



## Corporation of the County of Wellington

### Roads Committee

### Minutes

March 14, 2023

County Administration Centre

Keith Room

Present: Warden Andy Lennox  
Councillor Gregg Davidson (Chair)  
Councillor Campbell Cork  
Councillor Michael Dehn  
Councillor Dave Turton

Also Present: Councillor Matthew Bulmer  
Councillor Jeff Duncan  
Councillor Steve O'Neill  
Su Dason, County Solicitor

Staff: Jennifer Adams, County Clerk  
Brittany Boomer, Infrastructure Tech Analyst  
Pasquale Costanzo, Technical Services Supervisor  
Ken DeHart, County Treasurer  
Joe de Koning, Manager of Roads  
Brad Hutchinson, Roads Superintendent  
Don Kudo, County Engineer  
Jackie Osti, Manager of Purchasing and Risk Management Services  
Scott Wilson, CAO  
Kelly-Ann Wingate, Purchasing and Risk Analyst

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#### 1. Call to Order

At 10:00 am, the Chair called the meeting to order.

#### 2. Declaration of Pecuniary Interest

There were no declarations of pecuniary interest.

**3. Delegation:**

3.1 Agnes Loder, Business Development, Redflex Traffic Systems Canada

1/3/23

**Moved by:** Councillor Dehn

**Seconded by:** Councillor Cork

That the Automated Speed Enforcement - A "How-to" Guide for Ontario municipalities presentation by Agnes Loder, Business Development and Brenda Lewis, Director of Operations, Redflex Traffic Systems Canada be received for information.

**Carried**

**4. Roads Financial Statements as of February 28, 2023**

2/3/23

**Moved by:** Councillor Turton

**Seconded by:** Councillor Cork

That the Roads and Engineering Financial Statements as of February 28, 2023 be approved.

**Carried**

**5. Tender Award - Pavement Overlay**

3/3/23

**Moved by:** Councillor Dehn

**Seconded by:** Warden Lennox

That County of Wellington Project No. CW2023-034 for pavement overlay (supply and place) on various County roads be awarded to Brantco Construction of Cambridge, Ontario at the total tendered amount of \$848,586.80 exclusive of HST @13%; and

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

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

That staff be authorized to issue the Purchase Order and necessary contracts.

**Carried**

**6. Tender Award - Wellington Road 123 Asphalt Rehabilitation**

4/3/23

**Moved by:** Councillor Dehn

**Seconded by:** Councillor Turton

That Project Number CW2023-011 a tender for asphalt rehabilitation on Wellington Road 123 be awarded to Brantco Construction of Cambridge, Ontario at the total tendered amount of \$2,216,977.10 exclusive of HST @ 13%; and

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

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

That staff be authorized to issue the Purchase Order and necessary contracts.

**Carried**

**7. Plow Rigging Order - For 2024 Delivery**

5/3/23

**Moved by:** Councillor Turton

**Seconded by:** Warden Lennox

That staff be authorized to issue a purchase order to Viking-Cives Ltd, of Mount Forest, Ontario for the purchase of one pro-line plow system and four roller-pro systems and accessories, at the total quoted price of \$1,522,240.00 exclusive of HST @ 13%; and

That the 2024 capital budget be updated accordingly.

**Carried**

**8. Wellington Road 41 Speed Limit Changes**

6/3/23

**Moved by:** Councillor Cork

**Seconded by:** Warden Lennox

That the County of Wellington take appropriate action, as outlined in the staff report, to revise the Consolidated Speed Limit Bylaw and signage on Wellington Road 41.

**Carried**

**9. Town of Erin Wastewater System Project**

7/3/23

**Moved by:** Councillor Turton

**Seconded by:** Councillor Cork

That the report, Town of Erin Wastewater System Project, be received for information.

**Carried**

**10. Correspondence from the Township of Puslinch**

8/3/23

**Moved by:** Councillor Dehn

**Seconded by:** Councillor Turton

That the correspondence from the Township of Puslinch regarding resolution 2023-009 Arkell Parking and Speeding be received for information.

**Carried**

**11. Closed Session**

9/3/23

**Moved by:** Councillor Turton

**Seconded by:** Councillor Cork

That the Roads Committee move into a closed meeting for the purposes of considering acquisition or disposition of land by the municipality and advice that is subject to solicitor-client privilege.

**Carried**

**12. Adjournment**

At 11:15 am, the Chair adjourned the meeting until April 11, 2023 or at the call of the Chair.

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Gregg Davidson  
Chair  
Roads Committee



# Automated Speed Enforcement

A 'how-to' guide for Ontario Municipalities



## Our Ontario Team



**Agnes Loder**

Business Development - Canada

**Joel Smith**

Implementation Manager- Canada

**Brenda Lewis**

Regional Operations Director

**Backed and supported by a worldwide team of  
automated enforcement professionals**

## ABOUT REDFLEX

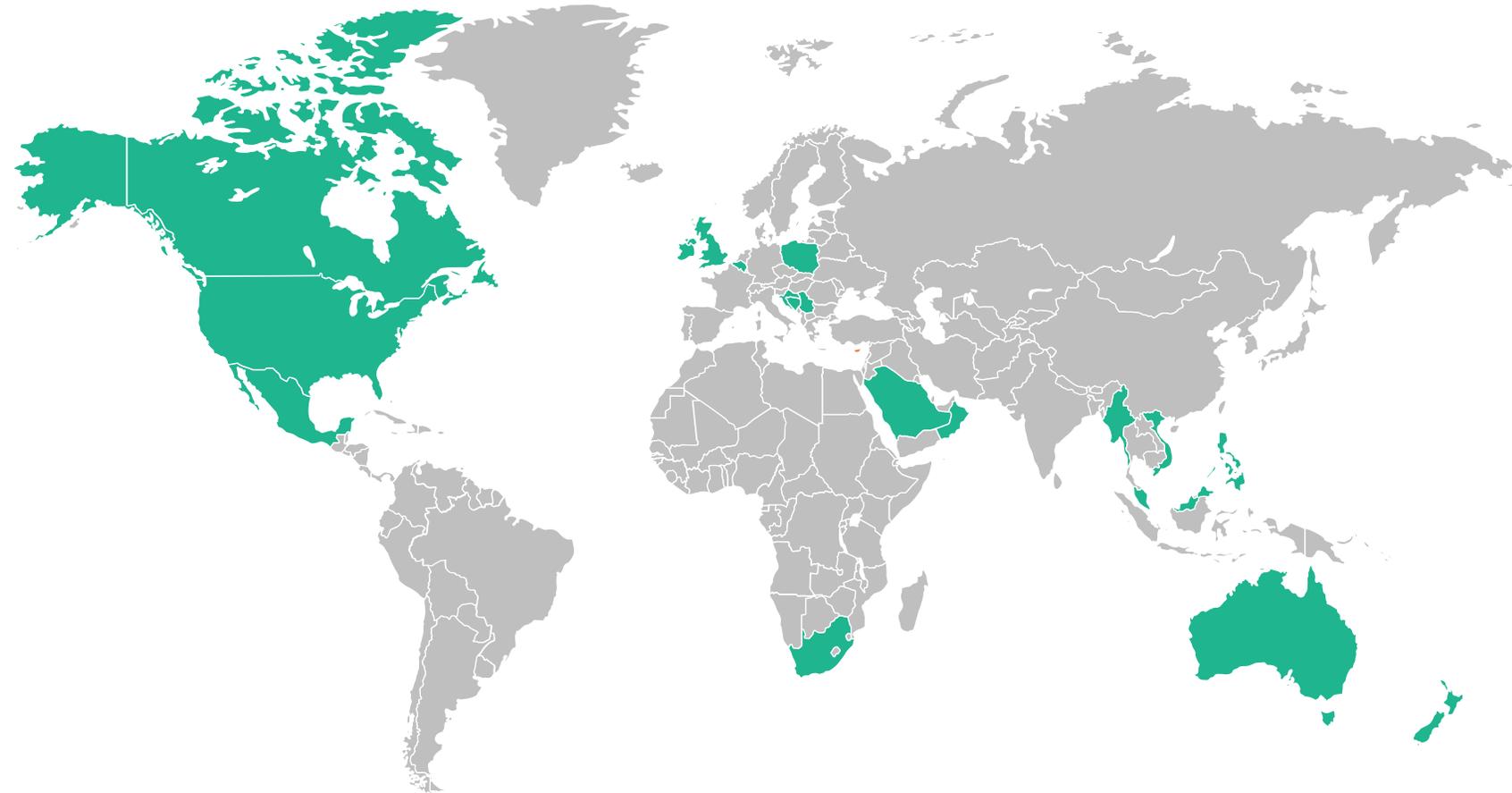


Redflex has helped to reduce crashes and save lives for more than 25 years.

