



The Corporation of the County of Wellington
Roads Committee
Agenda

June 10, 2025

9:00 am

County Administration Centre
Keith Room

Members: Warden White; Councillors Davidson (Chair), Cork, Dehn and Turton

	Pages
1. Call to Order	
2. Declaration of Pecuniary Interest	
3. Roads Financial Statements and Variance Projections as of May 31, 2025	2 - 13
4. Arthur Garage Construction Project - Status Report #16	14 - 14
5. Tender Award - Bridge Replacement B012100 on Wellington Road 12	15 - 18
6. Tender Award - Road Reconstruction Wellington Roads 52 and 22	19 - 22
7. Automated Speed Enforcement - Ministry of Transportation (MTO) Preliminary Reporting	23 - 36
8. Closed Session	
(Agenda emailed under separate cover)	
9. Adjournment	

Next meeting date September 9, 2025, or at the call of the Chair.



COUNTY OF WELLINGTON

Committee Report

To: Chair and Members of the Roads Committee
From: Ken DeHart, County Treasurer
Date: Tuesday, June 10, 2025
Subject: Roads Financial Statements and Variance Projections as of May 31, 2025

Background:

This report is respectfully submitted in accordance with the County's Budget Management Policy, and provides a first projection to year-end based on expenditures and revenues to May 31, 2025 for the Roads Division.

Operating Revenues

- Municipal recoveries are well ahead of budget expectations at this time (83%). The majority of this is due to significant sand and salt use during the winter months. If these recoveries follow a similar path as last year, it's likely that they will result in a positive variance to budget of \$400,000, which will be offset by sand, salt and deicer expenses.
- User fees and charges have far exceeded the budget to May. The aggregate fee revenue will be received later in the year and transferred to reserve. The majority of the user fee budget line relates to the Automated Speed Enforcement Pilot and additional details are provided in the section below.
- The majority of sales revenue from the sale of equipment is typically received in the fall.

Automated Speed Enforcement Pilot Programme

- The revenue from the pilot has substantially exceeded expectations to the end of May. To date the County share of revenue received amounts to just under \$3.3 million.
 - As reported during the year-end audit, the new Public Sector Accounting Standard, PS 3400 Revenue provides overall general revenue recognition guidance and requires that as non-exchange transactions, automated speed enforcement revenues will now be recognized when issued (full accrual accounting) as opposed to the current practice of recognizing the revenue when it is received (cash accounting). This requires setting up a receivable for those penalty orders previously issued but not yet collected as well as an allowance for doubtful accounts based on estimated collection rates. This is likely to result in significant additional revenue, offset by the allowance upon implementation, resulting in a net increase to revenue.
- Insurance and financial includes Moneris fees for receipt of payments for tickets issued in the programme. These costs have been reallocated from offsetting the revenue to the expense line. To date the County has incurred over \$239,000 in fees in relation to payments.
- Treasury staff completed an Automated Speed Enforcement Revenue Usage Policy that was approved at Council in April. As indicated in the policy, the entirety of the revenue generated from the ASE programme (net of financial service charges) will be transferred to reserve at year-end with the amount received to the end of June 2025, to be set aside to fund traffic safety capital projects in the following budget year.

The amount of revenue from the ASE Pilot to the end of the year remains difficult to predict. To date, only 5 out of 7 camera locations have been operating. While the intent of the programme is to alter driver behavior over time, other factors including summer travel throughout the County will continue to impact tickets issued the rest of the year. Based on amounts received to date the County's share of end of year revenue could reach anywhere between \$7 million and \$9 million. As the entire amount (less financial charges) is to be transferred to reserve at year-end there will be no impact to the 2025 surplus projections.

Operating Expenses

- Supplies, materials, and equipment are well ahead of budget to date. The majority of this relates to sand and salt expenditures, which includes amounts used directly by the County and amounts that are sold to the County's member municipalities. To date, these expenses are sitting at \$3.2 million of the \$3.4 million budgeted amount. Included within this amount is the season-end inventory adjustment based on updated pricing for materials which was completed in May.
- Purchased services is close to budget at this time, however the line painting has been completed with expected savings of close to \$220,000. Additional work is still to be undertaken through the rest of the year and any variances will depend on road maintenance needs through the summer and winter months.
- Insurance and financial expenses have exceeded the budget to this point in the year. The annual insurance payment has been completed and additional amounts will be expended through payroll as it relates to employee related insurance costs. Additionally, Moneris fees for payments of fines associated with the ASE pilot have been significant due to the volume of fines issued. To date \$239K in fees have been incurred and it's likely that this budget line will have a negative variance between \$400,000 and \$450,000 which is entirely offset by the revenues collected.
- Internal charges are ahead of budget and relate to winter control costs incurred earlier in the year, this is offset by internal recoveries line.
- Net operating expenditures for all roads maintenance activities excluding winter control are at 45% expended to the end of May:
 - This includes the annual contract payment of \$672K expenditure for road painting under roads safety devices, which is well under the \$900K budgeted amount

It is expected that these activities will pick up during the summer months and expenditures will follow a similar path to prior years. If this is the case the expenditures will come close to the budgeted amount. Staff will continue to monitor these expenses and provide an update in the fall variance projections.

Winter Control

- There is approximately \$1.2 million of winter control budget remaining, although some costs for work done by other municipalities on the County's behalf have yet to be processed. Costs in the previous five years for winter control for the period from October to December have averaged just under \$1.9 million, with a high of \$2.2 million (inflated into 2025 dollars). If that trend continues, the year-end negative variance is likely to be in the range of \$800,000 to \$1.0 million. Any overages will be funded by the Winter Control reserve, which currently has a balance of \$8.4 million. The current target range for the reserve is 12-18 months of winter control expenditures, which would put the target range at \$6.7 million to \$10.0 million.
- Municipal recoveries specific to winter control are ahead of budget (57%) at this point. Additional invoices will be sent later in the year to municipalities for work completed on boundary roads and winter control. The magnitude of the variance (which will be offset by costs), will be dependent on the severity of the weather in the last two months of the year.

The final roads variance will depend on the severity of the weather in the last two months of the year and the extent to which resources are allocated to other service areas in the summer. To date, there is approximately \$220,000 in savings from line painting. Winter control expenses are expected to be over budget, but covered by the Winter Control reserve. Automated speed enforcement revenues are expected to bring a substantial positive variance, however, these funds will be transferred to the Roads Capital reserve and used to fund Roads Safety capital expenditures in 2026 and the 10-Year Plan.

Capital

Roads capital addresses the needs of the existing County network of road and bridge infrastructure, facilities and equipment, and growth-related infrastructure. Works are administered by County Engineering staff. This report provides a summary of the 2025 Roads capital spending for the period ending May 31, 2025.

The total approved budget of \$130,604,400 consists of 97 projects. Roads capital is primarily funded by the Roads Capital Reserve but also relies on the Canada Community Building Fund (CCBF), Ontario Community Infrastructure Fund (OCIF) and development charges for growth related projects. In 2025, a successful grant application to the Municipal Housing Infrastructure Programme – Housing Enabling Core Servicing Stream resulted in funding of up to \$6.9 million over 2025 to 2028 for a shared project with the Town of Minto for road and intersection improvements of Main Street in Palmerston.

Open Capital Projects on December 31, 2024	\$86,309,400
Add: 2025 Approved Capital Budget	44,295,000
Total Approved Budget	\$130,604,400
Add: Budget Adjustments	81,000
Less: Capital Projects Closed to date in 2025	(1,258,895)
Less: Prior Year Capital Spending	(55,187,701)
Less: 2025 Capital Spending	(4,825,319)
Open Capital Projects on May 31, 2025	\$69,413,486

Council approved four capital budget adjustments totalling \$81,000, resulting a draw of \$43,000 from capital reserves. In addition, ten projects have been closed, returning \$1,136,230 to capital reserves and a reduction in other funding sources of \$84,665.

Project	Capital Reserve	OCIF	CCBF	Development Charges	Municipal Recovery	Debentures - Growth	Total
WR 124, Land & Utility GET Rd1				(1,200,000)		1,200,000	-
WR8 at WR9, Roundabout	340,000						340,000
WR9, WR109 to WR8 (Perth)	(340,000)						(340,000)
WR10, Clvrt C101000, Replace	(43,000)	(38,000)					(81,000)
Total Project Amendments	(43,000)	(38,000)		(1,200,000)		1,200,000	(81,000)
2023 Speed Management	139,374						139,374

Project	Capital Reserve	OCIF	CCBF	Development Charges	Municipal Recovery	Debentures - Growth	Total
2024 Speed Management	85,773						85,773
2024 Warranty Works	6,349						6,349
WR 109 TEV to HAR 10km	536,852						536,852
WR 124 at WR 25, Intersection	57,843						57,843
WR 18, Mill to Elora PS St Swr	165,114						165,114
WR 42 at WR 24 Intersection	59,449			14,410			73,859
WR 42, Bridge B042111, Rehab	13,303				107,322		120,625
2023 Various Culvert Needs	71,870						71,870
WR 11, 300mS 16th Line - WR109	304		934				1,237
Total Closed Projects	1,136,230	-	934	14,410	107,322	-	1,258,895
Net In-year Funding Activity	1,093,230	(38,000)	934	(1,185,590)	107,322	1,200,000	1,177,895

(-) indicates a draw from the funding source, + indicates a return to the funding source

Open Capital Project Details

Roads staff have reviewed the listing of existing projects and provided comments on project status and estimated completion timing where possible in the following table.

	Approved Budget	YTD Actuals	Budget Remaining	Comments
Roads General				
2024 Radio Equipment Rpl	\$150,000	\$108,119	\$41,881	Project ongoing. Anticipated completion Q4 2025.
2024 Roads Equipment	\$3,920,000	\$3,321,672	\$598,328	All equipment has been ordered, with final pieces to be received in June. Project to be closed when all invoices have been paid.
2025 Roads Equipment	\$4,020,000	\$1,022,090	\$2,997,910	Project ongoing. Anticipated completion Q4 2025.
2025 Various Facility Repairs	\$100,000	\$67,367	\$32,633	Project ongoing. Anticipated completion Q4 2025.
Arthur Garage	\$16,800,000	\$13,598,032	\$3,201,968	Project ongoing. Anticipated completion Q4 2025.

