,113,900	\$1,638,752	\$5,862,799	48%	\$6,251,101
NET OPERATING COST / (REVENUE)	\$9,303,900	\$1,175,868	\$4,504,972	48%	\$4,798,928
Transfers					
Transfers from Reserves	\$(225,900)	\$0	\$0	0%	\$(225,900)
Transfer to Capital	\$8,297,800	\$0	\$8,297,800	100%	\$0
Transfer to Reserves	\$1,714,200	\$0	\$1,234,200	72%	\$480,000
Total Transfers	\$9,786,100	\$0	\$9,532,000	97%	\$254,100
NET COST (REVENUE)	\$19,090,000	\$1,175,868	\$14,036,972	74%	\$5,053,028



County of Wellington

Roads and Engineering

Capital Work-in-Progress Expenditures by Department

All Open Projects For The Period Ending March 31, 2014

	Approved Budget	March Actual	LIFE-TO-DATE ACTUALS				Remaining Budget
			Current Year	Previous Years	Total	% of Budget	
Roads General							
Various Shop Repairs 2014	\$100,000	\$250	\$22,721	\$2,756	\$25,478	25%	\$74,522
Roads Equipment 2014	\$1,545,000	\$474,202	\$474,202	\$0	\$474,202	31%	\$1,070,798
Rebuild/Renovate Erin Shop	\$125,000	\$2,235	\$2,235	\$18,432	\$20,667	17%	\$104,333
Central Garage Phase 2	\$5,037,000	\$3,378	\$5,821	\$4,899,030	\$4,904,851	97%	\$132,149
Subtotal Roads General	\$6,807,000	\$480,065	\$504,979	\$4,920,218	\$5,425,197	80 %	\$1,381,803
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	\$1,200,000	\$0	\$0	\$34,130	\$34,130	3%	\$1,165,870
WR 124, Passing Lane N of 125	\$200,000	\$1,678	\$1,678	\$26,430	\$28,108	14%	\$171,892
WR7 Psnng Lanes Elora/Ponsonby	\$2,950,000	\$3,679	\$3,679	\$2,133	\$5,812	0%	\$2,944,188
WR109 AT WR7 Int Improvmnts	\$100,000	\$0	\$0	\$0	\$0	0%	\$100,000
WR109 WR7 Traffic Imp Study	\$50,000	\$0	\$0	\$0	\$0	0%	\$50,000
WR123, WR109 Traffic Imp Study	\$50,000	\$0	\$0	\$0	\$0	0%	\$50,000
WR7 PL Design Salem to Tev	\$150,000	\$0	\$0	\$0	\$0	0%	\$150,000
WR12 @ WR8 Intersection Improv	\$25,000	\$0	\$0	\$0	\$0	0%	\$25,000
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	\$25,000	\$0	\$0	\$0	\$0	0%	\$25,000
WR109 @ WR5 Intersection	\$25,000	\$0	\$0	\$0	\$0	0%	\$25,000
WR124 @ Whitelaw Intersection	\$50,000	\$0	\$0	\$0	\$0	0%	\$50,000
WR124 @ Guelph Rd 1 Inter	\$50,000	\$0	\$0	\$0	\$0	0%	\$50,000
WR 46 Maltby to WR 34 2 km	\$1,100,000	\$0	\$1,203	\$184,213	\$185,417	17%	\$914,583
WR 124 at Jones Baseline, Left	\$675,000	\$2,248	\$2,543	\$49,090	\$51,633	8%	\$623,367
Subtotal Growth Related Construction	\$6,920,000	\$7,605	\$9,104	\$334,933	\$344,037	5 %	\$6,575,963
Roads Construction							