Headquartered in Glendale, Arizona, Vaughan, Ontario and Melbourne, Australia with over 500 employees

Redflex supports 3500 cameras in 15 countries globally

Redflex supports Canadian programs in Ontario, British Columbia, Saskatchewan and Alberta, and more than 100 jurisdictions in North America



- Canada
- United States
- Mexico
- United Kingdom
- Ireland
- Belgium
- Bosnia
- Poland
- Serbia
- Cyprus
- Saudi Arabia
- Kuwait
- Qatar
- United Arab Emirates
- Oman
- South Africa
- Myanmar
- Cambodia
- Singapore
- Malaysia
- Vietnam
- Hong Kong
- Taiwan
- Philippines
- Australia
- Fiji
- New Zealand

**What** is Automated Speed Enforcement?

Automated Speed Enforcement (ASE) uses technology to detect and record images and data which are used to issue tickets to the owner of the offending vehicle.

**Why** use ASE?

Vehicle speeds continue to be a top of mind concern of residents in communities across Ontario. ASE provides a cost-effective and accurate enforcement tool.

**Who** is involved with ASE?

The ASE programs in Ontario are a collaborative partnership between a participating municipality, their Provincial Offences Act (POA) Courts, the Joint Processing Centre in Toronto, the Ministry of Transportation, and Redflex Traffic Systems.

**Where** can it be deployed?

Bill 65 permits the use of Automated Speed Enforcement in School Zones and Community Safety Zones where the speed limit is less than 80 km/hour.

Does It **W**ork?

Initial results have shown reductions in average speeds of approximately 30%.

Site Code: 70002 Location: Midland Ave Between Marcos Blvd and Tara Ave/NB Lane: 1 Direction: Away From  
 Date: 26/06/2019 Time: 19:05:42.115 Speed Limit: 50 km/h Vehicle Speed: 61 km/h System ID:ONT-DEMO-01



**RED LIGHT CAMERA SYSTEM OFFENCE NOTICE**  
**AVIS D'INFRACTION – SYSTÈME PHOTOGRAPHIQUE RELIÉ AUX FEUX ROUGES**

4760-997-17-12230006-00  
 OFFENCE NO./N° D'AVIS D'INFRACTION

Form 6 Provincial Offences Act, O. Reg. 108/11  
 Formulaire 6, Loi sur les infractions provinciales, Règl. de l'Ont. 108/11

ONTARIO COURT OF JUSTICE  
 COUR DE JUSTICE DE L'ONTARIO

You/Vous: **DOE, JOHN**  
 (Name/Nom): **123 ANY STREET**  
 (Address/Adresse): **HAMILTON, ON, A1A 1A1**

being the owner of a motor vehicle displaying  
 à titre de propriétaire d'un véhicule automobile affichant

Ontario number plate **ABCD123**  
 le numéro de plaque d'immatriculation de l'Ontario

are charged with the offence of failing to stop at a red light  
 êtes accusé(e) de l'infraction d'omettre de s'arrêter à un feu rouge

on the **03** day of **July**, 2017 at **03:52 PM**  
 le **03** jour de **juillet** à **15:52**

at the intersection of **York St. and Hess St.**  
 à l'intersection de

(location / endroit)  
 in the **City of Hamilton**  
 dans le/la **ville de Hamilton**

(municipality / municipalité)

as shown in the digitized images set forth in this notice, contrary to subsection  
 144(18.1) and pursuant to section 207 of the Highway Traffic Act,  
 comme le montrent les images numérisées exposées au présent avis, contrairement au  
 paragraphe 144 (18.1) et conformément à l'article 207 du Code de la route.

The photographs taken by the red light camera system show the vehicle approaching the  
 intersection, at which time the signal had displayed red for  
 Les photographies prises par le système photographique relié aux feux rouges  
 montrent le véhicule qui s'approche de l'intersection, au moment où le feu était rouge  
 depuis

**011.2** seconds and that vehicle proceeded through the intersection when  
 secondes et que le véhicule a franchi l'intersection alors que

the light had been red for **012.5** seconds.  
 le feu était rouge depuis **12.5** secondes.

I believe and certify that the above offence has been committed.  
 Je crois et atteste que l'infraction susmentionnée a été commise.

Signature of Officer issuing this notice: *[Signature]*  
 Signature de l'agent qui délivre le présent avis:

Issuing Officer Number: **111**  
 Numéro de l'agent qui délivre le présent avis:

Date of Deemed Service: **July 20, 2017**  
 Date de signification présumée:

**PLEASE NOTE:** Section 207 of the Highway Traffic Act provides that...  
**REMARQUE:** L'article 207 du Code de la route prévoit que...

Net Fine / Amende finale: <b>\$266.00</b>	Total Payable: <b>\$325.00</b>
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# History of ASE in Ontario

November 2016	Bill 65 - Safer Schools Act tabled
May 2017	Bill 65 - Safer Schools Act receives Royal Assent
June 2017	Ontario Traffic Council establishes ASE Steering Committee with 25 municipalities to establish common operating principles for ASE in Ontario.
April 2019	Ontario municipalities issue co-operative RFP
June 2019	After an extensive evaluation, Redflex selected as the successful ASE vendor
October 2019	Redflex and Toronto begin set up of Joint Processing Centre
November 2019	Ontario Regulation 389/19 filed, prescribing the requirements for ASE
February 2020	Toronto ASE program begins with warning letters
July 2020	Toronto ASE program begins issuing tickets for violations

# ASE Programs in Ontario

## Municipalities Operating ASE Programs

- Toronto
- Durham
- York
- Ottawa
- Hamilton
- Brampton
- Peel
- Waterloo
- Ajax
- Mississauga
- London
- Pickering
- Oakville

# What Some People Are Saying About ASE

“This data continues to show the need for automated speed enforcement across our city. These speed cameras are focused on roads around schools to help keep kids safe. For drivers, the simplest way to avoid getting a ticket is to slow down and obey the speed limit.”

*Toronto Mayor John Tory – Citynews, October 23, 2020*

“We’ve noticed the traffic is getting more and more busier. We were thrilled when the cameras went in. We really wish there were more.”

*Linda Calhoun, Durham Region Resident – Global News, September 8, 2020*

“The great thing about photo radar is it works. You’re going to get a ticket. We’re putting these in school zones across the City of Brampton and believe this is going to change behaviour.”

*Brampton Mayor Patrick Brown – Global News, February 5, 2020*

“If we had speed cameras here, there’d be fewer fatalities.”

*Mississauga resident commenting after collision in her community claimed three lives*

“We felt that launching an automated speed enforcement program within a select number of school zones only was a very transparent approach and made a lot of sense. We want to create a road environment that is safer for kids to walk to school and to encourage kids to walk to school instead of having their parents drive them to school because of the fear of a roadway.”

*Bob Henderson, Manager of Transportation Engineering, Waterloo Region, CBC News, July 16, 2020*

# Research

## Familiarize yourself with applicable Legislation, Regulations and Guidelines

- Knowing and understanding the legislation, regulations and guidelines will make it easier to build a program without costly and time consuming assumptions
- Specifically understanding the requirements for signage and warning notices – both of which could impact the implementation of your program



## Review existing speed studies or create new ones in areas of concern

- In order to make the case for ASE, it is important to be able to document and indicate the extent of the problem you are trying to solve. These studies will also provide you with baseline data to allow you to measure success of your program.

## Communicate with the vendor

- Redflex has vast experience in setting up programs in a diverse range of communities throughout the world. We can share our experience with you, help you figure out the economics of your program and answer any questions you may have.

## Research (cont.)

### Communicate with the Joint Processing Centre and The Ontario Ministry of Transportation (MTO)

- The Joint Processing Centre in Toronto processes all ASE infractions in Ontario. You will need to sign an Agreement with the JPC, as well as an Agreement with MTO for vehicle ownership information. Speaking to the JPC and MTO will help you to understand the costs and requirements involved in the program.

### Communicate with other municipalities who have already implemented their programs

- While it is always good to learn from your mistakes, it is easier to learn from the successes and mistakes of others

### Communicate with your POA Court and Prosecutors

- The issuance of ASE tickets will impact your courts and prosecutors. Including them in discussions at early stages will provide valuable feedback that could save both time and money.

### Determine the internal resources and costs required

- Consider the need for additional or reallocated staff and other resources.

### Communicate with internal stakeholders

- In addition to the POA Courts, other internal stakeholders could either be impacted by ASE or provide support for the initiative. These could include; Transportation, Public Health, First Responders and Councillors.

### Develop a framework for a Communications Plan/Strategy

- Public support will be much higher if the public understands that the ASE is coming and why it is being implemented

# Public Awareness & Community Outreach



A consistent, frequent, strategic public awareness plan is vitally important to advancing the City's safety message.