	Approved Budget	YTD Actuals	Budget Remaining	Comments
Elora Facility Rehabilitation	\$800,000	\$11,124	\$788,876	Study ongoing. Unknown completion date at this time.
Erin Garage	\$6,360,000	\$41,189	\$6,318,811	Project ongoing. Unknown completion date at this time.
Roads Radio Equipment	\$50,000	\$0	\$50,000	Project ongoing. Anticipated completion Q4 2025.
Subtotal Roads General	\$32,200,000	\$18,169,593	\$14,030,407	
Engineering				
2025 Municipal Drains	\$100,000	\$2,834	\$97,166	Project ongoing. Anticipated completion Q4 2025.
2025 Road MAP Update/Area Plan	\$50,000	\$0	\$50,000	Project ongoing. Anticipated completion Q4 2025.
2025 Speed Management	\$200,000	\$86,171	\$113,829	Project ongoing. Anticipated completion Q4 2025.
2025 SWMS Condition Study	\$300,000	\$13,666	\$286,334	Project ongoing. Anticipated completion Q4 2025.
2025 Warranty Works	\$100,000	\$35,079	\$64,921	Project ongoing. Anticipated completion Q4 2025.
Subtotal Engineering	\$750,000	\$137,751	\$612,249	
Growth Related Construction				
WR 124, Guelph to Whitelaw	\$6,995,000	\$5,567,935	\$1,427,065	Project ongoing. Anticipated completion Q4 2025.
WR 124, Whitelaw Int to E of 32	\$50,000	\$9,680	\$40,320	Design in progress
WR 18, Phase 2 Rehabilitation	\$5,940,000	\$1,328,986	\$4,611,014	Project ongoing. Anticipated completion Q4 2025.
WR 7 @ 1st Line Roundabout	\$2,535,000	\$2,388,290	\$146,710	Project ongoing. Unknown completion date at this time.
WR 8 at WR 9, Roundabout	\$2,125,000	\$145,642	\$1,979,358	Project ongoing. Anticipated completion Q4 2025.
WR 86, COG to ROW 7.9 km	\$50,000	\$21,541	\$28,459	Design in progress
Subtotal Growth Related Construction	\$17,695,000	\$9,462,073	\$8,232,927	

	Approved Budget	YTD Actuals	Budget Remaining	Comments
Roads Construction				
Erin Linear Works	\$60,000	\$0	\$60,000	In progress
WR 123, Palmerston WR 5 to Hwy	\$1,010,000	\$382,293	\$627,707	Project ongoing. MHIP-HECS grant funding and cost sharing with Minto. Project to be completed by 2028.
WR 123/Main St E & W, Palmerston	\$50,000	\$0	\$50,000	Project ongoing.
WR 124, Land & Utility GET Rd1	\$8,000,000	\$5,524,827	\$2,475,173	Project ongoing.
WR 124, Stage 2 Preparation	\$2,000,000	\$0	\$2,000,000	Project ongoing. Anticipated completion Q4 2025.
WR 124, WR 24 to Ospringe 6km	\$100,000	\$0	\$100,000	Design in progress
WR 18 Geddes St Elora, Rtng Wall	\$1,625,000	\$67,083	\$1,557,917	Project ongoing.
WR 25, WR 52 to WR 42, 7 km	\$10,750,000	\$3,194,850	\$7,555,150	Project ongoing.
WR 5, WR 123 to Lett St Minto	\$1,600,000	\$1,216,684	\$383,316	Project ongoing.
WR 9, WR 109 to WR 8 (Perth) 5	\$1,685,000	\$47,005	\$1,637,995	Project ongoing. Anticipated completion Q4 2025.
Subtotal Roads Construction	\$26,880,000	\$10,432,742	\$16,447,258	
Bridges				
2025 Various Bridge Patches	\$250,000	\$20,348	\$229,652	Project ongoing. Anticipated completion Q4 2025.
WR 109, CR Bridge 4, B109133	\$50,000	\$42,514	\$7,486	Project ongoing.
WR 109, CR Bridge 5, C109123	\$5,100,000	\$3,541	\$5,096,459	Project ongoing.
WR 109, CR Bridge 10 B109134	\$50,000	\$3,549	\$46,451	Project ongoing.
WR 109, CR Bridge 6 B109132	\$5,149,400	\$684,904	\$4,464,496	Project ongoing.
WR 11, Flax Bridge B011025 Replace	\$1,150,000	\$173,937	\$976,063	Project ongoing. Anticipated completion Q4 2026.
WR 11, Simmons Bridge (B011029	\$3,000,000	\$39,269	\$2,960,731	Project ongoing. Anticipated completion Q4 2026.
WR 12, Bridge B012100 Replace	\$1,070,000	\$42,770	\$1,027,230	Project ongoing. Anticipated completion Q4 2025.
WR 32, Blatchford Bridge, Replace	\$220,000	\$89,199	\$130,801	Design in progress
WR 36, Bridge B036086, Replace	\$75,000	\$3,564	\$71,436	Design in progress
WR 38, Bridge B038078, Replace	\$1,600,000	\$69,767	\$1,530,233	Project ongoing. Anticipated completion Q4 2025.
WR 5, Bramwell Bridge B005015	\$100,000	\$0	\$100,000	Design in progress
WR 7, Bosworth Bridge, B007028	\$7,090,000	\$6,619,355	\$470,645	Project ongoing. Anticipated completion Q4 2025.
Subtotal Bridges	\$24,904,400	\$7,792,717	\$17,111,683	

	Approved Budget	YTD Actuals	Budget Remaining	Comments
Culverts				
2025 Various Culvert Needs	\$200,000	\$7,291	\$192,709	Project ongoing. Anticipated completion Q4 2025.
WR 10, Clvrt C100970, Replace	\$50,000	\$32,109	\$17,891	Design in progress
WR 10, Clvrt C101000, Replace	\$1,131,000	\$36,111	\$1,094,889	Project ongoing. Anticipated completion Q4 2025.
WR 109, Clvrt C109142, Replace	\$550,000	\$59,894	\$490,106	Design in progress
WR 11, Clvrt C110930, Replace	\$125,000	\$2,946	\$122,054	Design in progress
WR 18, Culvert C180210, Liner	\$930,000	\$606,015	\$323,985	Project ongoing. Anticipated completion Q4 2025.
WR 22, Clvrt C220010, Replace	\$750,000	\$38,668	\$711,332	Project ongoing. Anticipated completion Q4 2025.
Subtotal Culverts	\$3,736,000	\$783,033	\$2,952,967	
Roads Resurfacing				
2025 Pavement Preservation	\$2,500,000	\$0	\$2,500,000	Project ongoing. Anticipated completion Q4 2025.
WR 124, 400m N of WR 23 to WR	\$110,000	\$0	\$110,000	Design in progress
WR 18, WR 7 to ROW boundary	\$110,000	\$51,553	\$58,447	Design in progress
WR 22, WR 26 to 300m S of WR24	\$5,650,000	\$4,874,061	\$775,939	Project ongoing.
WR 34, WR 33 to WR32, 2km	\$155,000	\$48,336	\$106,664	Design in progress
WR 35, WR 34 to Hamilton bound	\$3,275,000	\$99,349	\$3,175,651	Project ongoing. Anticipated completion Q4 2025.
WR 51, WR 86 to 800m E of WR 3	\$120,000	\$0	\$120,000	Design in progress
WR 52, WR 124 to WR 25	\$1,500,000	\$28,737	\$1,471,263	Project ongoing. Anticipated completion Q4 2026.
WR 7, Rothsay to Sideroad 3	\$1,775,000	\$88,729	\$1,686,271	Project ongoing. Anticipated completion Q4 2025.
WR 7, Rothsay to WR 11, 5.2 km	\$50,000	\$28,238	\$21,762	Design in progress
Subtotal Roads Resurfacing	\$15,245,000	\$5,219,004	\$10,025,996	
Total Roads and Engineering	\$121,410,400	\$51,996,715	\$69,413,685	

Strategic Action Plan:

This report relates to the following objectives and priorities in the County's Strategic Action Plan:

- Making the Best Decisions for the Betterment of the Community.

Recommendation:

That the Financial Statements and Variance Projections as of May 31, 2025 for the Roads Division be approved.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Ken DeHart', with a stylized flourish extending to the right.

Ken DeHart, CPA, CGA
County Treasurer

In consultation with/approved by:

Joe de Koning, Manager of Roads

Don Kudo, County Engineer

Scott Wilson, CAO



County of Wellington
Roads and Engineering
Statement of Operations as of
31 May 2025

	Annual Budget	May Actual \$	YTD Actual \$	YTD Actual %	Remaining Budget
Revenue					
Municipal Recoveries	\$1,335,900	\$122,810	\$1,104,955	83%	\$230,945
User Fees and Charges	\$1,491,000	\$814,268	\$3,346,196	224%	\$(1,855,196)
Sales Revenue	\$595,000	\$0	\$1,427	0%	\$593,573
Internal Recoveries	\$2,341,800	\$194,078	\$1,477,364	63%	\$864,436
Total Revenue	\$5,763,700	\$1,131,156	\$5,929,942	103%	\$(166,242)
Expenditures					
Salaries, Wages and Benefits	\$8,809,800	\$680,290	\$3,984,591	45%	\$4,825,209
Supplies, Material, Equipment	\$7,198,900	\$74,307	\$4,700,237	65%	\$2,498,663
Purchased Services	\$3,060,300	\$845,884	\$1,411,873	46%	\$1,648,427
Insurance and Financial	\$953,700	\$296,094	\$1,084,343	114%	\$(130,643)
Minor Capital Expenses	\$300,000	\$33,281	\$73,850	25%	\$226,150
Internal Charges	\$1,915,900	\$110,447	\$1,287,596	67%	\$628,304
Total Expenditures	\$22,238,600	\$2,040,303	\$12,542,490	56%	\$9,696,110
NET OPERATING COST / (REVENUE)	\$16,474,900	\$909,147	\$6,612,548	40%	\$9,862,352
Debt and Transfers					
Debt Charges	\$1,515,100	\$358,337	\$317,742	21%	\$1,197,358
Transfers from Reserves	\$(1,382,000)	\$0	\$0	0%	\$(1,382,000)
Transfer to Reserves	\$24,200,000	\$0	\$22,375,000	92%	\$1,825,000
Total Debt and Transfers	\$24,333,100	\$358,337	\$22,692,742	93%	\$1,640,358
NET COST (REVENUE)	\$40,808,000	\$1,267,484	\$29,305,290	72%	\$11,502,710



County of Wellington

04-June-2025

Roads and Engineering Capital Work-in-Progress Expenditures By Departments All Open Projects For The Period Ending May 31, 2025

	LIFE-TO-DATE ACTUALS						
	Approved	May	Current	Previous	% of	Remaining	
	Budget	Actual	Year	Years	Total	Budget	
Roads General							
2024 Radio Equipment Rpl	\$150,000	\$0	\$19,961	\$88,158	\$108,119	72 %	\$41,881
2024 Roads Equipment	\$3,920,000	\$0	\$0	\$3,321,672	\$3,321,672	85 %	\$598,328
2025 Roads Equipment	\$4,020,000	\$192,327	\$1,022,090	\$0	\$1,022,090	25 %	\$2,997,910
2025 Various Facility Repairs	\$100,000	\$0	\$67,367	\$0	\$67,367	67 %	\$32,633
Arthur Garage	\$16,800,000	\$605,715	\$1,619,930	\$11,978,103	\$13,598,032	81 %	\$3,201,968
Elora Facility Rehabilitation	\$800,000	\$0	\$3,715	\$7,408	\$11,124	1 %	\$788,876
Erin Garage	\$6,360,000	\$4,571	\$4,571	\$36,619	\$41,189	1 %	\$6,318,811
Roads Radio Equipment	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
Subtotal Roads General	\$32,200,000	\$802,612	\$2,737,633	\$15,431,960	\$18,169,593	56%	\$14,030,407
Engineering							
2025 Municipal Drains	\$100,000	\$0	\$2,834	\$0	\$2,834	3 %	\$97,166
2025 Road MAP Update/Area Plan	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
2025 Speed Management	\$200,000	\$17,229	\$86,171	\$0	\$86,171	43 %	\$113,829
2025 SWMS Condition Study	\$300,000	\$5,872	\$13,666	\$0	\$13,666	5 %	\$286,334
2025 Warranty Works	\$100,000	\$5,185	\$35,079	\$0	\$35,079	35 %	\$64,921
Subtotal Engineering	\$750,000	\$28,285	\$137,751	\$0	\$137,751	18%	\$612,249
Growth Related Construction							
WR 124, Guelph to Whitelaw	\$6,995,000	\$0	\$122,415	\$5,445,519	\$5,567,935	80 %	\$1,427,065
WR 18, Phase 2 Rehabilitation	\$5,940,000	\$23,365	\$81,450	\$1,247,537	\$1,328,986	22 %	\$4,611,014
WR 7 @ 1st Line Roundabout	\$2,535,000	\$0	\$0	\$2,388,290	\$2,388,290	94 %	\$146,710
WR 8 at WR 9, Roundabout	\$2,125,000	\$7,520	\$74,438	\$71,204	\$145,642	7 %	\$1,979,358
WR 86, COG to ROW 7.9 km	\$50,000	\$19,762	\$21,541	\$0	\$21,541	43 %	\$28,459
WR124, Whitelaw Int to E of 32	\$50,000	\$0	\$0	\$9,680	\$9,680	19 %	\$40,320
Subtotal Growth Related Constructi	\$17,695,000	\$50,647	\$299,844	\$9,162,229	\$9,462,073	53%	\$8,232,927