County of Wellington

Roads and Engineering

Capital Work-in-Progress Expenditures by Department

All Open Projects For The Period Ending March 31, 2014

	Approved Budget	March Actual	LIFE-TO-DATE ACTUALS				Remaining Budget
			Current Year	Previous Years	Total	% of Budget	
WR 50, 3rd Line to WR 24	\$2,425,000	\$833	\$15,862	\$313,634	\$329,496	14%	\$2,095,504
WR14, Eliza & Frederick Arthur	\$2,670,000	\$0	\$0	\$17,145	\$17,145	1%	\$2,652,855
WR 29, Wellington/Halton Bound	\$1,200,000	\$5,348	\$5,783	\$37,915	\$43,699	4%	\$1,156,301
WR 10, McGivern St Moorefield	\$100,000	\$0	\$0	\$17,843	\$17,843	18%	\$82,157
WR109, HWY89 S to end of curb	\$50,000	\$0	\$0	\$0	\$0	0%	\$50,000
WR51, WR7 @ Hwy 6 2.3km	\$100,000	\$0	\$0	\$0	\$0	0%	\$100,000
WR124, Concept Plan	\$35,000	\$0	\$0	\$0	\$0	0%	\$35,000
WR25 - WR52 to WR42 7.0km	\$850,000	\$0	\$0	\$196,532	\$196,532	23%	\$653,468
Subtotal Roads Construction	\$7,430,000	\$6,181	\$21,646	\$583,069	\$604,714	8 %	\$6,825,286
Bridges							
WR 87 Maitland Bridge # 87137	\$45,000	\$0	\$6,872	\$0	\$6,872	15%	\$38,128
WR 87 Bridge # 87138	\$80,000	\$0	\$11,306	\$0	\$11,306	14%	\$68,694
WR 124 Bridge # 124135	\$150,000	\$0	\$1,462	\$4,309	\$5,771	4%	\$144,229
WR 36 Bridge 36122	\$100,000	\$0	\$1,117	\$1,531	\$2,648	3%	\$97,352
WR109 Bridge 109132	\$225,000	\$0	\$0	\$0	\$0	0%	\$225,000
WR35 Paddock Bridge #35087	\$200,000	\$0	\$4,508	\$2,613	\$7,121	4%	\$192,879
Various Bridge and Culvert Rep	\$400,000	\$0	\$0	\$121,010	\$121,010	30%	\$278,990
WR6, B006010, design repair	\$150,000	\$0	\$0	\$0	\$0	0%	\$150,000
WR7, Bosworth Bridge 07028	\$150,000	\$0	\$0	\$0	\$0	0%	\$150,000
WR8, Main St Bridge 008069	\$50,000	\$0	\$0	\$0	\$0	0%	\$50,000
WR10, Moorefield Brdg 010023	\$50,000	\$0	\$0	\$0	\$0	0%	\$50,000
WR10, Wyandot Brdg 010024	\$75,000	\$0	\$0	\$0	\$0	0%	\$75,000
WR16, Penford Bridge 16038	\$100,000	\$0	\$0	\$0	\$0	0%	\$100,000
WR30, Bridge 030124	\$200,000	\$0	\$0	\$0	\$0	0%	\$200,000
WR124, Bridge 124135	\$50,000	\$0	\$0	\$0	\$0	0%	\$50,000
WR27, Bridge 27106 1km S of WR	\$65,000	\$0	\$0	\$24,938	\$24,938	38%	\$40,062