1. Safety benefits of the program
2. How the program works & the reasoning behind the city utilizing the technology
3. Support and commitment from community leaders
4. Communications program
  - Program branding
  - Press release and conferences
  - Public meetings
  - Social media
  - Printed material
  - City website content
  - Interactive map
  - Web content

# Program Costs

## Joint Processing Centre

- Share of startup costs
- Cost of processing (postage, MTO ownership lookup)

## Vendor Costs

- Initial Camera Set Up
- Daily Rate
- Rotation Fee
- Civil Works (Semi-Fixed only)

## Potential POA Court Impacts

- Human Resources

## Other Considerations

- Warning Letters (if sent)
- Signage
- Staff Resource Allocation
- Communications Plan

# ASE Contacts

## Ministry of Transportation

- MTO User Agreement
- Questions regarding Legislation, Regulations & Guidelines

## Erik Thomsen

Manager (Acting)  
Road Safety Policy Office  
Ministry of Transportation Ontario  
T: 647-638-5210 |  
E: [erik.thomsen@ontario.ca](mailto:erik.thomsen@ontario.ca)

## Toronto Transportation Services

- Joint Processing Centre Costs
- Joint Processing Centre Agreement
- Violations processing

## Trevor Kanhai

Project Manager – Automated Speed Enforcement  
Toronto Transportation Services  
T: 416-392-6495 | E: [trevor.kanhai@toronto.ca](mailto:trevor.kanhai@toronto.ca)

## Ontario Traffic Council

- Hosts ASE Ontario Website
- Supports ASE Steering Committee

## Geoff Wilkinson

Executive Director  
Ontario Traffic Council  
T: 905-449-5762 | E: [Geoff@otc.org](mailto:Geoff@otc.org)

<https://www.aseontario.com/>   <https://www.OTC.ORG>

# ASE Contact

## Redflex Traffic Systems Canada

- Vendor Costs
- Vendor Agreement
- Equipment Specifications

## Agnes Loader

Business Development Executive - Canada  
Redflex Traffic Systems Canada  
T: 403-863-6498 | E: [aloder@redflex.com](mailto:aloder@redflex.com)

# Choose your system(s)

## The Redflex Camera Has Two Housing Options

### Mobile



- Sits curbside
- Easily rotated to multiple locations
- Preferred option for most Ontario municipalities
- No civil works
- No up-front capital investment

### Semi-Fixed



- Requires installation (civic works, hydro, etc.)
- Camera can be rotated amongst multiple housings/locations
- Upfront capital costs
- Best deployed in areas with ongoing safety concerns

# Identify Potential Sites

## MTO Guidance Document Suggests:

- Choosing sites with a documented history of crashes, serious injuries or fatalities
- Sites where speed limits are clearly posted and visible
- Not locating speed transition zones or typical 'fishing holes'

## OTC Site Selection Guidelines:

- Consideration should be given to traffic volumes, travel speeds, length of zone, school population and after hours use
- Pedestrian collision history
- Feasibility and effectiveness of traditional enforcement

## Camera System Requirements:

- Straight, flat section of road
- Minimum 1.5m offset from edge of 1<sup>st</sup> enforced lane
- 1m square clearance to place housing
- Min. 30m of space free of parked cars and other obstructions
- Min. 40m back from intersection/stop sign/speed bumps
- Consideration of ease of maintenance and potential for vandalism
- Awareness of driveways and side streets within the zone

## Political Considerations:

- Will the deployments be shared equally or based on data?

# Your Report will be Newsworthy – Be Prepared

Toronto

## Toronto's photo radar systems nab 15,000 more drivers speeding in school zones

### Automated speed cameras now operational in Durham Region



By [Frazer Snowdon](#) • Global News

Posted September 8, 2020 8:46 pm · Updated September 8, 2020 8:47 pm



[NewmarketToday.ca](#)

### York Region test drives automated speed enforcement at Newmarket High

[Globalnews.ca](#)

### Ottawa photo radar cameras issue 10,000-plus speeding tickets in under 20 days

Ottawa police also said Tuesday that traffic enforcement officers ... Revenue from automated photo radar cameras is fed back into the city's road ...  
Sep 9, 2020

[CanIndia News](#)

### Photo radars are being installed across the GTA

Meanwhile in Peel Region, the first automated speed enforcement in Peel Region will be in a school zone on Old Church Road in Caledon.  
Jul 9, 2020

[CTV News](#)

### Council gives green light to photo radar in school zones ...



[Globalnews.ca](#)

### Here's where photo radar cameras are now active in Ottawa

Francis of Assisi School (rotating). Click to play video 'Automated speed enforcement cameras begin ticketing in Toronto' ...  
Jul 13, 2020

[Brampton Guardian](#)

### Brampton considering deploying photo radar at 200 locations ...

Brampton city council will receive a staff report at its next council meeting to consider installing static or mobile automated speed enforcement ...  
Jul 7, 2020

[insauga.com](#)

### More speeding cameras could be coming to Mississauga

[CBC.ca](#)

### Speed cameras set to go in 8 school zones around Waterloo region

School zones in eight locations around Waterloo region will have automated speed enforcement cameras installed by the end of this year.

[CBC.ca](#)

### Hamilton launches 12-month pilot of automated speed enforcement in school zones



# Possible Key Messages for Constituents

- Speed has and continues to kill, injure and impact our community
- Road Safety is a top of mind concern throughout our community
- Automated Speed Enforcement is a proven and effective way to enforce our speed limits and provide safer roads for our pedestrians, motorists and cyclists
- Police resources will be better focused on more serious infractions
- Automated Enforcement increases officer safety at roadside traffic stops and eliminates their Risk of COVID transmission
- Traditional enforcement often does not result in sustained compliance

# Post Council Approval / Review and Execute Agreements

## Agreement with Joint Processing Centre for violations processing

- This agreement could lay out Business Rules such as hours of enforcement and what to do in the case that an emergency or other City vehicle is captured. It also lays out the cost of services provided by the JPC

## Agreement with Redflex

- This agreement covers the costs of providing, maintaining and rotation of the equipment. It also sets out service levels of the equipment, the cost of rotating and moving the equipment. As well, it spells out Redflex's service level standards as well as the respective responsibilities of Redflex and the municipality.

## Agreement with MTO

- This agreement provides access to the MTO database for determining vehicle ownership. It also contains guidelines which cover items such as signage requirements, and the requirements to send warning letters prior to enforcement

# Preparing for Implementation

There is a 60 business day period from the time that the Agreement with Redflex is executed until the systems are delivered/deployed. During this time, these activities can be performed concurrently:

- Confirm Site Selection with Redflex
  - While an initial site review may have been done virtually, a Redflex Implementation Team member will visit the sites to ensure that they are suitable for enforcement
- Identify and communicate key contacts for different parts of the program (City lead, Redflex lead, POA lead, Media Spokesperson, etc)
- Confirm hours of enforcement and rotation schedule
- Execute Communications Plan
- Install signage (90 day requirement)
- Prepare Warning Letter (if being implemented)
- Prepare for any increases/changes in staffing – departmental and courts
- Prepare a FAQ document that could be used by other departments or Councillors to answer program related questions/issues
- Work with JPC, Redflex and POA Court create your Warning Letter/Offense Notice, ensuring that the court information on the notice is correct.

# Final Activities

## Site Acceptance

- Working with Redflex and the JPC, confirm that camera system is sited properly, ensure that image quality meets the requirements of the Agreement

## Charging Document Sign offs

- Working the Redflex, the JPC and the POA Courts, ensure that all documents (Notice, Certificate of Offence, etc.) are correct

## Communicate

- Through a press release or media event, let people know the date that the cameras are being turned on and remind them why the cameras are being deployed

# Ongoing Activities

## Monitor and Evaluate

- Monitoring and evaluating the impacts of your ASE systems will ensure that you always know of the impact that your investment is having on road safety in your community.

## Communicate with Your Partners

- You have many partners in your ASE program, including your POA courts, police services, JPC, ASE Steering Committee and Redflex. Establish a routine of checking in to gain an understanding of the program status and impacts with all of your partners.

## Communicate Your Results

- Your communications plan should include frequent updates to the media/public. Whether the results are positive or not, this is an excellent opportunity to remind the general public about your key messaging around road safety.

# Frequently Asked Questions/Issues Raised By Constituents

**Q. Automated Speed Enforcement is just another revenue tool/cash grab**

- A. Automated Speed Enforcement is a proven, effective and efficient way to enforce speed limits that are designed to protect all road users. There are safety benefits for motorists, pedestrians and cyclists.
- A. This is not an additional tax. It is designed to be a deterrent against aggressive speeding, which increases the cost of providing emergency response, health care and reduces productivity levels in our economy.
- A. By reducing speed related collisions, Automated Speed Enforcement will reduce to the cost of government services such as emergency response and health care.

**Q. Where will the ticket revenue go?**

- A. Revenue from tickets covers program costs such as additional staff, vendor lease, violations processing and adjudication.
- A. Ontario guidelines require that revenue in excess of program costs be used to support further safety initiatives and educational initiatives.

**Q. What is the speed threshold and who decides what it should be?**

- A. There is a provincial Steering Committee which establishes guidelines such as threshold speeds. This committee is comprised of traffic engineers and police officials who are experienced in speed control measures.
- A. Speed limits are laws, not guidelines. Therefore, the best way to avoid a ticket is to respect the posted speed limits.

# Frequently Asked Questions/Issues Raised

**Q. I've heard of a lot of vandalism and even thefts of ASE Units. Who's responsibility is this?**

A. Vandalism and theft are the responsibility of the vendor. In the case of graffiti or spray paint, the camera cabinets are treated with a special coating which allows our technicians to remove the graffiti in minutes.

A. In the case of theft, the vendor has a period of ?? Days to replace the ASE system.

A. Theft and vandalism clearly affect both the vendor and the client, as well as a reduction in the safety benefits of the program. For this reason, both the prevention of these events and the investigation and prosecution of the offending parties is and should be a shared responsibility.