County of Wellington

04-June-2025

Roads and Engineering

Capital Work-in-Progress Expenditures By Departments

All Open Projects For The Period Ending May 31, 2025

	LIFE-TO-DATE ACTUALS						
	Approved	May	Current	Previous	% of	Remaining	
	Budget	Actual	Year	Years	Total	Budget	
Roads Construction							
Erin Linear Works	\$60,000	\$0	\$0	\$0	\$0	0 %	\$60,000
WR 123, Palmerston WR 5 to Hwy	\$1,010,000	\$34,277	\$147,530	\$234,763	\$382,293	38 %	\$627,707
WR 123/Main St E & W, Palmerst	\$50,000	\$0	\$0	\$0	\$0	0 %	\$50,000
WR 124, Land & Utility GET Rd1	\$8,000,000	\$29,573	\$718,305	\$4,806,522	\$5,524,827	69 %	\$2,475,173
WR 124, Stage 2 Preparation	\$2,000,000	\$0	\$0	\$0	\$0	0 %	\$2,000,000
WR 124, WR 24 to Ospringe 6km	\$100,000	\$0	\$0	\$0	\$0	0 %	\$100,000
WR 25, WR 52 to WR 42, 7 km	\$10,750,000	\$0	\$2,694	\$3,192,156	\$3,194,850	30 %	\$7,555,150
WR 5, WR 123 to Lett St Minto	\$1,600,000	\$0	\$0	\$1,216,684	\$1,216,684	76 %	\$383,316
WR 9, WR 109 to WR 8 (Perth) 5	\$1,685,000	\$0	\$16,553	\$30,452	\$47,005	3 %	\$1,637,995
WR18 Geddes St Elora, RtngWall	\$1,625,000	\$0	\$18,929	\$48,154	\$67,083	4 %	\$1,557,917
Subtotal Roads Construction	\$26,880,000	\$63,851	\$904,010	\$9,528,731	\$10,432,742	39%	\$16,447,258
Bridges							
2025 Various Bridge Patches	\$250,000	\$20,348	\$20,348	\$0	\$20,348	8 %	\$229,652
WR 109, CR Bridge 4, B109133	\$50,000	\$0	\$8,185	\$34,329	\$42,514	85 %	\$7,486
WR 109, CR Bridge 5, C109123	\$5,100,000	\$198	\$3,541	\$0	\$3,541	0 %	\$5,096,459
WR 109,CR Bridge 10 B109134	\$50,000	\$0	\$3,549	\$0	\$3,549	7 %	\$46,451
WR 109,CR Bridge 6 B109132	\$5,149,400	\$0	\$183,656	\$501,248	\$684,904	13 %	\$4,464,496
WR 11, Flax Bridge B011025 Rep	\$1,150,000	\$0	\$2,900	\$171,037	\$173,937	15 %	\$976,063
WR 11, Simmons Bridge (B011029	\$3,000,000	\$18,968	\$39,269	\$0	\$39,269	1 %	\$2,960,731
WR 12, Bridge B012100 Replace	\$1,070,000	\$0	\$15,162	\$27,608	\$42,770	4 %	\$1,027,230
WR 32, Blatchford Bridge, Repl	\$220,000	\$0	\$0	\$89,199	\$89,199	41 %	\$130,801
WR 36, Bridge B036086, Replace	\$75,000	\$0	\$0	\$3,564	\$3,564	5 %	\$71,436
WR 38, Bridge B038078, Replace	\$1,600,000	\$0	\$5,189	\$64,578	\$69,767	4 %	\$1,530,233
WR 5, Bramwell Bridge B005015	\$100,000	\$0	\$0	\$0	\$0	0 %	\$100,000
WR 7, Bosworth Bridge, B007028	\$7,090,000	\$6,823	\$110,462	\$6,508,892	\$6,619,355	93 %	\$470,645
Subtotal Bridges	\$24,904,400	\$46,338	\$392,263	\$7,400,454	\$7,792,717	31%	\$17,111,683



County of Wellington

04-June-2025

Roads and Engineering

Capital Work-in-Progress Expenditures By Departments

All Open Projects For The Period Ending May 31, 2025

	LIFE-TO-DATE ACTUALS						
	Approved	May	Current	Previous		% of	Remaining
	Budget	Actual	Year	Years	Total	Budget	Budget
Culverts							
2025 Various Culvert Needs	\$200,000	\$0	\$7,291	\$0	\$7,291	4 %	\$192,709
WR 10, Clvrt C100970, Replace	\$50,000	\$0	\$1,284	\$30,824	\$32,109	64 %	\$17,891
WR 10, Clvrt C101000, Replace	\$1,131,000	\$0	\$12,466	\$23,645	\$36,111	3 %	\$1,094,889
WR 109, Clvrt C109142, Replace	\$550,000	\$0	\$580	\$59,314	\$59,894	11 %	\$490,106
WR 11, Clvrt C110930, Replace	\$125,000	\$0	\$2,946	\$0	\$2,946	2 %	\$122,054
WR 18, Culvert C180210, Liner	\$930,000	\$11,374	\$18,678	\$587,337	\$606,015	65 %	\$323,985
WR 22, Clvrt C220010, Replace	\$750,000	\$12,529	\$38,668	\$0	\$38,668	5 %	\$711,332
Subtotal Culverts	\$3,736,000	\$23,903	\$81,913	\$701,120	\$783,033	21%	\$2,952,967
Roads Resurfacing							
2025 Pavement Preservation Pro	\$2,500,000	\$0	\$0	\$0	\$0	0 %	\$2,500,000
WR 124, 400m N of WR 23 to WR	\$110,000	\$0	\$0	\$0	\$0	0 %	\$110,000
WR 18, WR 7 to ROW boundary	\$110,000	\$18,481	\$20,135	\$31,418	\$51,553	47 %	\$58,447
WR 22, WR 26 to 300m S of WR24	\$5,650,000	\$0	\$0	\$4,874,061	\$4,874,061	86 %	\$775,939
WR 34, WR 33 to WR32, 2km	\$155,000	\$0	\$2,417	\$45,919	\$48,336	31 %	\$106,664
WR 35, WR 34 to Hamilton bound	\$3,275,000	\$0	\$15,899	\$83,450	\$99,349	3 %	\$3,175,651
WR 51, WR 86 to 800m E of WR 3	\$120,000	\$0	\$0	\$0	\$0	0 %	\$120,000
WR 52, WR 124 to WR 25	\$1,500,000	\$0	\$28,737	\$0	\$28,737	2 %	\$1,471,263
WR 7, Rothsay to Sideroad 3	\$1,775,000	\$59,283	\$78,199	\$10,530	\$88,729	5 %	\$1,686,271
WR 7, Rothsay to WR 11, 5.2 km	\$50,000	\$0	\$0	\$28,238	\$28,238	56 %	\$21,762
Subtotal Roads Resurfacing	\$15,245,000	\$77,764	\$145,387	\$5,073,617	\$5,219,004	34%	\$10,025,996
Equipment							
Subtotal Equipment	\$0	\$0	\$0	\$0	\$0	0%	\$0
Total Roads and Engineering	\$121,410,400	\$1,093,400	\$4,698,802	\$47,298,112	\$51,996,914	43 %	\$69,413,486



COUNTY OF WELLINGTON

Committee Report

To: Chair and Members of the Roads Committee
From: Kevin Mulholland, Construction & Property Manager
Date: Tuesday, June 10, 2025
Subject: **Arthur Garage Construction Project – Status Report #16**

Work completed to date	<ul style="list-style-type: none">- Installation of alternate HVAC system has continued- Framing of equipment shed has continued as weather permits- Landscaping is complete- All deficiencies are complete- Salt storage bird netting on ceiling is complete- Line painting of asphalt was completed- Final cleaning was done
Work to be completed in the next month	<ul style="list-style-type: none">- Installation of alternate HVAC system will be complete- Equipment shed will be completed
Status of construction schedule	<ul style="list-style-type: none">- The project is substantially complete. The alternate HVAC system installation will be complete by the end of this month.
C.O.'s approved since last meeting	0
Total change orders approved to date	0
Net value of C.O.'s approved to date	\$0.00

To date no change orders affecting the County's contract with the Contractor (Dakon) have been issued. However, we are anticipating one change order before the project is finalized. We anticipate that the project will be within the adjusted guaranteed maximum price (GMP) as approved by the County and minor savings (approx. \$100,000 - \$200,000) will be shared between the County and the contractor. The County carries a contingency outside of the GMP for which we anticipate overall project savings (which will be higher than what's in the GMP). Final financial reporting will be performed by the Treasury Department once any outstanding items that remain within the contract are dealt with.

Recommendation:

That the Arthur Garage Construction Project – Status Report #16 be received for information.

Respectfully submitted,

Kevin Mulholland
Construction & Property Manager

In consultation with/approved by:

Scott Wilson, Chief Administrative Officer



COUNTY OF WELLINGTON

Committee Report

To: Chair and Members of the Roads Committee
From: Jackie Osti, Manager Purchasing and Risk Management Services
Date: Tuesday, June 10, 2025
Subject: **Tender Award – Bridge Replacement B012100 on Wellington Road 12**

Background:

Staff recently issued Project No. CW2025-019 a tender to replace bridge B012100 located on Wellington Road 12 in the Township of Mapleton.

The work includes the complete removal of the existing concrete structure, the construction of a new poured in place concrete structure and roadway reconstruction and guiderail. The contractor will be allowed a four (4) week road closure between July and August to accelerate work completion.

On Tuesday May 27, 2025, six (6) submissions were received from Level 1 & 2 pre-qualified bridge contractors as follows, with pricing shown excluding H.S.T. @13%.