County of Wellington

Roads and Engineering

Capital Work-in-Progress Expenditures by Department

All Open Projects For The Period Ending March 31, 2014

	Approved Budget	March Actual	LIFE-TO-DATE ACTUALS				Remaining Budget
			Current Year	Previous Years	Total	% of Budget	
Subtotal Bridges	\$2,090,000	\$0	\$25,264	\$154,401	\$179,665	9 %	\$1,910,335
Culverts							
WR 6 Culvert # 06082, 0.6 km N	\$280,000	\$0	\$1,875	\$56,689	\$58,563	21%	\$221,437
WR12, Cul #120070 & 120240	\$590,400	\$0	\$1,981	\$72,768	\$74,749	13%	\$515,651
WR 86, Culvert # 86170 & 86180	\$590,000	\$0	\$10,721	\$11,157	\$21,878	4%	\$568,122
WR 109, Culvert 109123, RehaB	\$50,000	\$0	\$0	\$287	\$287	1%	\$49,713
WR11, Culvert 11005, D & Liner	\$450,000	\$0	\$6,005	\$6,633	\$12,637	3%	\$437,363
WR18, Culvert 18021, D & Liner	\$350,000	\$0	\$7,471	\$7,258	\$14,728	4%	\$335,272
WR6 Culvert #06081 replace	\$75,000	\$0	\$0	\$0	\$0	0%	\$75,000
WR11 Culvert, 1.7km S of 6th L	\$50,000	\$0	\$333	\$2,880	\$3,213	6%	\$46,787
WR22, Culvert east of WR23	\$575,000	\$0	\$2,437	\$10,856	\$13,294	2%	\$561,706
WR5, Culvert .9km s 7th line	\$50,000	\$0	\$0	\$0	\$0	0%	\$50,000
WR11, Culvert 111020	\$100,000	\$0	\$0	\$0	\$0	0%	\$100,000
WR12, Culvert 12086	\$25,000	\$0	\$0	\$0	\$0	0%	\$25,000
WR12, Culvert 12087	\$50,000	\$0	\$0	\$0	\$0	0%	\$50,000
Subtotal Culverts	\$3,235,400	\$0	\$30,822	\$168,528	\$199,350	6 %	\$3,036,050
County Bridges on Local Roads							
E-W Luther TL Bridge 000101	\$600,000	\$0	\$2,645	\$38,007	\$40,652	7%	\$559,348
Bridge # 00075, Erin/Eramosa	\$1,928,400	\$11,592	\$26,067	\$1,802,964	\$1,829,031	95%	\$99,369
Subtotal County Bridges on Local Roads	\$2,528,400	\$11,592	\$28,712	\$1,840,971	\$1,869,683	74 %	\$658,717
Roads Resurfacing							
WR6, Hwy6 w for 200m	\$125,000	\$0	\$0	\$0	\$0	0%	\$125,000
WR10, WR86 to Conc 4 5.4km	\$1,200,000	\$0	\$0	\$0	\$0	0%	\$1,200,000
WR16, WR15 to Hwy89 5.4km	\$550,000	\$0	\$0	\$0	\$0	0%	\$550,000
WR39, WR30 to WR31, 3.1km	\$325,000	\$0	\$0	\$0	\$0	0%	\$325,000
WR124, COG to Era pvmt preserv	\$475,000	\$0	\$0	\$0	\$0	0%	\$475,000



County of Wellington

Roads and Engineering

Capital Work-in-Progress Expenditures by Department

All Open Projects For The Period Ending March 31, 2014

	Approved Budget	March Actual	LIFE-TO-DATE ACTUALS			% of Budget	Remaining Budget
			Current Year	Previous Years	Total		
Subtotal Roads Resurfacing	\$2,675,000	\$0	\$0	\$0	\$0	0 %	\$2,675,000
Total Capital	\$31,685,800	\$505,443	\$620,526	\$8,002,120	\$8,622,646	27%	23,063,154



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Mark Bolzon, Manager Purchasing and Risk Management Services
Date: Tuesday, April 8, 2014
Subject: Roads Committee – Tender Award Asphalt and Shoulder Gravel

Background:

Staff recently issued County of Wellington Project No. CW2014-018 a tender for Hot Mix Asphalt and Shoulder Gravel (Supply and Place). The contract is for the supplying and placing approximately 21,300 tonnes of HL-4, HL-4 Modified and HL-3 asphalt approximately 2,900 tonnes of shoulder gravel on County Roads throughout the County of Wellington.

On Tuesday, April 1, 2014 six (6) tender submissions were received. Attached is a spreadsheet summarizing the various sections of the tender submissions. The pricing shown is exclusive of HST @ 13%.