**Q. How will I be billed by Redflex?**

A. Municipalities who opt for our Semi Fixed solution will be billed for installation when it has been completed.

A. The monthly billing for the camera systems will begin at the end of the first month of deployment.

**Q. I'm concerned about the impact of the number of contested tickets on our POA Courts?**

A. This concern is often based on the number of contested Red Light Camera tickets in Ontario – which is often around 50%. Preliminary data indicates that the contest rate for ASE tickets is around 2.5%.



# COUNTY OF WELLINGTON

## COMMITTEE REPORT

**To:** Chair and Members of the Roads Committee  
**From:** Jackie Osti, Manager Purchasing and Risk Management Services  
**Date:** Tuesday, March 14, 2023  
**Subject:** **Tender Award – Pavement Overlay**

### Background:

Staff recently issued Project No. CW2023-034 a tender for the supply and placement of approximately 5,205 tonnes of HL-4 asphalt, 3,048 tonnes of shoulder gravel or RAP, and the milling of approximately 4,127 m<sup>2</sup> of existing County roads.

The work includes the placing of new asphalt pavement overlaying the existing asphalt surface which is a cost-efficient long-term option for repairing the roadway of minor surface damages such as cracks, rutting, depressions caused by large vehicles, poor drainage, potholes etc.

On Tuesday February 28, 2023, six (6) submissions were received from contractors as follows, with pricing shown exclusive of HST @ 13%.

COMPANY NAME	TOTAL AMOUNT
Brantco Construction, Cambridge	\$848,586.80
Cox Construction Ltd., Guelph	\$1,033,828.78
Capital Paving Inc., Guelph	\$1,157,000.00
The Murray Group, Moorefield	\$1,197,461.60
Steed and Evans Limited, St. Jacobs	\$1,322,485.00
GIP Paving Inc., Petersburg	\$1,374,000.00

The tender submissions were in order and staff are recommending awarding the contract to Brantco Construction of Cambridge, Ontario at the total tendered amount of \$848,586.80 exclusive of HST @13%.

The funding for this project is provided in the attached Financial Summary. Note – Tenders for future works for crack sealing and micro surfacing will be issued later this year.

Additional professional fees are estimated at \$25,000.

**Recommendation:**

That County of Wellington Project No. CW2023-034 for pavement overlay (supply and place) on various County roads be awarded to Brantco Construction of Cambridge, Ontario at the total tendered amount of \$848,586.80 exclusive of HST @13%; and

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

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

That staff be authorized to issue the Purchase Order and necessary contracts.

Respectfully submitted,

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

Jackie Osti  
Manager,  
Purchasing and Risk Management Services

**FINANCIAL SUMMARY**

<p><b>COUNTY OF WELLINGTON</b></p> <p><b>CAPITAL PROJECT EXPENDITURE AND FINANCING SCHEDULE</b></p>
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Bid name: Pavement Overlay (Various Locations)  
 Bid number: CW2023-034

Project name: 2023 Pavement Preservation  
 Project number : 21130361

**PROJECT COSTS**

	<b>Total</b>
<b><u>Bid:</u></b>	
Tendered Cost*	\$733,000
Provisional Items*	\$131,000
Professional Fees	\$26,000
Remaining Funds for Future Works	\$1,110,000
Bid to Award	\$2,000,000

\* includes net cost to County of HST

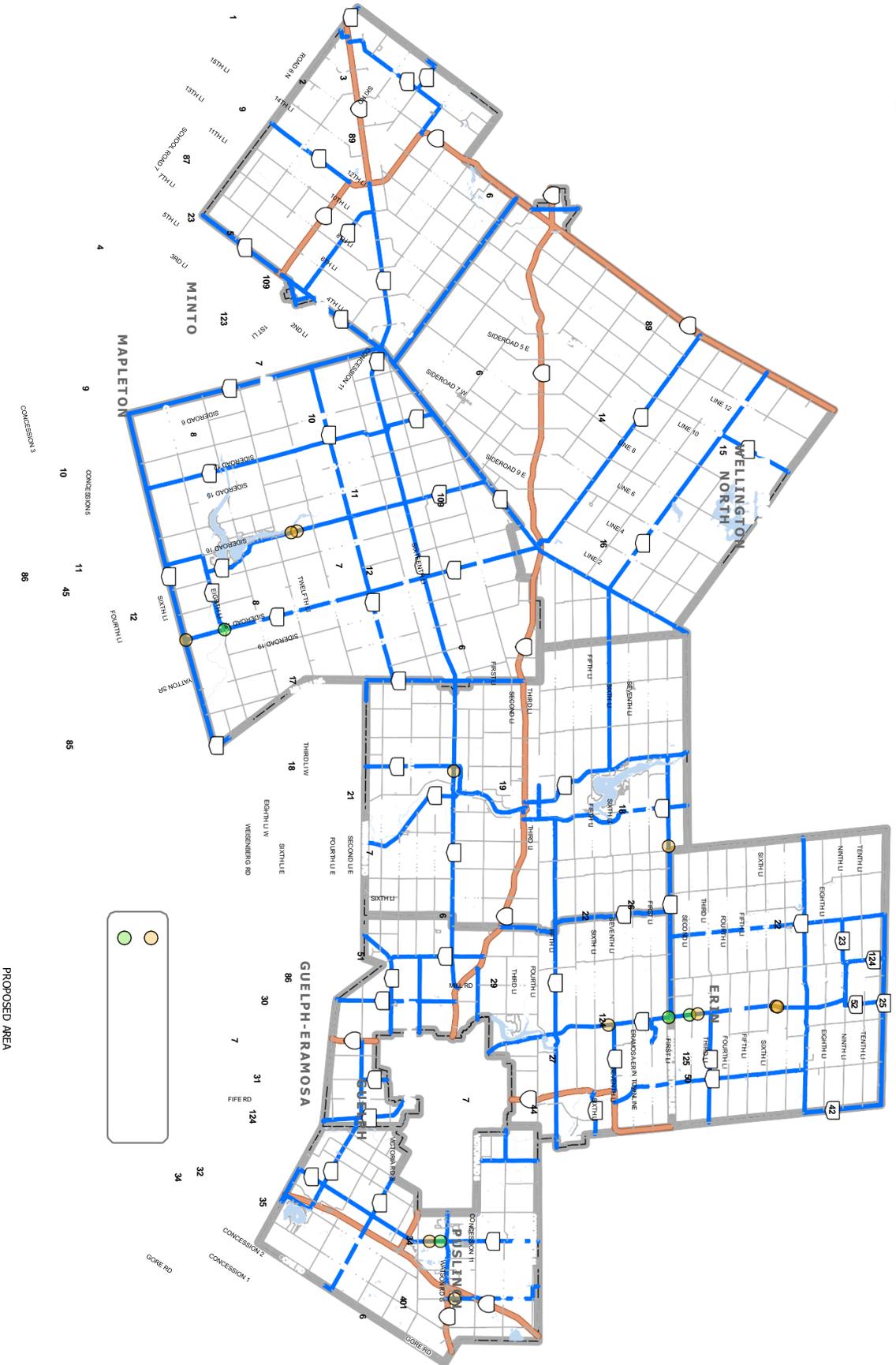
**PROJECT BUDGET APPROVALS AND FINANCING**

	Gross cost	Roads Reserve	Canada Community Building Reserve
2023 Capital Budget	\$ 2,000,000	\$ 200,000	\$1,800,000
	\$ 2,000,000	\$ 200,000	\$ 1,800,000



# WELLINGTON COUNTY

2023 Pavement Overlay  
CW2023-034





# COUNTY OF WELLINGTON

## COMMITTEE REPORT

**To:** Chair and Members of the Roads Committee  
**From:** Jackie Osti, Manager Purchasing and Risk Management Services  
**Date:** Tuesday, March 14, 2023  
**Subject:** **Tender Award – Wellington Road 123 Asphalt Rehabilitation**

### Background:

Staff recently issued Project No. CW2023-011 a tender for asphalt rehabilitation on Wellington Road 123 between Teviotdale and Palmerston. This section of WR123 is a shared boundary with Perth County.

The work involves cold in-place recycling with expanded asphalt material of the existing roadbed. The 50mm of HL4 asphalt paved surface will be widened to create 1.0m paved shoulders. All work to be completed in accordance with the tender specifications.

On Tuesday March 7, 2023, six (6) submissions were received from contractors as follows, with pricing shown exclusive of HST @ 13%.

COMPANY NAME	TOTAL AMOUNT
Brantco Construction, Cambridge	\$2,216,977.10
Cox Construction Ltd., Guelph	\$2,336,256.86
E.C. King Contracting, Owen Sound	\$2,338,805.30
Steed and Evans Limited, St. Jacobs	\$2,550,000.00
GIP Paving Inc., Petersburg	\$2,772,000.00
Harold Sutherland Construction Ltd., Kemble	\$3,172,604.50

The tender submissions were in order and staff are recommending awarding the contract to Brantco Construction of Cambridge, Ontario at the total tendered amount of \$2,216,977.10 exclusive of HST @ 13%.

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

Additional professional fees are estimated at \$95,000.