COMPANY NAME	Total (excl. HST)
Urbanlink Civil Ltd., Beamsville	\$1,187,600.00
Graham Bros. Construction Limited, Mississauga	\$1,231,614.53
Lancoa Contracting Inc., Caledon East	\$1,293,810.70
Marbridge Construction Ltd., Mississauga	\$1,326,202.00
HugoMB Contracting Inc., Milton	\$1,369,408.98
Clearwater Structures Inc., Bowmanville	\$1,591,683.00

The tender submissions were in order and staff are recommending awarding the contract to the lowest compliant bidder Urbanlink Civil Ltd., of Beamsville, Ontario with the total tendered amount of \$1,187,600.00 excluding H.S.T. @13%.

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

Strategic Action Plan:

This report relates to the following objectives and priorities in the County's Strategic Action Plan:

- Making the Best Decisions for the Betterment of the Community
 - Openness and transparency in the decisions that the County makes and how it conducts business.

Recommendation:

That County of Wellington Project No. CW2025-019 for the replacement of bridge 012100 located on Wellington Road 12 in the Township of Mapleton as specified be awarded Urbanlink Civil Ltd., of Beamsville, Ontario with the total tendered amount of \$1,187,600.00 excluding H.S.T. @13%; and

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

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

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

Respectfully submitted,

A handwritten signature in cursive script that reads "Jackie Osti".

Jackie Osti
Manager, Purchasing and Risk Management Services

In consultation with/approved by:

Don Kudo, County Engineer
Ken DeHart, County Treasurer
Scott Wilson, CAO

FINANCIAL SUMMARY

COUNTY OF WELLINGTON CAPITAL PROJECT EXPENDITURE AND FINANCING SCHEDULE
--

Bid name: Structure B012100 Replacement – Wellington Road 12
 Bid number: CW2025-019

Project name: WR 12, Bridge B012100 Replace
 Project number : 21120221

PROJECT COSTS

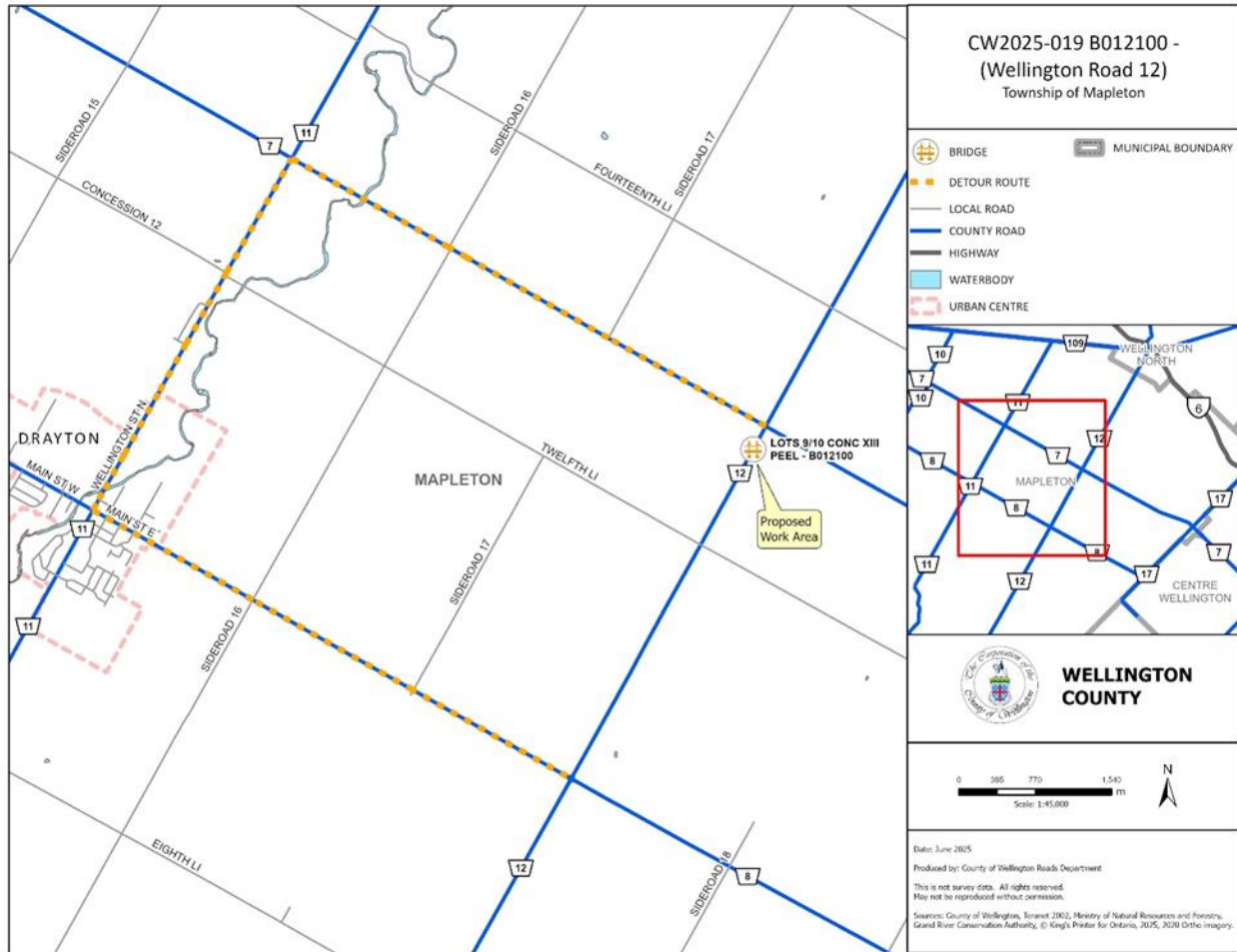
	Total
<u>Bid:</u>	
Tendered Cost	\$1,210,000
Professional Fees	\$77,000
Actuals to date: Professional Fees, Contracted Construction	43,000
Contingency	\$120,000
Bid to Award	\$1,450,000

* includes net cost to County of HST

PROJECT BUDGET APPROVALS AND FINANCING

	Gross cost	Roads Capital Reserve	Ontario Community Infrastructure Fund
2023 Capital Budget	\$ 100,000	\$ 100,000	
2025 Capital Budget	\$ 970,000	\$ 470,000	\$ 500,000
Project Total	\$ 1,070,000	\$ 570,000	\$ 500,000
 Project Funding Adjustment	 \$ 380,000	 \$ 191,000	 \$ 190,000
Revised cost and sources of funding	\$ 1,450,000	\$ 761,000	\$ 690,000

MAP





COUNTY OF WELLINGTON

Committee Report

To: Chair and Members of the Roads Committee
From: Jackie Osti, Manager Purchasing and Risk Management Services
Date: Tuesday, June 10, 2025
Subject: Tender Award – Road Reconstruction Wellington Roads 52 and 22

Background:

Staff recently issued Project No. CW2025-030 a tender for road reconstruction on Wellington Roads 52 and 22 in the Town of Erin.

The work involves the full depth asphalt removal new concrete curb and gutter, hot mix asphalt and pavement markings. No road closures will be required for these projects.

On Wednesday May 29, 2025, five (5) submissions were received from contractors as follows, with pricing shown excluding H.S.T. @13%.

COMPANY NAME	Total (excl. HST)
Cox Construction Limited, Guelph	\$1,098,752.52
Brantco Construction, Cambridge	\$1,231,412.10
Capital Paving Inc, Guelph	\$1,286,000.00
Pave-Al Limited, Mississauga	\$1,396,564.30
Dufferin Construction Company, Cambridge	\$1,567,703.30

The tender submissions were in order and staff are recommending awarding the contract to the lowest compliant bidder Cox Construction Limited of Guelph, Ontario at the total tendered amount of \$1,098,752.52 excluding H.S.T. @13%.

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

Strategic Action Plan:

This report relates to the following objectives and priorities in the County's Strategic Action Plan:

- Making the Best Decisions for the Betterment of the Community
 - Openness and transparency in the decisions that the County makes and how it conducts business.

Recommendation:

That County of Wellington Project No. CW2025-030 for road reconstruction on Wellington Roads 52 and 22 in the Town of Erin as specified be awarded Cox Construction Limited of Guelph, Ontario at the total tendered amount of \$1,098,752.52 excluding H.S.T. @13%; and

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

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

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

Respectfully submitted,

A handwritten signature in cursive script that reads "Jackie Osti".

Jackie Osti
Manager, Purchasing and Risk Management Services

In consultation with/approved by:

Don Kudo, County Engineer
Ken DeHart, County Treasurer
Scott Wilson, CAO

FINANCIAL SUMMARY

COUNTY OF WELLINGTON CAPITAL PROJECT EXPENDITURE AND FINANCING SCHEDULE
--

Bid name: Reconstruction of Wellington Road 52 and 22
 Bid number: CW2025-030

Project name: WR52, WR124 to WR25/WR22, WR26 to 300m S of WR24
 Project number : 21180441/21190481

PROJECT COSTS

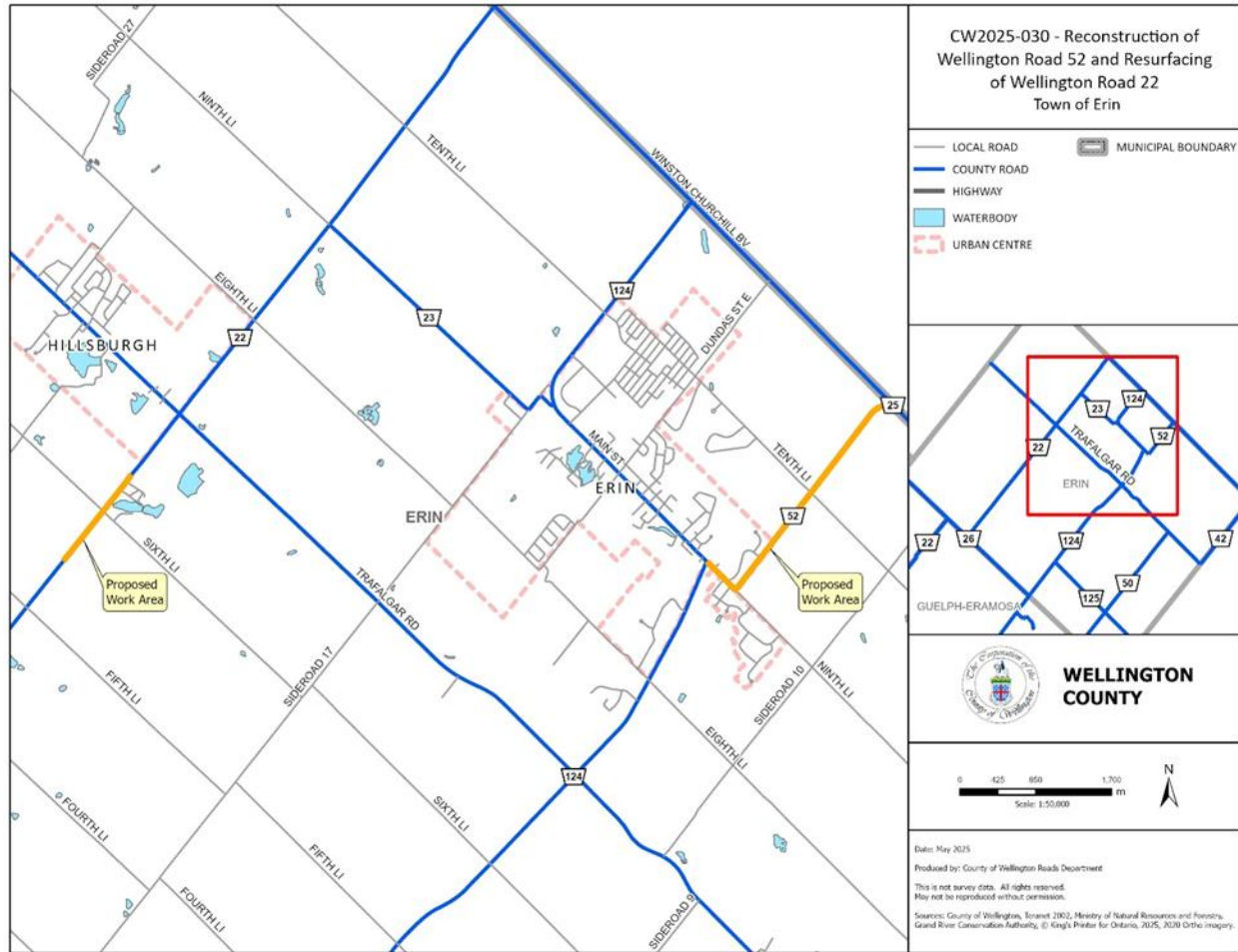
	<u>Total</u>
<u>Bid:</u>	
Tendered Cost	\$1,159,400
Professional Fees	117,000
Internal Recoveries (Labour, Equipment)	200,000
Actuals to date - 21190481	4,902,800
Contingency	120,800
<u>Bid to Award</u>	<u>\$6,500,000</u>