Based on the submissions received staff are recommending the award of the contract based on the lowest overall qualified bid, by section, as per the summary table below -

PART	ROAD	RECOMMENDED COMPANY/FIRM	TOTAL AMOUNT (excluding HST @ 13%)
A	Wellington Road #6 (Sligo Road)	The Murray Group, Moorefield	\$76,435.15
B	Wellington Road #10	The Murray Group, Moorefield	\$925,692.00
C	Wellington Road #16	The Murray Group, Moorefield	\$542,750.88
D	Wellington Road #39	Cox Construction Limited, Guelph	\$341,966.65
E	Mill and Pave parts of WR's 7, 24, 26, 27, 32, 52, 124 and 125	E & E Seegmiller Limited, Kitchener	\$159,762.63
F	Mill and Pave part of WR's 7, 10, 11, 16, 18, 26, 87 and 109	Steed and Evans Limited, St. Jacobs	\$114,453.00
		TOTAL AMOUNT	\$2,161,060.31

The submissions were all in order. Staff are recommending awarding the supply and application of asphalt and gravel on County roads to the lowest bidders meeting the specifications as indicated in the table above. Complete tender results are attached with prices shown exclusive of HST @ 13%.

Refer to "Schedule A – 2014 Paving and Recycling Tender Results" for a summary of capital project budgets, tender awards and budget adjustments for the tender reports to award Asphalt and Gravel; and Asphalt Recycling, Supply and Applied on Various County Roads.

The County has also issued a tender (Project No. CW2014-019) for 42,800 m² of asphalt recycling for a portion of Wellington Road 10. The costs exceeded the budget for this project and staff are recommending that the tender be cancelled and the work be completed as part of this tender. The work has been calculated into the costs of Part B and the numbers in the summary reflect the additional work.

Recommendation:

That County of Wellington Project No. CW2014-018 a contract for the supplying and placing approximately 21,300 tonnes of HL-4, HL-4 Modified and HL-3 asphalt approximately 2,900 tonnes of shoulder gravel on County Roads throughout the County of Wellington be awarded to the companies/firms indicated in the table above, in the total amount of \$2,161,060.31 exclusive of HST @ 13%

That the Warden and Clerk be authorized to sign the contract documents with the lowest bidders for the completion of the proposed works

That the capital budgets for 2014 roads projects be amended as required as a result of the tender awards in accordance with the attached schedule

That the County Treasurer be authorized to transfer funds to and from the Roads Capital Reserve resulting from budget amendments to 2014 roads projects.

Respectfully submitted,

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

Mark Bolzon
Manager, Purchasing and Risk Management Services

County of Wellington
Project No. CW2014-018
Hot Mix Asphalt and Shoulder Gravel

COMPANY	PART A	PART B	PART C	PART D	PART E	PART F
The Murray Group, Moorefield	76,735.15	925,692.00	542,750.88	418,968.75	189,992.53	132,114.89
Cox Construction Ltd., Guelph	87,230.50	956,480.00	554,785.23	341,966.65	189,352.45	163,445.14
Coco Paving Inc, Petersburg	81,144.20	967,014.30	567,200.00	365,125.00	160,250.70	142,173.92
Capital Paving Inc, Guelph	108,693.31	1,013,920.37	603,674.86	349,027.63	179,694.87	203,614.53
E & E Seegmiller Ltd, Kitchener	90,932.72	1,296,536.43	721,417.23	420,167.61	159,762.63	137,538.59
Steed and Evan Ltd. St. Jacobs	No bid	984,936.50	No bid	369,696.50	No bid	114,453.00