**Recommendation:**

That Project Number CW2023-011 a tender for asphalt rehabilitation on Wellington Road 123 be awarded to Brantco Construction of Cambridge, Ontario at the total tendered amount of \$2,216,977.10 exclusive of HST @ 13%; and

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

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

That staff be authorized to issue the Purchase Order and necessary contracts.

Respectfully submitted,

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

Jackie Osti  
Manager,  
Purchasing and Risk Management Services

## FINANCIAL SUMMARY

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

Bid name: Wellington Road 123 Asphalt Rehabilitation  
Bid number: CW2023-011

Project name: WR 123, Palm to Teviotdale  
Project number : 21110321

### **PROJECT COSTS**

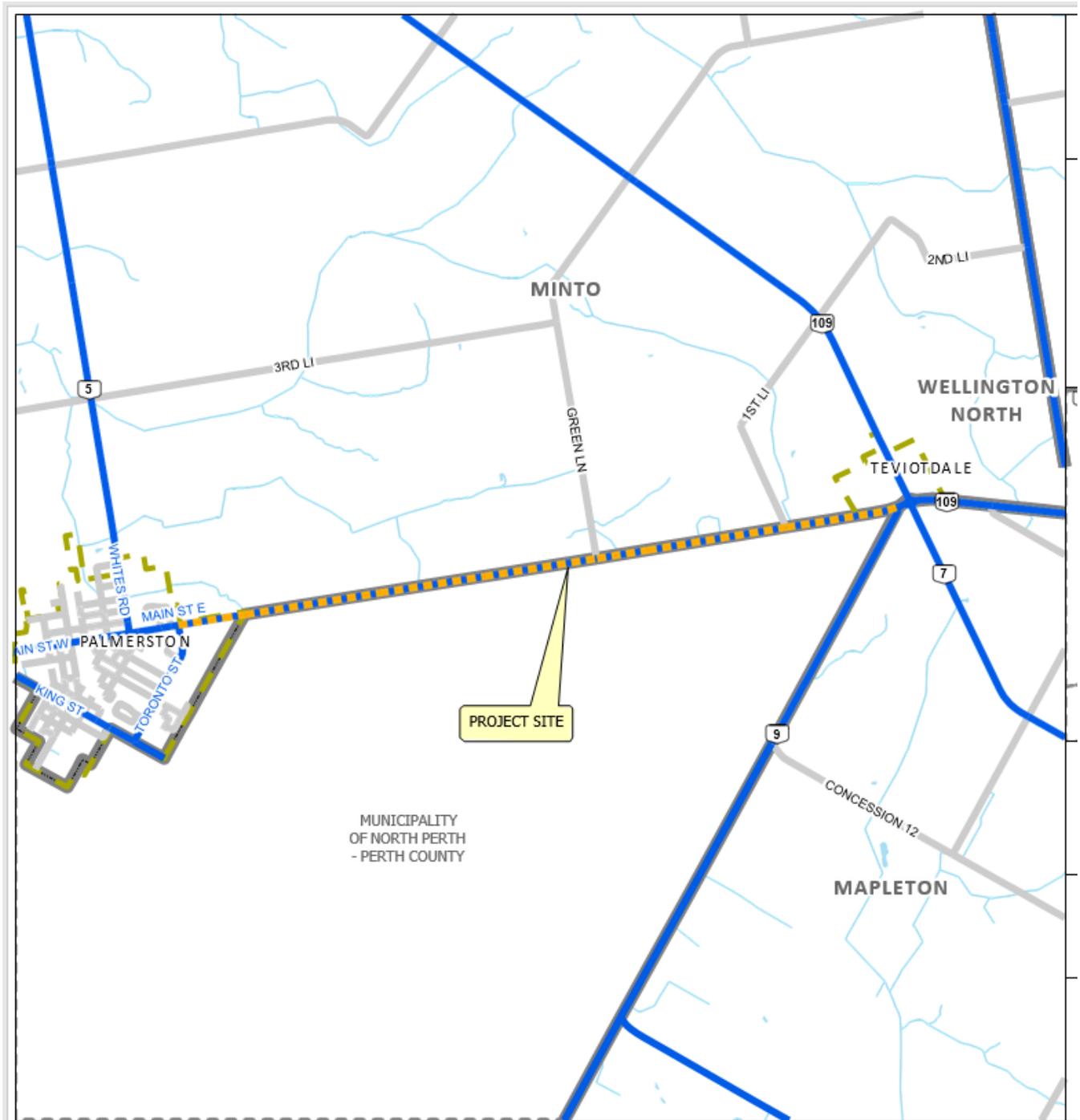
	<u>Total</u>
<b><u>Bid:</u></b>	
Tendered Cost*	\$2,035,000
Provisional Items*	\$222,000
Professional Fees	\$97,000
Actuals to Date	\$9,000
Contingency	\$337,000
<u>Bid to Award</u>	<u>\$2,700,000</u>

\* includes net cost to County of HST

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

	<u>Gross cost</u>	<u>Municipal Recoveries</u>	<u>Current Fund</u>	<u>Roads Capital Reserve</u>
2022 Capital Budget	\$ 100,000	\$ 50,000	\$50,000	
2023 Capital Budget	\$ 2,600,000	\$1,300,000		\$1,300,000
<u>Cost and sources of funding</u>	<u>\$ 2,700,000</u>	<u>\$1,350,000</u>	<u>\$ 50,000</u>	<u>\$ 1,300,000</u>

# 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, March 14, 2023  
**Subject:** **Plow Rigging Order – for 2024 Delivery**

### Background:

In 2018 staff awarded the tender for the supply of plow outfitting to Viking-Cives Ltd. and entered a seven-year contract to standardize the County plow fleet.

The County is ordering five plow trucks for delivery in 2024, to make up for the supply shortfall in the 2022 order (for 2023 delivery). Four of the new trucks will be outfitted with a roller-pro system which utilizes multiple attachments maximizing the use of the truck in year-round operations and one truck is outfitted with the proline plow system which includes an auger body with dual spinners and plow wing.

Below are the negotiated prices for the supply and installation of the plow outfitting as specified. Prices are exclusive of H.S.T. @13%.

Truck	Pro-line Plow System	Roller-Pro System (includes Plow Wing)	Sand Hopper	Dump Box
1	\$237,380.00	n/a	n/a	n/a
2	-	\$201,000.00	\$89,870.00	\$40,460.00
3	-	\$201,000.00	\$89,870.00	\$40,460.00
4	-	\$201,000.00	\$89,870.00	\$40,460.00
5	-	\$201,000.00	\$89,870.00	*n/a

*\* Dump Box accessory is being transferred from an existing unit.*

### Recommendation:

That staff be authorized to issue a purchase order to Viking-Cives Ltd, of Mount Forest, Ontario for the purchase of one pro-line plow system and four roller-pro systems and accessories, at the total quoted price of \$1,522,240.00 exclusive of HST @ 13%; and

That the 2024 capital budget be updated accordingly.

Respectfully submitted,

Jackie Osti  
 Manager, Purchasing and Risk Management Services



# COUNTY OF WELLINGTON

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## COMMITTEE REPORT

**To:** Chair and Members of the Roads Committee  
**From:** Don Kudo, P. Eng., County Engineer  
**Date:** Tuesday, March 14, 2023  
**Subject:** **Wellington Road 41 Speed Limit Changes**

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### Background:

As part of the County's Road Master Action Plan (RMAP), 27 County road segments including Wellington Road 41 (WR 41), were studied as part of the RMAP Speed Management Corridor reviews. The corridor review study recommended to adjust the current WR 41 posted speed limit by implementing appropriate speed limit changes to align driver behaviour with the design of the road. The following are the RMAP recommendations for the posted speed limits for WR 41 as detailed in the attached Wellington RMAP – Speed Management Review memo:

- Retain the posted speed limit of 50 km/h from Wellington Road 37 to just north of Boreham Drive
- Reduce the posted speed limit from 80 km/h to 70 km/h from just north of Boreham Drive to just north of the Eramosa River in the southern portion, while increasing the posted speed limit from 50 km/h to 70 km/h in the northern portion
- Increase the posted speed limit from 50 km/h to 60 km/h from just north of the Eramosa River bridge to the City of Guelph boundary (Glenholm Drive)

The RMAP Speed Management Corridor review for WR 41 recommended to increase the current 50 km/h posted limit to 60 km/h, however, staff is not recommending this change. This would be consistent with the Roads Committee RMAP report of September 14, 2021 where staff did not recommend changing the posted speed limits when the corridor review results were +/- 10km/h of the existing posted speed limit.

For the reduction of the current 80km/h posted speed limit to 70km/h, staff are recommending that the northern limit for the 70km/h posted limit zone be just south of the Eramosa River. The southern limit of the 50 km/h posted speed limit would be maintained across the bridge and guard rails area at the Eramosa River.

To implement the posted speed limit changes, revisions to the Consolidated Speed Limit Bylaw (Bylaw 5536-17) are detailed below and shown on the attached map.