* includes net cost to County of HST

PROJECT BUDGET APPROVALS AND FINANCING

	Gross cost	Roads Capital Reserve	Development Charges - Roads	Ontario Community Infrastructure Fund
2019 Capital Budget-21190481	\$ 100,000	\$ 100,000		
2020 Capital Budget-21190481	\$ 1,500,000	\$ 140,000		\$ 1,360,000
2021 Capital Budget-21190481	\$ 400,000	\$ 400,000		
2022 Capital Budget-21190481	\$ 3,650,000	\$ 1,620,000		\$ 2,030,000
2025 Capital Budget-21180441	\$ 1,500,000	\$ 1,472,400	\$ 27,600	
Project Total	\$ 7,150,000	\$ 3,732,400	\$ 27,600	\$ 3,390,000
Project Surplus-21180441	\$ (650,000)	\$ (638,000)	\$ (12,000)	
Revised cost and sources of funding	\$ 6,500,000	\$ 3,094,400	\$ 15,600	\$ 3,390,000

MAP





COUNTY OF WELLINGTON

COMMITTEE REPORT

To: Chair and Members of the Roads Committee
From: Don Kudo, P. Eng., County Engineer
Date: Tuesday, June 10, 2025
Subject: **Automated Speed Enforcement – MTO Preliminary Reporting**

Background:

The County has an Automated Speed Enforcement Administrative Penalty Agreement with the Ministry of Transportation. One of the sections of the agreement is the monitoring of safety effectiveness with respect to the ongoing monitoring of ASE devices. Municipalities must provide MTO with semi-annual reports no later than six months after the reporting periods of January 1 to June 30 and July 1 to December 31.

As the County's ASE one year trial programme is currently underway at five locations, staff had proposed to provide the Roads Committee a comprehensive report based on the MTO reporting parameters. This report summarizes the preliminary results for the period of January 15 to May 31 of the required MTO reporting requirements. The detailed MTO reporting templates are attached that provides data for the ASE factors required by the MTO.

This report includes charts and summaries of the MTO report details for Vehicle Speed Data, Administrative Penalty Data and Collision data. Commentary on the data results has also been included in the report for each chart and summary. The charts in this report show the five locations with data for each of the two cameras at each location.

Vehicle Speed Data

Municipalities need to provide semi-annual reports detailing vehicle speed for all vehicles observed by ASE devices. Speed data is to include average travel speed, proportion of vehicles travelling above the speed limit, and 85th percentile speed. The same speed data for a period within one year prior to ASE device deployment needs to be reported if available.

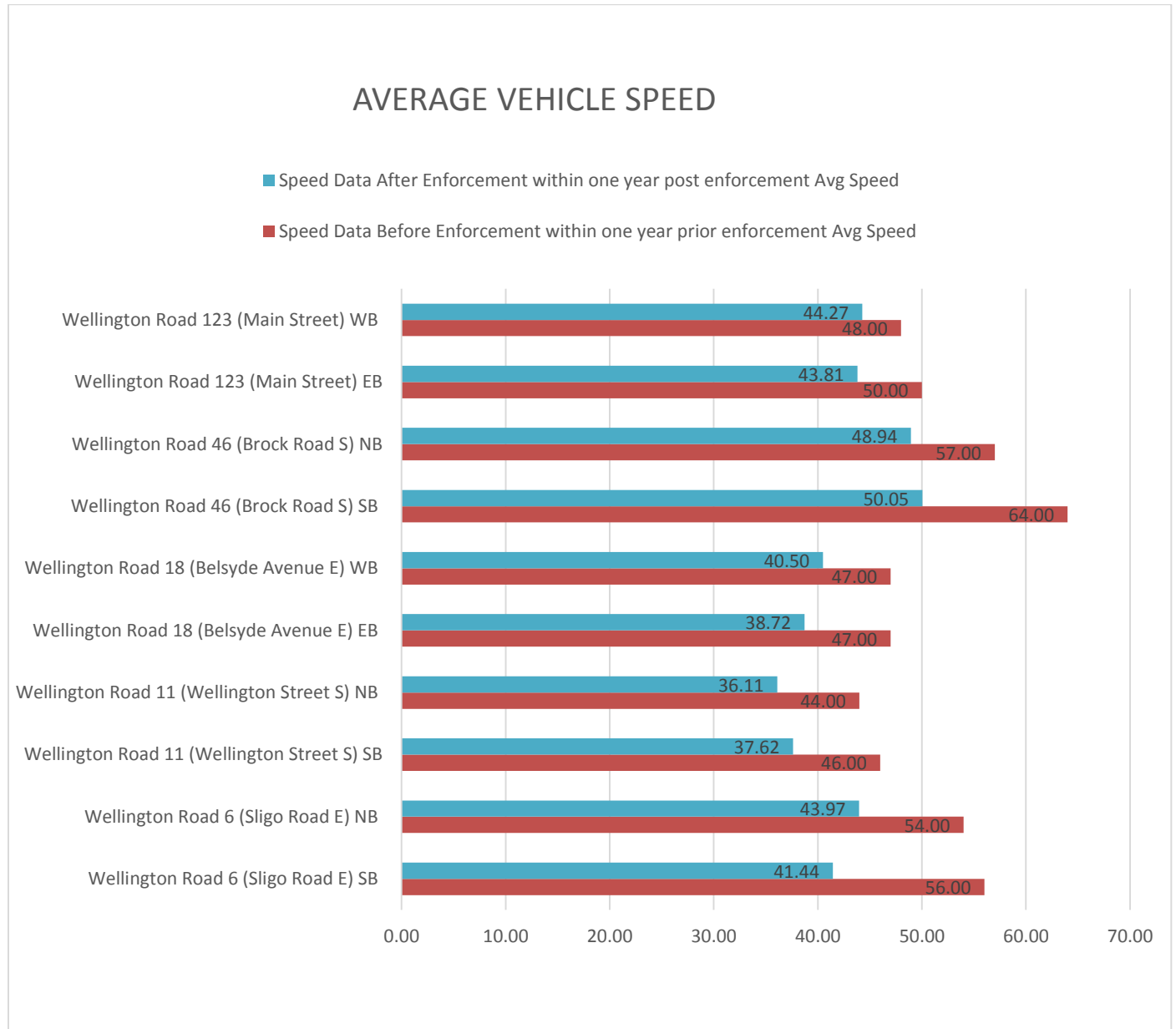
Administrative Penalty Data

Municipalities need to provide a breakdown of the number of vehicles passing ASE devices, the number of vehicle images acquired by ASE devices, the number of penalty orders imposed, the number of penalty orders reviewed by a Screening Officer, the number of penalty orders reviewed by a Hearing Officer, and the number of repeat contraventions for the same registered vehicle owner.

Vehicle Speed Data

- **Average Travel Speed -**

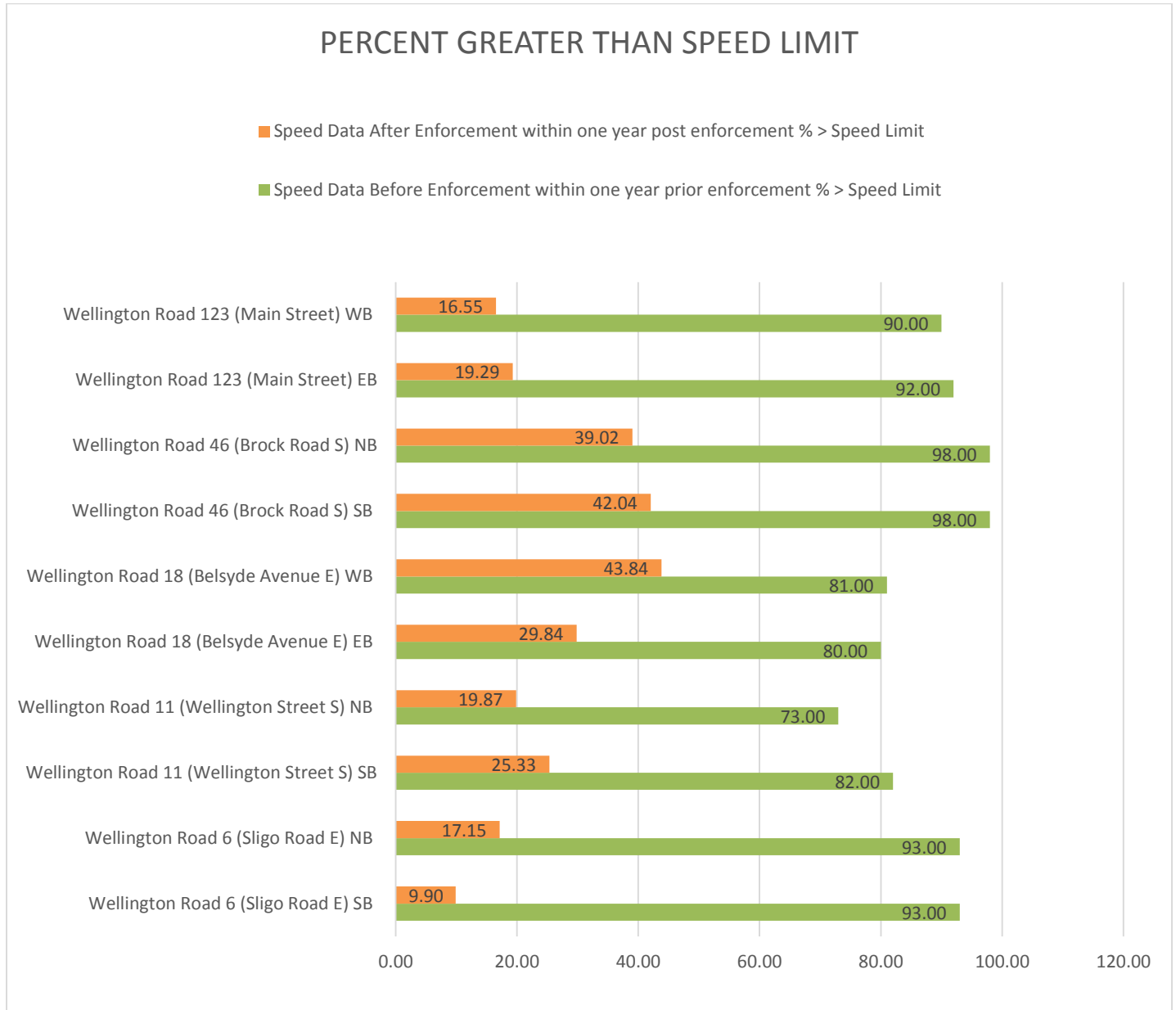
This data indicates that at all locations, the average vehicle speed has been reduced compared to vehicle speeds recorded within one year prior to the deployment of ASE cameras. Overall, the data indicates an overall average reduction of the average vehicle speed by approximately 17%.