Schedule A - 2014 Paving and Recycling Tender Results

April 8, 2014

			ROUNDED TO THE NEAREST \$100			
Road Length & Code No.	Item	Budget Inc Lab & Equip	Low Tender	County Labour, Equip, Rd Works and Contingency	Total	Budget Difference
Asphalt Resurfacing						
WR 6 WR6, Hwy6 w for 200m 21140261	Paving Contract	78,000	77,800			
	County Labour and Equipment	10,000		10,000		
	Construction Materials (COW)	10,000		10,000		
	Contingency	12,000		12,200		
	Engineering	15,000		15,000		
	Total	125,000	77,800	47,200	125,000	0
WR 10 WR 10, WR 86 to Conc 4, 5.4 km 21140271	Paving Contract	942,000	942,000			
	Pulverizing	46,000		46,000		
	County Labour and Equipment	87,000		87,000		
	Construction Materials (COW)	50,000		50,000		
	Contingency	55,000		55,000		
	Engineering	20,000		20,000		
	Total	1,200,000	942,000	258,000	1,200,000	0
WR 16 WR16, WR15 to Hwy89 5.4km 21140291	Paving Contract	455,000	552,300			
	County Labour and Equipment	20,000		20,000		
	Construction Materials (COW)	20,000		20,000		
	Contingency	40,000		40,000		
	Engineering	15,000		15,000		
	Total	550,000	552,300	95,000	647,300	(97,300)
WR 39 WR39, WR30 to WR31, 3.1km 21140291	Paving Contract	255,000	348,000			
	County Labour and Equipment	20,000		20,000		
	Construction Materials (COW)	15,000		15,000		
	Contingency	20,000		20,000		
	Engineering	15,000		15,000		
	Total	325,000	348,000	70,000	418,000	(93,000)
Hot Mix Patches 1110141	Contracted Construction*	145,000	162,600			
	County Labour and Equipment	5,000		5,000		
	Total	150,000	162,600	5,000	167,600	(17,600)
Hot Mix Patches 1110141	Contracted Construction*	95,000	116,500			
	County Labour and Equipment	5,000		5,000		
	Total	100,000	116,500	5,000	121,500	(21,500)
GRAND TOTAL		2,450,000	2,199,200	480,200	2,679,400	-229,400

* includes net cost to County of HST



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Mark Bolzon, Manager Purchasing and Risk Management Services
Date: Tuesday, April 8, 2014
Subject: **Prequalification of Bridge and Culvert Contractors 2014-2015**

Background:

Staff recently issued a proposal call for the prequalification process to select qualified bridge construction contractors for the County's 2014 and 2015 bridge and culvert rehabilitation and replacement projects.

The intent of the Prequalification Call is to establish a list of prequalified Contractors to complete works (rehabilitation and/or replacement) on bridges and culverts owned or under maintenance control of The County of Wellington. A tiered list of Contractors will be generated from the prequalification process.

The highest level (Level I) will be Contractors qualified to complete bridge works valued in excess of \$1.5 million. The second level (Level II) will be bridge works valued at less than \$1.5 million and the third (Level III) will be Contractors qualified to install culverts and/or conduct minor repairs to culverts.

Level I Contractors will be able to bid on all projects, Level II Contractors will be able to bid on Level II bridge work and culverts and Level III Contractors will only be allowed to bid on culvert work only.

The County also reserves the right to complete a project specific prequalification process, and to remove firms from the list at the discretion of the County Engineer.

This approach allows the County of Wellington to select the best qualified contractors to bid on our projects. There will be no opportunity to add new firms during this period.

The following projects are anticipated for the next two years–

PROJECT	ANTICIPATED YEAR OF CONSTRUCTION	ESTIMATED VALUE OF CONSTRUCTION
BRIDGES		
WR 6, Spring Creek Bridge, repair	2014	\$150,000
WR 10, Moorefield Bridge, rehabilitation	2015	\$150,000
WR 10, Wyandot Bridge, rehabilitation	2015	\$225,000
WR 27, Bridge 027106, replacement	2015	\$550,000
WR 30, Bridge 030124, rehabilitation	2014	\$200,000
WR 36, Bridge 036122, replacement	2015	\$525,000
WR 36, Bridge 036086, rehabilitation	2015	\$200,000
WR 87, Bridge 087137, rehabilitation	2015	\$425,000
WR 87, Bridge 087138, rehabilitation	2015	\$1,000,000
CULVERTS		
WR 5, Culvert 0.9 km south of 7 th Line, widen	2015	\$100,000
WR 6, Culvert 06081, replacement	2015	\$400,000
WR 11, Culvert 11005, liner	2014	\$400,000
WR 11, Culvert 111020, rehabilitation	2014	\$100,000
WR 18, Culvert 18021, liner	2014	\$300,000
WR 22, Culvert east of WR 23, replacement	2014	\$500,000
WR 86, Culverts 86170 and 86180, liners	2014	\$500,000

The County of Wellington reserves the right to add or delete projects from this list at its discretion.