For the 70 km/h posted speed limit, staff recommend the current bylaw "Schedule A" include:

- From: "a point 335 metres northwest from the intersection with Wellington Road 37 (Arkeel Road)"
- To: "a point 340 metres southeast from the intersection with Cook's Mill Road"

For the 50km/h posted limit adjustment, the current bylaw "Schedule C" notes the 50 km/h posted speed limit for Wellington Road 41 is:

- From: "a point 160 metres northwest from the intersection with Cook's Mill Road"
- To: "a point 460 metres southeast from the intersection with Cook's Mill Road"

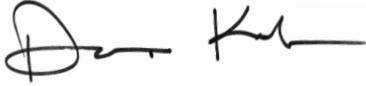
Staff recommend the current bylaw "Schedule C" be revised to:

- From: "a point 160 metres northwest from the intersection with Cook's Mill Road"
- To: "a point 340 metres southeast from the intersection with Cook's Mill Road"

**Recommendation:**

That the County of Wellington take appropriate action, as outlined in the staff report, to revise the Consolidated Speed Limit Bylaw and signage on Wellington Road 41.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Don Kudo", written over a light grey rectangular background.

Don Kudo, P. Eng.  
County Engineer

Attachments: Map - Wellington Road 41 Speed Limit Change  
Consolidated Speed Limit Bylaw Schedule A and C - March 2023  
Memo - Wellington RMAP – Speed Management Review – Wellington Road 41

**SCHEDULE A**

**70 KILOMETRES PER HOUR**

Highway	From:	To:
Wellington Road 7	the intersection with Wellington Road 109/Wellington Road 123	a point 325 metres southeast from the intersection with Wellington Road 109/Wellington Road 123
Wellington Road 7	a point 150 metres southeast from the intersection with the Eighth Line	a point 550 metres northwest from the intersection with Eighth Line
Wellington Road 7	a point 75 metres northwest from the intersection with Sideroad 14	a point 425 metres northwest from the intersection with Sideroad 14
Wellington Road 7	a point 250 metres northwest from the intersection with Wellington Road 12	a point 235 metres southeast from the intersection with Wellington Road 12
Wellington Road 18	a point 775 metres southwest from the intersection with Wellington Road 29	the intersection with Third Line
Wellington Road 19 (Garafraxa Street East)	a point 560 metres southwest from the intersection with First Line	a point 125 metres northwest from the intersection with First Line
Wellington Road 22	the intersection with Trafalgar Road (Wellington Road 24)	the intersection with Sixth Line
Wellington Road 30	a point 600 metres northeast from the intersection with Wellington Road 39	a point 400 metres southwest from the intersection with Wellington Road 39
Wellington Road 37	the intersection with Victoria Road South	a point 1,500 metres northeast from the intersection with Victoria Road South
Wellington Road 38	the intersection with Conservation Road	a point 200 metres northwest from the intersection with Marden Road
Wellington Road 39	a point 400 metres northwest from the intersection with Wellington Road 30	a point 1,000 meters southeast from the intersection with Wellington Road 30
Wellington Road 41 (Watson Road South)	a point 335 metres northwest from the intersection with Wellington Road 37 (Arkell Road)	a point 340 metres southeast from the intersection with Cook's Mill Road
Wellington Road 46	the intersection with Maltby Road	a point 550 metres northwest from the intersection with Wellington Road 34
Wellington Road 46	a point 450 metres southeast from the intersection with Nicholas Beaver	a point 750 metres northwest from the intersection with McLean Road
Wellington Road 50	the intersection with Third Line	the intersection with Fifth Line
Wellington Road 51	the intersection with Wellington Road 7	a point 225 metres southwest from the intersection with Second Line
Wellington Road 86	a point 450 metres northwest from the intersection with Wellington Road 11	a point 650 metres southeast from the intersection with Wellington Road 11
Wellington Road 109	a point 700 metres west from the intersection with the Kings Highway 6	a point 700 metres east from the intersection with the Kings Highway 6
Wellington Road 109	a point 305 metres north from the intersection with the Wellington Road 7/Wellington Road 123	a point 315 metres east from the intersection with Wellington Road 7/Wellington Road 123
Wellington Road 109	a point 240 metres east from the intersection with Jessie Street	a point 600 metres southeast from the intersection with Wellington Road 5
Wellington Road 123	the intersection from Wellington Road 7/Wellington Road 109	a point 485 metres west from the intersection with Wellington Road 7/Wellington Road 109
Wellington Road 123	a point 100 metres east from the intersection with Wellington Road 5 (Toronto Street)	a point 550 metres east from the intersection with Wellington Road 5 (Toronto Street)
Wellington Road 123	a point 140 metres west from the intersection with Wellington Road 8 (King Street)	a point 500 metres west from the intersection with Wellington Road 8 (King Street)
Wellington Road 124	a point 125 metres south from the intersection with Fife Road	a point 250 metres southeast from the intersection with Kossuth Road
Wellington Road 124	a point 650 metres northeast from the intersection with Wellington Road 27	the intersection with Fourth Line

**SCHEDULE C**

**50 KILOMETRES PER HOUR**

Highway	From	To
Wellington Road 1 (Allan Street, Minto Street)	the intersection with the Kings Highway 9 (Elora Street)	the intersection with West Heritage Street
Wellington Road 2	the intersection with the Kings Highway 9 (Elora Street)	a point 500 metres southwest from the intersection with the Kings Highway 9 (Elora Street)
Wellington Road 5 (Whites Road)	the intersection with Wellington Road 123 (Main Street)	a point 625 metres north from the intersection with Wellington Road 123 (Main Street)
Wellington Road 5 (Toronto Street)	the intersection with Wellington Road 123 (Main Street)	the intersection with Wellington Road 8 (King Street)
Wellington Road 6 (Sligo Road)	the intersection with the Kings Highway 89 (Queen Street)	a point 360 metres southwest from the intersection with the Southgate Township Road 4
Wellington Road 7	a point 750 metres northwest from the intersection with Wellington Road 17	a point 400 metres southeast from the intersection with Wellington Road 17
Wellington Road 7	a point 500 metres northwest from the intersection with Wellington Road 10	a point 335 metres southeast from the intersection with Wellington Road 10
Wellington Road 7	the intersection with William Street	the intersection with First Line
Wellington Road 8	a point 1,060 metres northwest from the intersection with Wellington Road 11	a point 1,140 metres southeast from the intersection with Wellington Road 11
Wellington Road 8 (King Street)	the intersection with Wellington Road 123 (Main Street)	a point 250 metres southeast from the intersection with Wellington Road 5 (Toronto Street)
Wellington Road 10 (McGivern Street)	a point 425 metres south from the intersection with Booth Street	a point 75 metres north from the intersection with Parkview Drive
Wellington Road 10 (McGivern Street)	a point 445 metres south from the intersection with Hillwood Drive	a point 40 metres north from the intersection with Hillwood Drive
Wellington Road 10 (Catherine Street North, Head Street, James Street, Elgin Street)	the intersection with Wellington Road 7	the intersection with Rothsay Queen Street (Wellington Road 10)
Wellington Road 10	the intersection with Elgin Street (Wellington Road 10)	a point 150 metres north from the intersection with Elgin Street (Wellington Road 10)
Wellington Road 11	a point 1,100 metres north from the intersection with Wellington Road 45	a point 1,700 metres north from the intersection with Wellington Road 45
Wellington Road 11	a point 1,360 metres north from the intersection with Wellington Road 8 (Main Street)	a point 75 metres south from the intersection with Wellington Road 8 (Main Street)
Wellington Road 11	the intersection with Edward Street	a point 375 metres south from the intersection with Edward Street
Wellington Road 12 (Charles Street)	the intersection with the Kings Highway 6 (George Street)	the intersection with Wellington Road 109
Wellington Road 14	the intersection with the Kings Highway 89	a point 425 metres south from the intersection with Kings Highway 89
Wellington Road 14 (Fredrick Street, Eliza Street)	the intersection with the Kings Highway 6 (Smith Street, George Street)	the intersection with Tucker Street
Wellington Road 16	a point 810 metres north from the intersection with Line 6	a point 570 metres south from the intersection with Line 6
Wellington Road 17	a point 625 metres northeast from the intersection with Wellington Road 7	a point 450 metres southwest from the intersection with Wellington Road 7
Wellington Road 18	the intersection with Wellington Road 7	a point 225 metres southwest from the intersection with Wellington Road 7
Wellington Road 18 (Belsyde Avenue)	a point 370 metres northeast from the intersection with Wellington Road 43 (Scotland Street)	a point 420 metres southwest from the intersection with Wellington Road 43 (Scotland Street)