Vehicle Speed Data

- Vehicles Travelling Above the Speed Limit -

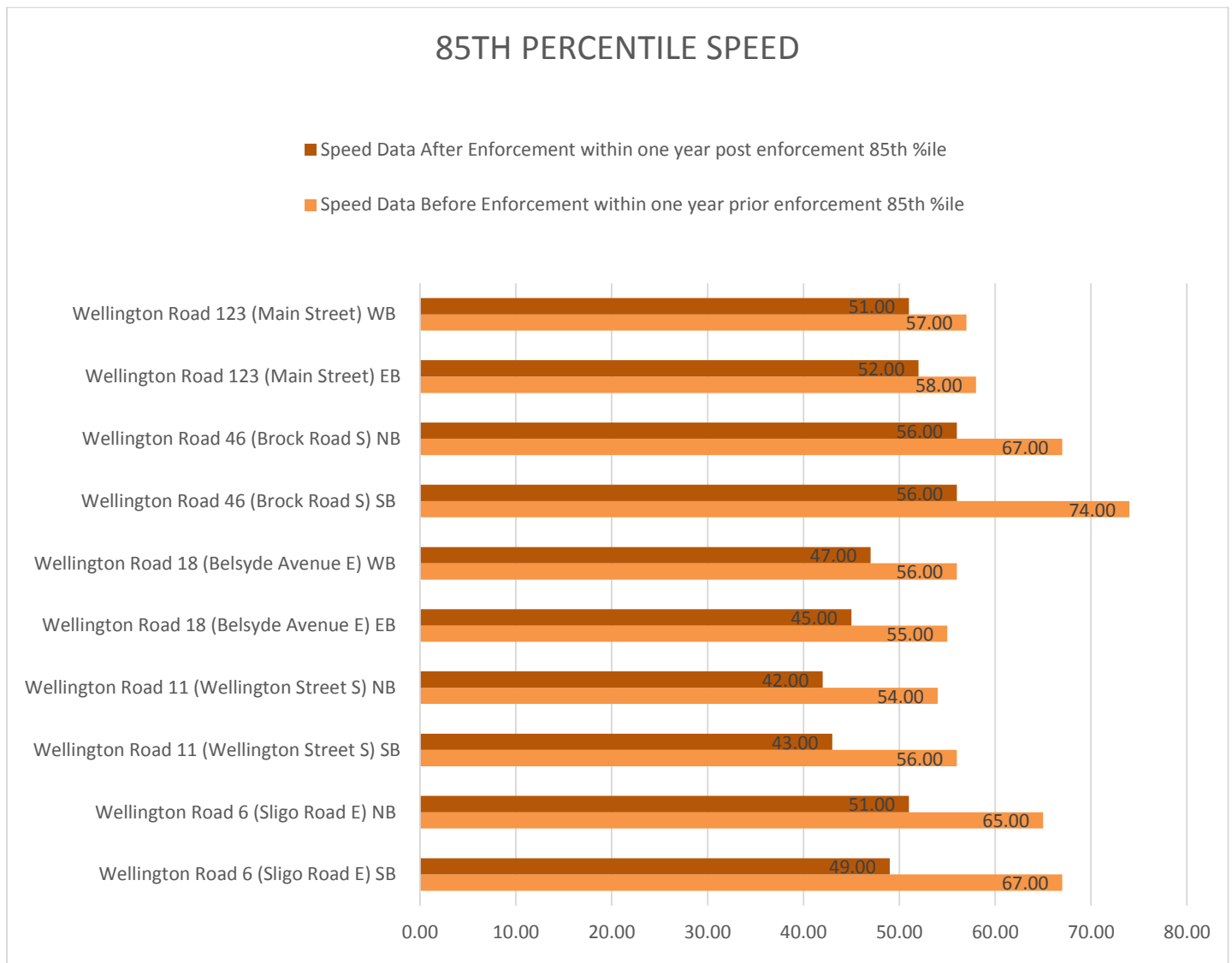
This data indicates that at all locations, the compliance to the posted speed limit has increased compared to the speed limit compliance recorded within one year prior to the deployment of ASE cameras. Overall, the data indicates an overall average speed limit compliance increase of approximately 62%.



Vehicle Speed Data

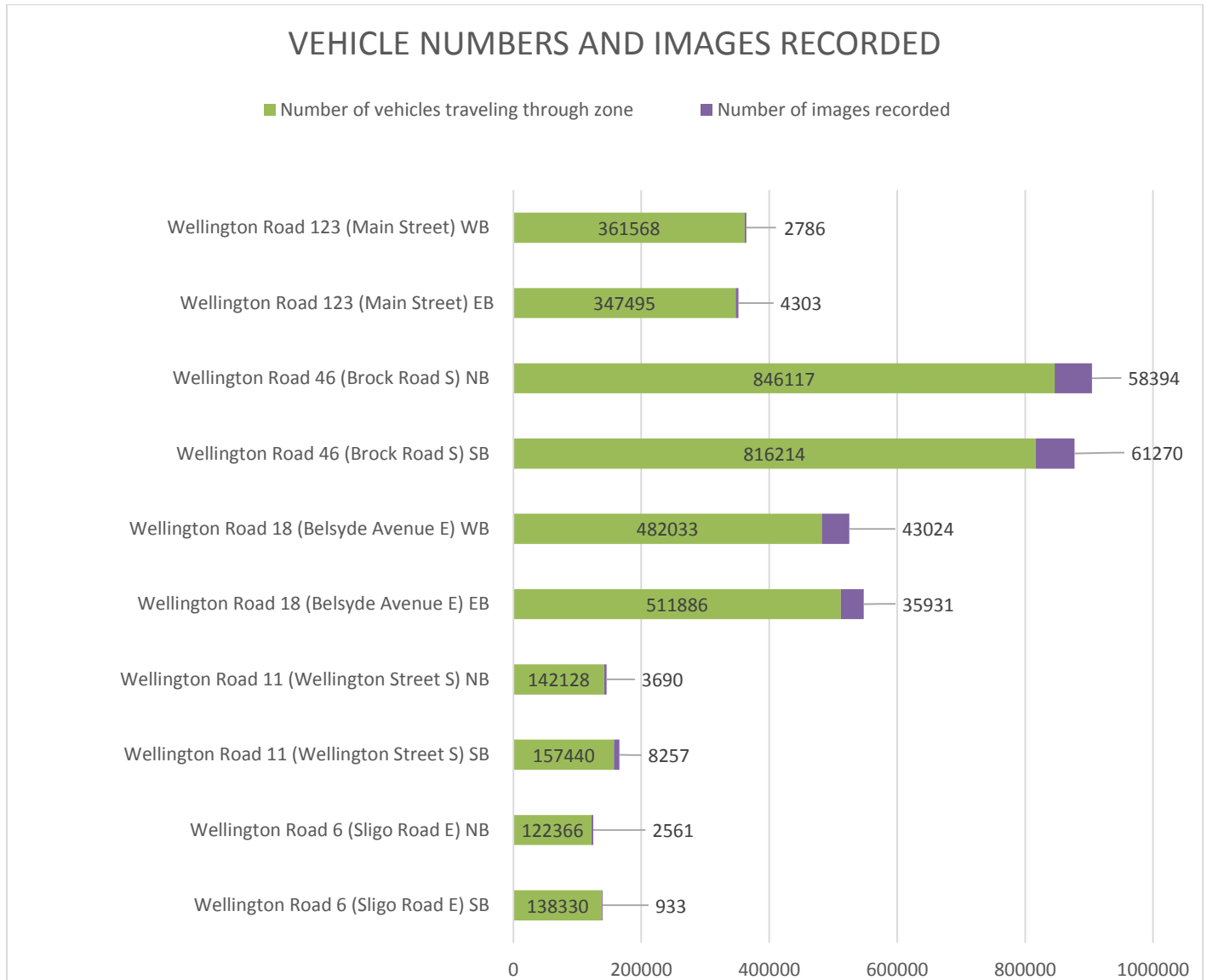
- 85th Percentile Speed -

The 85th percentile speed is an industry wide standard that traffic engineers use to determine the speed that most drivers will operate their vehicle they perceive to be safe for the road environment. This data indicates that at all locations, the 85th percentile vehicle speed has been reduced compared to vehicle speeds recorded within one year prior to the deployment of ASE cameras. Overall, the data indicates an overall average reduction of the 85th percentile speed by approximately 19%.