On Thursday February 27, 2014, thirty seven (37) submissions were received for County of Wellington Project No. CW2014-013 – Prequalification of Bridge and Culvert Contractors for Replacement and Repairs of County Bridges and Culverts – 2014 to 2015.

Staff reviewed the submissions and based on the criteria set out in the prequalification documents and the County's past experience with some of the companies, the following firms are being recommended to be qualified to bid on County bridge and culvert projects.

Recommendation:

That the following firms/contractors be approved to bid on County of Wellington Bridge and Culvert Replacement and Repair Contracts – 2014 to 2015 as per the criteria set out in County of Wellington Project No. CW2014-013 –

Level I Contractors	
Amico Design Build Inc., Oldcastle	MacLean Taylor Construction Ltd., St. Mary's
Brennan Paving and Construction, Markham	Marbridge Construction Ltd., Mississauga
Looby Builders (Dublin) Limited, Dublin	Owen King Limited, Walkerton
Toronto Zenith Contracting Ltd., Concord	PCL Constructors Canada Inc., Mississauga
Facca Incorporated, Ruscom	
Level II Contractors	
Clearwater Structures Inc., Ajax	Finnbilt General Construction Ltd., Stratford
Engineered Concrete Ltd., Kitchener	Maloney & Pepping Construction, Ltd., Stratford
Premier Concrete Inc., Seaforth	Xterra Construction Inc., Kitchener
W.G. Kelly Construction, Mitchell	Intrepid General, Chatham
Reeves Construction Ltd., Mount Forest	Carlington Construction, Stoney Creek
Signature Contractors, Oldcastle	WeatherTech Restoration Services, Dorchester
SLR Contracting Group, Windsor	
Level III Contractors	
J. Weber Contracting Limited, Breslau	Lavis Contracting Co. Ltd., Clinton
Moorefield Excavating Ltd., Harriston	Network Site Services Ltd., Cambridge
Steed and Evans Limited, St. Clements	Vandriel Excavating Inc., Clinton
Capital Paving Inc., Guelph	Cedarwell Excavating Ltd., Hanover
Cox Construction Ltd., Guelph	Titanium Contracting Inc., Woodbridge
Hanna & Hamilton Construction Co. Ltd, Listowel	J.G. Goetz Construction Ltd., Guelph
Drexler Construction Ltd., Rockwood	

and

That Purchasing and Risk Management staff be authorized to limit the issuing of the necessary bid documents to these firms as the projects come forward.

Respectfully submitted,



Mark Bolzon
Manager, Purchasing and Risk Management Services



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Gordon J. Ough, P. Eng., County Engineer
Date: Tuesday, April 8, 2014
Subject: **Bridge #000101 Environmental Assessment**

BACKGROUND

For some time now, a Class Environmental Assessment related to the future of Bridge #000101 has been underway jointly with the County of Dufferin

Bridge #000101 is one of the "County Bridges on Local Roads."

Bridge #000101 is located on that part of the East-West Luther Town Line that runs between WR15 and Line 12. This section of Line 12 fragments a section of the Luther Marsh in an area that contains a number of species at risk. This portion of road has very little traffic and has no residences that access this section of the east-west Luther Town Line.

The bridge was constructed CIRCA 1930, it has been in very poor condition for decades and is a hazard to those attempting to use it. This section of road does not receive winter maintenance and has an approximate traffic count of 20 cars per day.

Several years ago there was consensus at a County of Wellington and Township of Wellington North staff level that the closing and removal of the bridge would be advantages to the two Townships that share the ownership of the road because they would have the option of stopping up and closing a portion of the boundary road and relieve themselves from any maintenance obligations and liability associated with the roadway and to the two Counties because they would be relieved of the liability of this very deficient bridge.

The preferred option of the design team is to close the road and remove the bridge. The Ministry of Natural Resources comments at this stage indicate that the Ministry is supportive of our preferred option.