Wellington Road 18 (Belsyde Avenue)	a point 80 metres southwest from the intersection with Saint David Street South	the intersection with the Kings Highway 6 (Tower Street South)
Wellington Road 18 (Tower Street South)	the intersection with the Kings Highway 6 (Union Street West)	the intersection with Wellington Road 18 (Saint Andrews Street West)
Wellington Road 18 (Saint Andrews Street West)	the intersection with the Kings Highway 6 (Saint David Street)	a point 130 metres southwest from the intersection with Beatty Lane
Wellington Road 18 (Metcalfe Street, Geddes Street, Woolwich Street West)	the intersection with Wellington Road 7	the intersection with Wellington Road 18 (East Mill Street)
Wellington Road 19	a point 575 metres northeast from the intersection with Wellington Road 26 (North Broadway Street)	a point 765 metres southeast from the intersection with Wellington Road 26 (North Broadway Street)
Wellington Road 21	the intersection with Wellington Road 7	a point 125 metres southwest from the intersection with Wellington Road 7
Wellington Road 21	a point 635 metres north from the intersection with Sideroad 4	a point 540 metres south from the intersection with Sideroad 4
Wellington Road 24	the intersection with Wellington Road 42	a point 700m northwest from the intersection with Wellington Road 42
Wellington Road 27 (Main Street North)	the intersection with the Kings Highway 7 (Alma Street)	the intersection with Christe Street
Wellington Road 26 (North Broadway Street)	the intersection with Wellington Road 19	the intersection with Sideroad 9
Wellington Road 30	the intersection with the Kings Highway 6	a point 500 metres southwest from the intersection with the Kings Highway 6
Wellington Road 32 (Lake Road)	the intersection with Wellington Road 33 (Townline Road)	a point 100 metres Northeast from the intersection with Concession 2 (Township from Puslinch)
Wellington Road 36	the intersection with the Kings Highway 6 (Queen Street)	a point 1,300 metres northeast from the intersection with the Kings Highway 6 (Queen Street)
Wellington Road 37	a point 150 metres northeast from the intersection with Wellington Road 41 (Watson Road)	a point 750 metres southwest from the intersection with Wellington Road 41 (Watson Road)
Wellington Road 39	the City from Guelph Corporate Limits	a point 1,000 metres northwest from the City from Guelph Corporate Limits
Wellington Road 41 (Watson Road South)	the intersection with Wellington Road 37 (Arkeil Road)	a point 335 metres northwest from the intersection with Wellington Road 37 (Arkeil Road)
Wellington Road 41 (Watson Road South)	a point 160 metres northwest from the intersection with Cook's Mill Road	a point 340 metres southeast from the intersection with Cook's Mill Road
Wellington Road 42	the intersection with Wellington Road 24	a point 700m northeast from the intersection from Wellington Road 24
Wellington Road 43 (Gartshore Street, Scotland Street)	a point 435 metres northwest from the intersection with Gordon Street	the intersection with Wellington Road 18 (Belsyde Avenue)
Wellington Road 45	a point 90 metres northwest with the intersection from Sideroad 17 (Mary Street)	a point 560 metres southeast with the intersection from Sideroad 16
Wellington Road 46	a point 550 metres northwest from the intersection with Wellington Road 34	a point 1,300 metres southeast from the intersection with Wellington Road 34
Wellington Road 49	the intersection with Wellington Road 124	a point 710 metres southeast from the intersection with Oliphant Street
Wellington Road 50	the intersection with Kings Highway 7 (Main Street)	a point 1,400 metres north from the intersection with Kings Highway 7 (Main Street)
Wellington Road 51	the intersection with the Kings Highway 6	a point 500 metres west from the intersection with the Kings Highway 6
Wellington Road 51	the intersection with Wellington Road 86	a point 425 metres northeast from the intersection with Wellington Road 86

Wellington Road 52	the intersection with Wellington Road 124	a point 800 metres northeast from the intersection with Ninth Line (Wellington Road 52)
Wellington Road 109 (Elora Street South)	the intersection with the Kings Highway 89/the Kings Highway 23	a point 240 metres east from the intersection with Jessie Street
Wellington Road 123	a point 140 metres west from the intersection with Wellington Road 8 (King Street)	a point 100 metres east from the intersection with Wellington Road 5 (Toronto Street)
Wellington Road 124	a point 140 metres south from the intersection with Promenade Road	a point 70 metres north from the intersection with Hillside Drive
Wellington Road 124	a point 200 metres southwest from the intersection with Wellington Road 23 (Shamrock Road)	a point 125 metres northeast from the intersection with Erin Park Drive

### 3.11

## Wellington Road 41 (Watson Road South) from City of Guelph Boundary to Wellington Road 37 (Arkeil Road)

### 3.11.1

#### Corridor Context

- 80 km/h in the middle of the corridor with 50 km/h zones at either end. Within Arkeil, the posted speed limit is 50 km/h within the urban areas (land use and cross-section) and increases to 80 km/h to the immediate north. To the north, the 80 km/h transitions to a 50 km/h limit right at the Arkeil Ridge Sand and Gravel pit access. This 50 km/h continues north into the City of Guelph
- A relatively narrow bridge crossing the river
- Some on-street parking to the north of the bridge is associated with the Smith Property Loop Hiking Trail
- Somewhat significant vertical curves within the 80 km/h segment.

### 3.11.2

#### Public Feedback

Through the Social Pinpoint exercise, we received the following feedback from the public:

- *“The 50 km/h sign located just north of Boreham Drive means people heading south don't slow down until they get to the intersection of Arkeil and Watson. The sign should be placed further north rather than right at the beginning of the hamlet.”*
- *“Large semi-trucks using this road always speed through the neighborhood when it is not a truck route. Dump trucks are also speeding to get to the gravel pit.”*
- *“Too many vehicles and trucks are not going 50km/h especially near the Smith property trail.”*

### 3.11.3

#### Traffic Data

The following traffic data was collected and used as part of the speed management analysis:

##### Wellington Road 41 between Cook's Mill Road and the Eramosa River

- Data Collection Dates: 2019-06-26
- Collected By: Wellington County
- 4,749 vehicles recorded
- Posted Speed Limit = 50 km/h
- Average Speed = 55 km/h
- 85<sup>th</sup> Percentile = 65 km/h
- 95<sup>th</sup> Percentile = 70 km/h.

### Wellington Road 41 at Stone Road.

- Data Collection Dates: 2020-10-28 to 2020-10-30
- Collected By: OPP
- Note: It does appear that this data was collected within the City of Guelph limits
- 9,453 vehicles recorded over two days (average 4,727 vehicles per day)
- Posted Speed Limit = 50 km/h
- Average Speed = 61 km/h
- 85<sup>th</sup> Percentile = 71 km/h
- 95<sup>th</sup> Percentile = 77 km/h
- Six collisions in the last 10 years, three collisions in the last three years.

#### 3.11.4 Problem Statements

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- Wellington Road 41 has some vertical curves when travelling north
- At the northern limits, the corridor enters a partially built-out neighbourhood with large single-family residential properties found on both sides of the corridor
- Relatively high demand for on-street parking (paved shoulder) on the east side of Wellington Road 41 fronting the Smith Property Loop Hiking Trail.

#### 3.11.5 Posted Speed Limit Review

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The TAC Canadian Guidelines for Establishing Posted Speed Limits was used to conduct a speed management review on each corridor segment. The following were the results.

### Wellington Road 41 from the City of Guelph boundary to Boreham Drive

- Consider as a Major Rural Arterial Road with one lane per direction
  - Horizontal Geometry = Lower Risk
  - Vertical Geometry = Higher Risk
  - Average Lane Width = Medium Risk
  - Roadside Hazards = Medium Risk
  - Pedestrian Exposure = Higher Risk
  - Cyclist Exposure = Medium Risk
  - Pavement Surface = Lower Risk
  - Three side-street STOP controlled intersections
  - 20 driveway accesses
  - On-Street Parking = Higher Risk.

**Current Posted Speed Limit = 50 km/h / 80 km/h**  
**TAC Recommended Posted Speed Limit = 70 km/h**

### Wellington Road 41 from Boreham Drive to Wellington Road 37 (Arkell Road)

- Consider as a Major Urban Arterial Road with one lane per direction
  - Horizontal Geometry = Lower Risk
  - Vertical Geometry = Lower Risk
  - Average Lane Width = Medium Risk
  - Roadside Hazards = Lower Risk
  - Pedestrian Exposure = Lower Risk
  - Cyclist Exposure = Higher Risk
  - Pavement Surface = Lower Risk
  - One STOP-controlled intersection
  - One side-street STOP controlled intersections
  - 13 driveway accesses
  - On-Street Parking = Medium Risk.

**Current Posted Speed Limit = 50 km/h**

**TAC Recommended Posted Speed Limit = 60 km/h**

**Figure 22** and **Figure 23** shows the existing and recommended posted speed limits along Wellington Road 41 between Wellington Road 37 and Glenholm Drive, respectively.

#### 3.11.6

### Potential Mitigation

Described options and their specific relevance or context in this segment:

- **Regulatory Modifications** – Implementing segment-appropriate speed limit changes align the driver behaviour with the design of the road. Consistent design results in less variation in driver behaviour which makes the expectations of all users more homogenous. Less variation in behaviour makes for greater predictability and makes the environment safer for all users. Viable option.
- **Geometric Modifications** – Controlling the speed of vehicles can be achieved by aligning the design of the road with the desired posted speed. This can be an expensive undertaking over long corridors with varied environments. The urban portions of the road corridor (cross-section) do not align with the built-up areas, particularly close to the Guelph city limits. Viable option.
- **Education / Enforcement** – Consistent enforcement/police presence over this length of roadway is a cost and resource issue. Over long sections of road, intense enforcement is typically not viable, infrequent enforcement not effective. Viable option, particularly within Arkell and closer to the Guelph city limits.
- **Do Nothing** – Doing nothing is not an option.