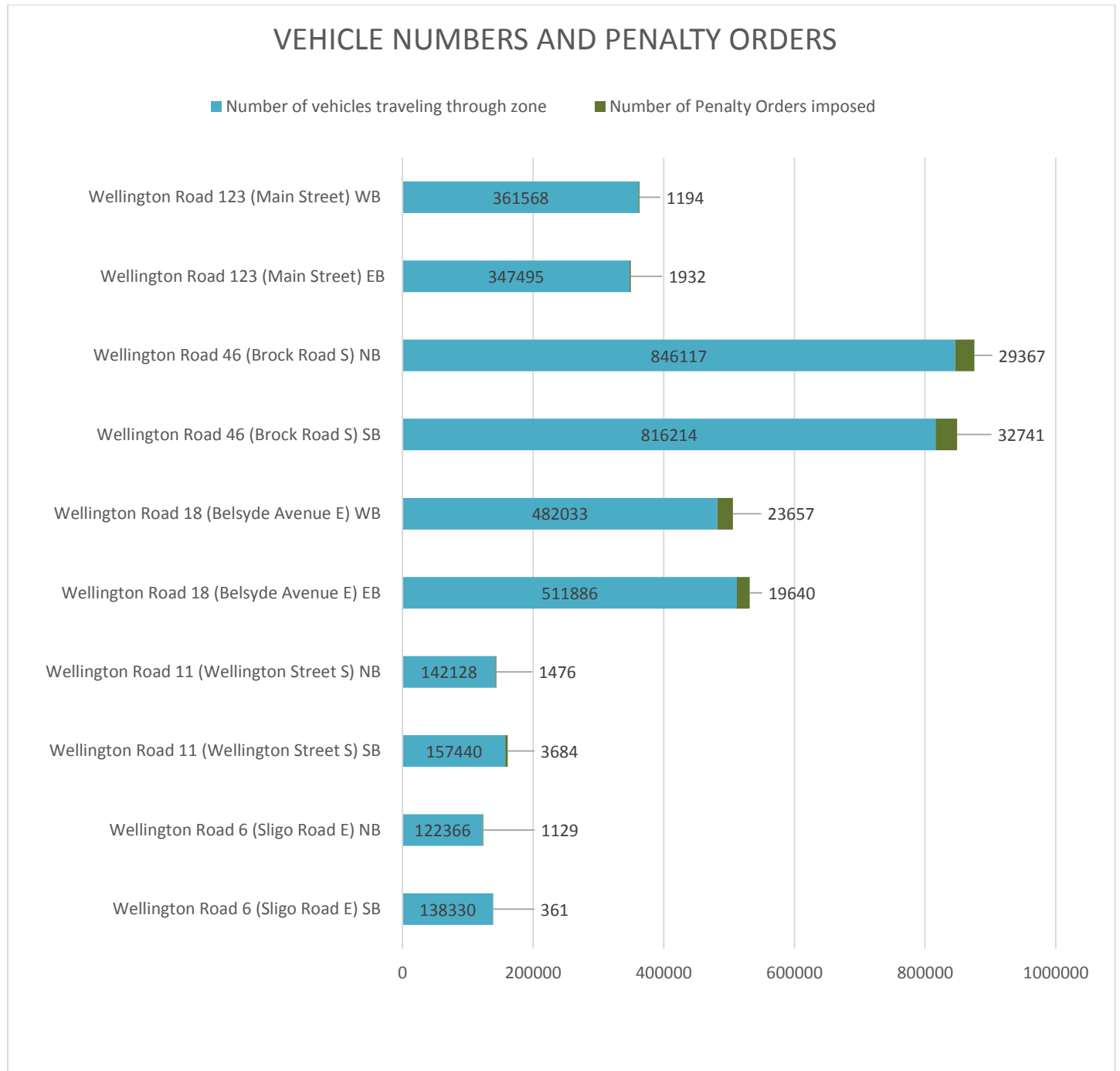
Administrative Penalty Data

- A vehicle image is triggered when a speed contravention is detected by an ASE camera. These images are sent to the Processing Centre where each image is reviewed by a Provincial Offences Officer to determine if a Penalty Order should be issued. Overall, the data indicates approximately 5.63% of the total vehicles travelling through ASE locations have triggered an ASE camera image.



Administrative Penalty Data

- Number of Vehicles and Number of Penalty Orders -
Overall, the data indicates approximately 2.93% of the total vehicles travelling through ASE locations have received Penalty Orders



Administrative Penalty Data

- Number of Vehicle Images and Number of Penalty Orders -

This data indicates that there are quality control measures that are applied when comparing the contraventions captured (images) and the issuance of Penalty Orders.

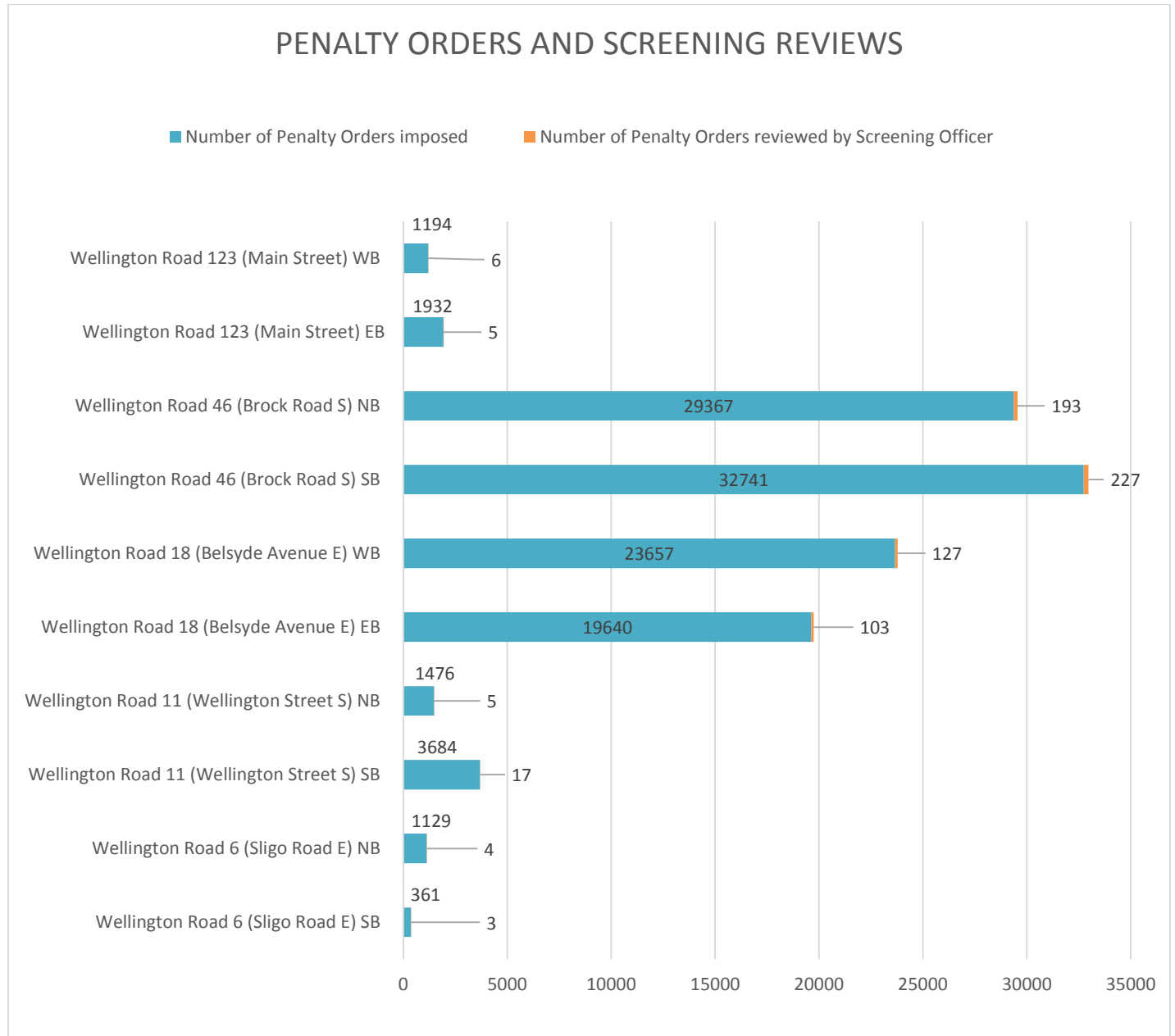
Provincial Offences Officers take into account many factors to determine if a Penalty Order should be issued. Factors that are considered when an Officer reviews an image include the readability of the plate, misaligned markers, clarity of the image, trailers, obstruction of the plate, and quality of the image.

Overall, the data indicates approximately 52.08% of the total images recorded and reviewed have resulted in a Penalty Order being issued. The percentage is similar to that of ASE implementation in other jurisdictions.



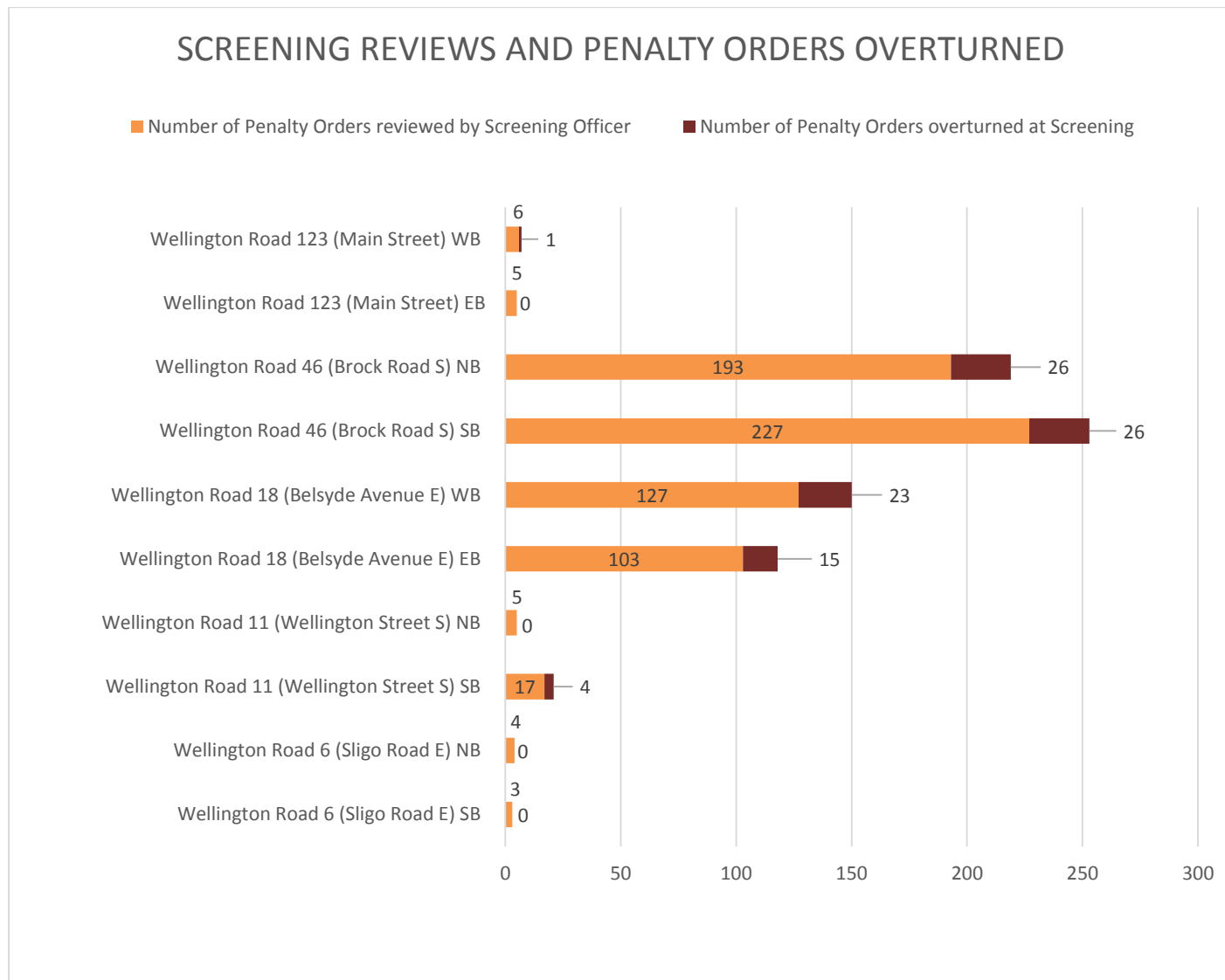
Administrative Penalty Data

- Number of Penalty Orders and Number of Screening Reviews -
The number of Penalty Orders that are being reviewed by Screening Officers under the Administrative Penalty System is indicated here. Overall, approximately 0.6% of total Penalty Orders have been reviewed by Screening Officers.



Administrative Penalty Data

- **Number of Screening Reviews and Penalty Orders Overturned -**
The number of Penalty Orders being overturned by Screening Officers under the Administrative Penalty System is indicated here. Overall, approximately 13.77% of total Penalty Orders have been overturned by Screening Officers.