Recommendation:

That the County of Wellington Road Committee endorse the recommendation to remove Bridge #000101 on the East-West Luther Town Line and that the resolution be circulated to the Township of Wellington North, Township of East Luther and the County of Dufferin requesting that they do the same.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Gordon J. Ough".

Gordon J. Ough, P. Eng.
County Engineer



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Gordon J. Ough, P. Eng., County Engineer
Date: Tuesday, April 8, 2014
Subject: **Speed Limit Review Request WR22 (Erin)**

Background:

On January 10, 2012 the County Roads Committee passed the following resolution related to establishing posted speed limits.

"That the Canadian Guidelines for Establishing Posted Speed Limits developed by Transportation Association of Canada (TAC) be adopted for use when setting or adjusting speed limits on County Roads."

A request has been received from a local resident to re-assess the appropriate speed limit for WR22 that runs southwesterly from WR24.

TAC Guidelines have been applied to re-evaluate the posted speed limit on WR22 as requested.

TAC Guidelines indicate that the appropriate speed limit for the section of WR22 from WR24 to the Sixth Line of the Town of Erin is 60 km/hr.

Recommendation:

That the speed limit on Wellington Road 22 from Wellington Road 24 to Sixth Line of The Town of Erin be adjusted from 80 km/hr. to 60/km/hr.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Gordon J. Ough".

Gordon J. Ough, P. Eng.
County Engineer



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Gordon J. Ough, P. Eng., County Engineer
Date: Tuesday, April 8, 2014
Subject: **Speed Limit Review Request WR124 (Erin)**

Background:

On January 10, 2012 the County Roads Committee passed the following resolution related to establishing posted speed limits.

"That the Canadian Guidelines for Establishing Posted Speed Limits developed by Transportation Association of Canada (TAC) be adopted for use when setting or adjusting speed limits on County Roads."

A request has been received to re-assess the appropriate speed limit for WR124 from Erin Village to the School Zone in Brisbane.

TAC Guidelines have been applied to evaluate the posted speed limit on WR124 as requested.

TAC Guidelines confirm that the appropriate speed limit for the section of WR124 in question is 80 km/hr. as posted.

A minor adjustment of sign locations where the 80 km/hr. and 40km/hr. zones meet, to insure that the speed limit in both lanes align, is recommended.

Recommendation:

That the necessary by-law amendments be made to accommodate the realignment of the speed limits on WR124 at the southwest limits of "Erin" in the Town of Erin, so that the speed limits are the same in both lanes as vehicles enter or leave the 80km/hr. zone.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Gordon J. Ough", is written over a horizontal line.

Gordon J. Ough, P. Eng.
County Engineer



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Gordon J. Ough, P. Eng., County Engineer
Date: Tuesday, April 8, 2014
Subject: **Reconstruction of Frederick Street and Eliza Street in Arthur**

Background:

For several years, a project that includes the repaving of Frederick Street (WR14) and the reconstruction of Eliza Street (WR14) in Arthur has been on the County's radar. From the Township of Wellington North's point of view nearly all of the underground services under Frederick Street have been a financial worry and maintenance burden for years.

The joint rebuild and the addressing of the deficient underground services was the subject of two successive MIIF applications.

The most recent application, that was very heavily loaded to the Township's advantage, was not successful; however, since the state of the underground services was becoming critical, both the County and the Township included this reconstruction project in their respective budgets. The County's budget is approved and at the time of the creation of this report, the Township's was not yet approved.

Several years ago, during a site visit that Wellington North, County of Wellington and Triton Engineering Staff attended, it was brought to the County's attention that the intersection of Frederick Street and Eliza Street had a reputation as being an awkward intersection and was a bit of a dangerous intersection. It was pointed out that the streets coming into the intersection came in at odd angles, that traffic speeds were perceived to be high and there was a fair bit of truck traffic and cottage commuter traffic. The County was encouraged to consider an intersection design with the foregoing in mind. A roundabout was discussed at the time as being an option to look at.

After discarding an all way stop condition, and traditional traffic signals, we were left with the do nothing i.e. reconstruct as is, or a roundabout option. The do nothing option, although it didn't really address the request to look for something to address the identified deficiencies, was the only reasonable option on the table to compete with a roundabout option which was favored by the design team.

In mid January, Wellington North and County of Wellington staff met with Triton Engineering staff to review the design options and the scope of the project.

Triton Engineering staff and County staff attended a Wellington North Council Meeting on February 10, 2014 to explain the do nothing (reconstruct with the same configuration as exists today) and the roundabout option. The reaction to the roundabout option was mixed. The main concern expressed by those opposed to a roundabout was that they feared that trucks and agricultural equipment would not be able to get through the roundabout. They were skeptical when we told them that the roundabout being proposed was designed to accommodate both transport truck and trailer traffic and agricultural equipment trains.

On March 18, 2014 an Open House was held at the Community Centre in Arthur to allow folks to come and view drawings related to the Frederick Street/Eliza Street Reconstruction Project and to ask questions of Triton and County staff in order to better understand the project and the option being considered.

Most people that attended the Open House were afraid of the roundabout option.

A few attendees liked the roundabout when they got to the meeting and some that were against a roundabout when they got to the meeting were okay with the idea when they left.

A good number of those opposed to the roundabout option talked as if the developing of an unopened road allowance at the north end of the former Village of Arthur as a truck bypass was an option on the table. The unopened road allowance is locally referred to as Wells Street.

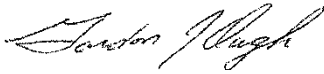
The CAO of Wellington North has indicated that he will be asking his Council to indicate their preference with respect to the design of the Frederick Street/Eliza Street intersection in the near future so that the design drawings can be finalized.

There are a few design details and approvals required before we can go out to tender for the project.

Recommendation:

That the report be received for information.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Gordon J. Ough".

Gordon J. Ough, P. Eng.
County Engineer



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Gordon J. Ough, P. Eng., County Engineer
Date: Tuesday, April 8, 2014
Subject: **Winston Churchill Boulevard**

Staff from the Region of Peel have been in the process for some time, developing a design related to the reconstruction of the section of Winston Churchill Blvd. (WR25) that the Peel Region is charged with the responsibility of looking after. Winston Churchill is a boundary road between the Town of Caledon in the Region of Peel and the Town of Erin in the County of Wellington.

A 4 Way Stop is being recommended at the intersection of Winston Churchill Blvd. (WR25) and Balinafad Road/Erin Halton Town Line (WR42) and a 3 way Stop is being recommended at the intersection of Winston Churchill Blvd. (WR25) and Old Base Line Road. Peel Region staff have confirmed that there are technical reasons (sighting distance) for the recommendation of these multi-way Stop conditions.

It is noted that the Environmental Assessment process identified the all way stops to enhance the safe operation of these two intersections, that the project team reviewed the recommendation and signed off on it, and; that the All-Way Stop recommendation was presented at a Public Information Centre (PIC) and it received support from the residents and stakeholders.

Recommendation:

That this report be received for information.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Gordon J. Ough".

Gordon J. Ough, P. Eng.
County Engineer



COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Gordon J. Ough, P. Eng., County Engineer
Date: Tuesday, April 8, 2014
Subject: KUDOS – From a Satisfied Resident

Below, for the Committee's interest and information, is an account from a member of our Solid Waste Services office staff, related to some complementary comments that she received recently about the County Roads staff.

"On Saturday, when I was at the hockey game in Mount Forest, a lady working the draw table was chatting and asked where I was from and what had brought me to the tournament. When I replied, that I worked for the County she was overjoyed to meet me and proceeded to tell me she lived on WR7 in Teviotdale and could not be happier with the Roads crews in her area. She thinks they are the best thing on earth and not only do they do a super job in the winter but also in the summer in keeping her ditch cut down. I thanked her for her kind words and said I would pass them on.

I passed this on verbally to Doug Shaw and Wolfe Wietzke at the arena."

Recommendation:

That this report, entitled KUDOS – From a Satisfied Resident be received for information.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Gordon J. Ough'.

Gordon J. Ough, P. Eng.
County Engineer