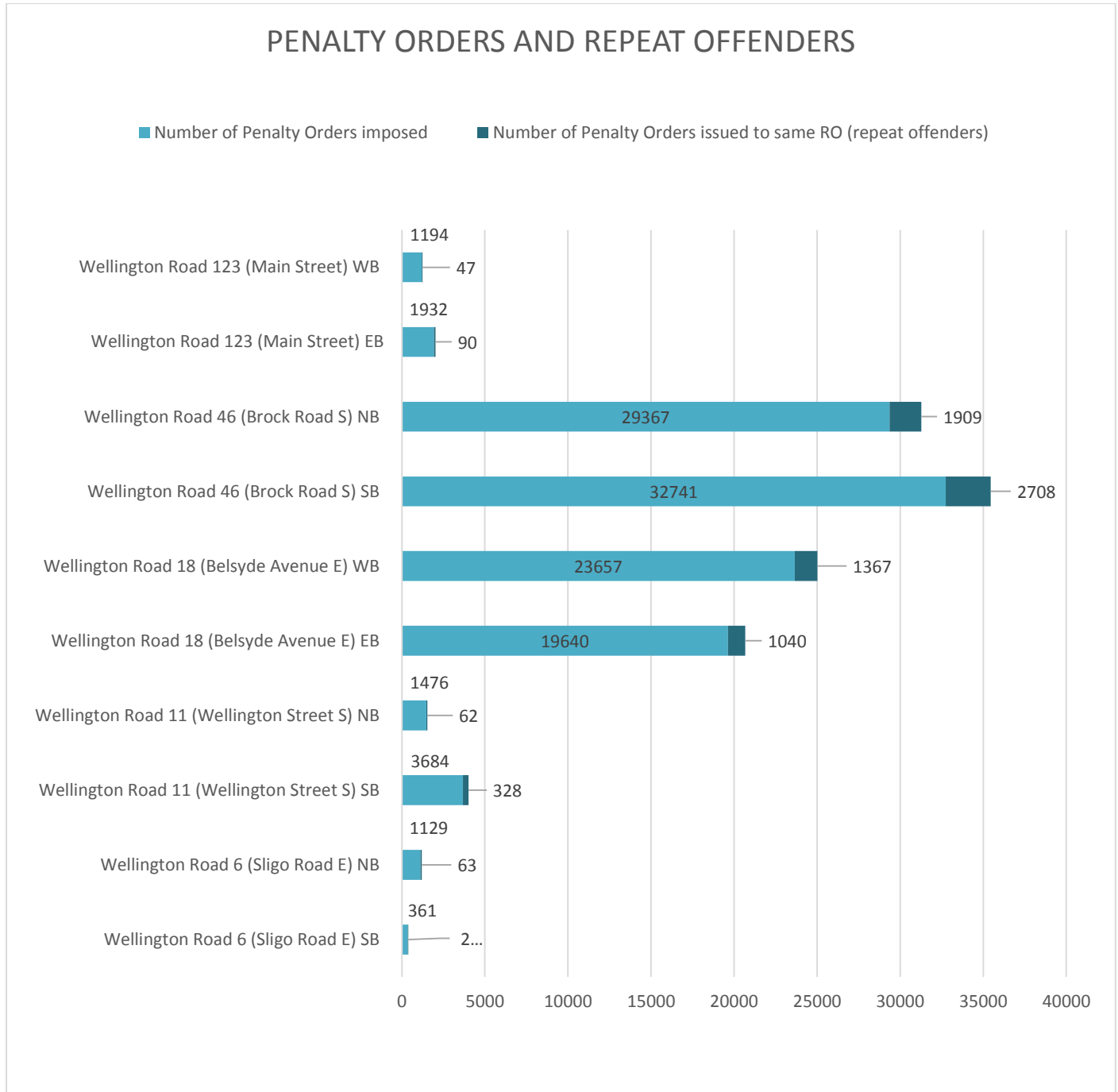


Administrative Penalty Data

- **Number of Hearing Reviews and Number of Hearing Reviews Overturned -**
If a vehicle owner is not satisfied with the decision of a Screening Officer, the vehicle owner can then have an appointment with a Hearing Officer. The decision of a Hearing Officer is considered final under the Administrative Penalty System. To date, for all five locations there have been nine Hearing Officer reviews and two Penalty Orders overturned.

Administrative Penalty Data

- Number of Penalty Orders Issued to Repeat Offenders -
Vehicle owners receiving penalty orders at the same locations are indicated here relative to the number of penalty orders issued. Overall, approximately 6.63% of total Penalty Orders have been issued to repeat offenders.



Collision Reporting

Municipalities need to report on all motor vehicle collisions that occur within road segments adjacent to an ASE device including injury and property damage data. Reporting is to also include collision information over an equivalent period of time one year prior to the deployment of the ASE device. Staff have contacted Wellington County OPP for collision reporting data information from 2024 and for the period of first five months of 2025 was received. Attached to this report is a summary of collisions by location.

Based on preliminary collision data provided, there were a total of six collisions in the five ASE Community Safety Zone locations in the year prior to the ASE cameras being deployed. One collision was a fatality, and the remaining collisions were reported as Property Damage Only (PDO) incidents. Following the deployment of ASE cameras on January 15, 2025 to May 31, 2025, there have been six collisions in the same five ASE Community Safety Zone locations. One collision was a non-fatal injury incident, and the remaining collisions were reported as PDO incidents.

The MTO reporting requirements for collisions only requires data on the number of fatal, personal injury and PDO, and does not require incident specific vehicle collision report details. These details would provide background with respect to the factors contributing to a collision.

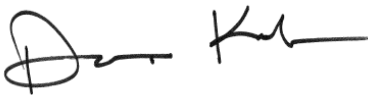
Strategic Action Plan:

This report relates to the following objectives and priorities in the County's Strategic Action Plan:
Doing what the County does best – Providing Critical Daily Services for your residents

Recommendation:

That the report "Automated Speed Enforcement – MTO Preliminary Reporting" be received for information.

Respectfully submitted,



Don Kudo, P. Eng.
County Engineer

In consultation with/approved by:
Scott Wilson, Chief Administrative Office

Attachments: Automated Speed Enforcement Camera Sites - Speed Data
MTO Administrative Penalty Data Summary
Automated Speed Enforcement Camera Sites Collision Data - Summary of Collisions

Corporation of the County of Wellington
Automated Speed Enforcement Camera Sites - Speed Data
Date Range: 2025 Jan 15 - 2025 May 31

Location Name	Speed Data Before Enforcement Within One Year prior Enforcement			Speed Data After Enforcement Within One Year Post Enforcement		
	85th %ile	Avg Speed	% > Speed Limit	85th %ile	Avg Speed	% > Speed Limit
Wellington Road 6 (Sligo Road E) SB from a point 50 metres west of Church Street North to a point 125 metres west of London Road North	67.00	56.00	93.00	49.00	41.44	9.90
Wellington Road 6 (Sligo Road E) NB from a point 50 metres west of Church Street North to a point 125 metres west of London Road North	65.00	54.00	93.00	51.00	43.97	17.15
Wellington Road 11 (Wellington Street S) SB from the intersection with Andrews Drive to the intersection with Spring Street	56.00	46.00	82.00	43.00	37.62	25.33
Wellington Road 11 (Wellington Street S) NB from the intersection with Andrews Drive to the intersection with Spring Street	54.00	44.00	73.00	42.00	36.11	19.87
Wellington Road 18 (Belsyde Avenue E) EB from the intersection with Highway 6 (Tower Street S) to the intersection with McTavish Street	55.00	47.00	80.00	45.00	38.72	29.84
Wellington Road 18 (Belsyde Avenue E) WB from the intersection with Highway 6 (Tower Street S) to the intersection with McTavish Street	56.00	47.00	81.00	47.00	40.50	43.84
Wellington Road 46 (Brock Road S) SB from a point 225 metres north of Old Brock Road to a point 300 metres south of Old Brock Road	74.00	64.00	98.00	56.00	50.05	42.04
Wellington Road 46 (Brock Road S) NB from a point 225 metres north of Old Brock Road to a point 300 metres south of Old Brock Road	67.00	57.00	98.00	56.00	48.94	39.02
Wellington Road 123 (Main Street) EB from the intersection with Henry Street to the intersection with York Street	58.00	50.00	92.00	52.00	43.81	19.29
Wellington Road 123 (Main Street) WB from the intersection with Henry Street to the intersection with York Street	57.00	48.00	90.00	51.00	44.27	16.55

Corporation of the County of Wellington
MTO Administrative Penalty Data Summary
Date Range: 2025 Jan 15 - 2025 May 31

Location Name	Number of vehicles traveling through zone	Number of images recorded	Number of Penalty Orders imposed	Number of Penalty Orders reviewed by Screening Officer	Number of Penalty Orders reviewed by Hearing Officer	Number of Penalty Orders overturned at Screening	Number of Penalty Orders overturned at Hearing	Number of Penalty Orders sent to Plate denial as unpaid	Number of Penalty Orders issued to same RO (repeat offenders)
Wellington Road 6 (Sligo Road E) SB from a point 50 metres west of Church Street North to a point 125 metres west of London Road North	138330	933	361	3	0	0	0	0	20
Wellington Road 6 (Sligo Road E) NB from a point 50 metres west of Church Street North to a point 125 metres west of London Road North	122366	2561	1129	4	0	0	0	0	63
Wellington Road 11 (Wellington Street S) SB from the intersection with Andrews Drive to the intersection with Spring Street	157440	8257	3684	17	1	4	0	0	328
Wellington Road 11 (Wellington Street S) NB from the intersection with Andrews Drive to the intersection with Spring Street	142128	3690	1476	5	0	0	0	0	62
Wellington Road 18 (Belsyde Avenue E) EB from the intersection with Highway 6 (Tower Street S) to the intersection with McTavish Street	511886	35931	19640	103	0	15	0	0	1040
Wellington Road 18 (Belsyde Avenue E) WB from the intersection with Highway 6 (Tower Street S) to the intersection with McTavish Street	482033	43024	23657	127	0	23	0	0	1367
Wellington Road 46 (Brock Road S) SB from a point 225 metres north of Old Brock Road to a point 300 metres south of Old Brock Road	816214	61270	32741	227	3	26	1	0	2708
Wellington Road 46 (Brock Road S) NB from a point 225 metres north of Old Brock Road to a point 300 metres south of Old Brock Road	846117	58394	29367	193	5	26	1	0	1909
Wellington Road 123 (Main Street) EB from the intersection with Henry Street to the intersection with York Street	347495	4303	1932	5	0	0	0	0	90
Wellington Road 123 (Main Street) WB from the intersection with Henry Street to the intersection with York Street	361568	2786	1194	6	0	1	0	0	47
	3925577	221149	115181	690	9	95	2	0	7634

**COUNTY OF WELLINGTON - Automated
Speed Enforcement Camera Sites Collision
Data - Summary of Collisions**

Location Name	Total Collisions before Deployment	Total Collisions after Deployment
Wellington Road 6 (Sligo Road E)	0	1
Wellington Road 11 (Wellington Street S)	1	0
Wellington Road 18 (Belsyde Avenue E)	1	3
Wellington Road 46 (Brock Road S)	1	1
Wellington Road 123 (Main Street)	3	1