#### 3.11.7

### Recommendations

The posted speed limit recommendations take into account the TAC recommended posted speed limit but do consider other factors such as changes to the surrounding land uses and changes to the road cross-section. As a result, the actual posted speed limit recommendation may not fully align with the

TAC recommended speed limit. The following recommendations with regard to the posted speed limits for this corridor:

- From Wellington Road 37 north to just north of Boreham Drive, retain the posted speed limit of **50 km/h**
- From just north of Boreham Drive to just north of the Eramosa River bridge, reduce the posted speed limit from **80 km/h to 70 km/h** in the southern portion, while increasing the posted speed limit from **50 km/h to 70 km/h** in the northern portion
- From just north of the Eramosa River bridge to the City of Guelph boundary (Glenholm Drive), increase the posted speed limit from **50 km/h to 60 km/h**
  - Given the specific location of the boundary between the City of Guelph and the County of Wellington, it may be likely that the City of Guelph should modify the posted speed limit between Glenholm Drive and Stone Road from **50 km/h to 60 km/h**.

Regardless of whether the recommendations related to the posted speed limit are endorsed, the speed management action plan along the corridor should also include the following improvements:

- In the long-term, adjust the **road cross-section** by introducing a sidewalk or multi-use pathway on one side of Wellington Road 41 between the City of Guelph boundary and the Eramosa River bridge.



Figure 22: Existing Posted Speed Limits, Wellington Road 41, Arkell

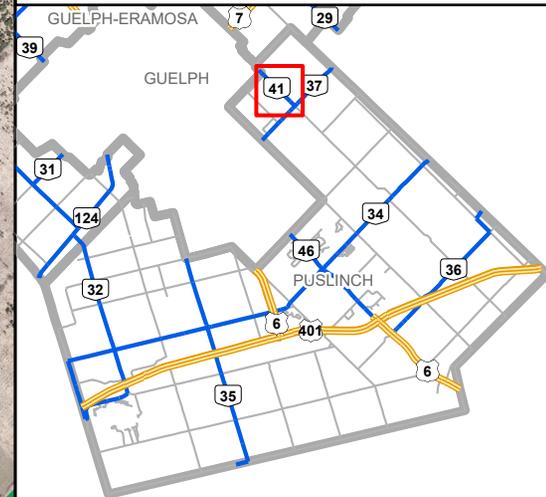


Figure 23: Recommended Posted Speed Limits, Wellington Road 41, Arkell

# Wellington Road 41 Speed Limit Change

Township of Puslinch

	LOCAL ROAD		COUNTY ROAD
	HIGHWAY		30 km/hr
	HAMLET BOUNDARY		40 km/hr
	MUNICIPAL BOUNDARY		50 km/hr
	WATERBODY		60 km/hr
			70 km/hr
			80 km/hr

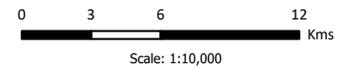


PROPOSED 70 km/hr and 50 km/hr

PROPOSED 70 km/hr



**WELLINGTON  
COUNTY**



Date: March 2023

Produced by: County of Wellington Roads Department

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# COUNTY OF WELLINGTON

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## COMMITTEE REPORT

**To:** Chair and Members of the Roads Committee  
**From:** Don Kudo, P. Eng., County Engineer  
**Date:** Tuesday, March 14, 2023  
**Subject:** **Town of Erin Wastewater System Project**

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### **Background:**

The Town of Erin started construction of their Wastewater System Project with a new wastewater treatment plant located on Wellington Road 52 in October 2022 to service the Villages of Erin and Hillsburgh. The construction of the wastewater system forcemains and sewers will impact a number of County roads:

- Trafalgar Road in Hillsburgh (Wellington Road 24) - installation of a Gravity Sewer
- Main Street in Erin (Wellington Road 124) - installation of a Gravity Sewer
- Wellington Road 52 - installation of Sanitary Forcemains and Effluent Sewer
- Winston Churchill Blvd (Wellington Road 25) – installation of Effluent Sewer and Outlet at the County's West Credit River Bridge (Bridge No. 025072)

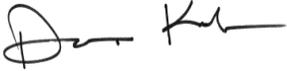
Throughout the development of the Wastewater System Project, Roads staff have been involved with providing comments on design drawings, road closures, lane reductions, impacts to road maintenance, detour routes, attending site meetings and assisting the consultant and contractor(s). The linear work is expected to commence in late March/early April 2023. Project details were previously presented to the Roads Committee in November, 2022 and this presentation is attached to the report for the committee's information.

The communications for the project have been managed by the Town providing the community information in various ways through their website, social media, mobile sign boards, newspaper outlets and hand delivered notices. The Town recently formed the Erin Construction Liaison Committee to engage and update the community on this project in response to a request by the Erin Chamber of Commerce. The committee is expected to meet monthly with Roads and other County staff to be in attendance. A recent presentation to the Construction Liaison Committee is attached to this report that provides information with respect to project traffic management plans, communication strategy, business survey and impacts, and updated construction details.

**Recommendation:**

That the report Town of Erin Wastewater System Project be received for information.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Don Kudo". The signature is fluid and cursive, with a long horizontal stroke at the end.

Don Kudo, P. Eng.  
County Engineer

**Attachments**

- Presentation - Erin Wastewater System Project Update Construction Liaison Committee Meeting February 28, 2023
- Presentation - Erin Wastewater System Overview County of Wellington Roads Committee November, 2022

**Town of Erin**

# **Erin Wastewater System Project Update**

## **Construction Liaison Committee Meeting**

### **February 28, 2023**

**Nick Colucci, P.Eng.**  
Director of Infrastructure and  
Engineering Services



[www.erin.ca](http://www.erin.ca)



# AGENDA

- The Work
- Traffic Management Plan
- Business Survey Results
- Communication Strategy
- Business Impact Group
- Questions
- Next Meeting



# AGENDA

- **The Work**
- The Objectives
- Traffic Management Plan
- Business Survey Results
- Communication Strategy
- Business Impact Group
- Questions
- Next Meeting



# Erin Main St. Traffic Management Plan

## The Work - Erin Wastewater System Overview



# Wastewater Project – Construction Notice – Dec. 6, 2022



## Construction Notice

December 06, 2022

### ERIN & HILLSBURGH LINEAR WORKS

Contract: 2022-04W  
Anticipated Start Date: December 2022  
Anticipated End Date: April 2024  
*\*Timeline is subject to change.*

In August 2019, the Town of Erin completed the Urban Centre Wastewater Servicing Schedule 'C' Class EA process which investigated and determined the preferred Wastewater Servicing solution for the existing residents and future developments within Erin Village and the community of Hillsburgh.

The preferred Wastewater Servicing solution included the following infrastructure.

- Sanitary gravity sewer in Hillsburgh along Trafalgar Road
- Sanitary gravity sewer along the Elora-Cataract Trail from Hillsburgh to Erin Village
- Sanitary gravity sewer in Erin Village along Main St.
- Twin sanitary forcemains from the Sewage Pumping Station (SPS) located in Lion's Club Park in Erin Village to the Water Resource Recovery Facility (WRRF).

A map of the entire work area can be found on Page 3 of this notice.

Construction of the linear works is anticipated to take approximately 17 months to complete as different sections will be constructed at different times depending on the area and method of construction. Work is anticipated to start in December 2022 and last until April 2024.

Additional 'Upcoming Construction Work' notices will be issued as different linear work sections are started during the contract duration.

#### NOTICE FOR UPCOMING CONSTRUCTION WORK

The twin sanitary forcemains will commence construction December 2022 with work starting at the WRRF and working towards the SPS. A map of this work area can be found on Page 4 of this notice.



## Construction Notice

#### WORK DETAILS

In the first few weeks, the Town's Contractor will move equipment on-site and prepare the work area before construction begins. Construction crews will then:

- Install sediment and erosion control measures
- Excavate and install twin forcemain pipes
- Complete final site works and restore disturbed areas to original or better condition

#### WHAT TO EXPECT DURING CONSTRUCTION

- You may experience inconveniences such as road restrictions, increased truck traffic, dirt on roads, dust and noise. The Town, along with the Contractor, will make every effort to minimize these impacts to the community.
- The Town will not be responsible for damage to any privately owned items on Town or County property.



**Work Hours:** Work will take place from 7:00 a.m. to 5:00 p.m., Monday to Friday. Work after hours or on weekends may be required during the course of construction.



**Traffic Management:** Efforts will be made to manage traffic around the work area for the safety of workers, road users and residents. Road users should expect delays and increased traffic on Wellington Road 52 and the south end of Main St. and the side streets around the work area.

Traffic on Wellington Road 52 and Main St. will be reduced to one lane during the construction period.

Access for emergency vehicles and pedestrians will be maintained at all times.

We appreciate your understanding and patience



## Construction Notice

#### MORE INFORMATION AND CONSTRUCTION UPDATES

If you have questions about the upcoming work, please contact us.

	<a href="mailto:communications@erin.ca">communications@erin.ca</a>
	519-855-4407
	<a href="http://erin.ca">erin.ca</a>
PLEASE FOLLOW THE TOWN'S SOCIAL MEDIA FOR CONSTRUCTION UPDATES	

#### MAP OF THE ENTIRE WORK AREA



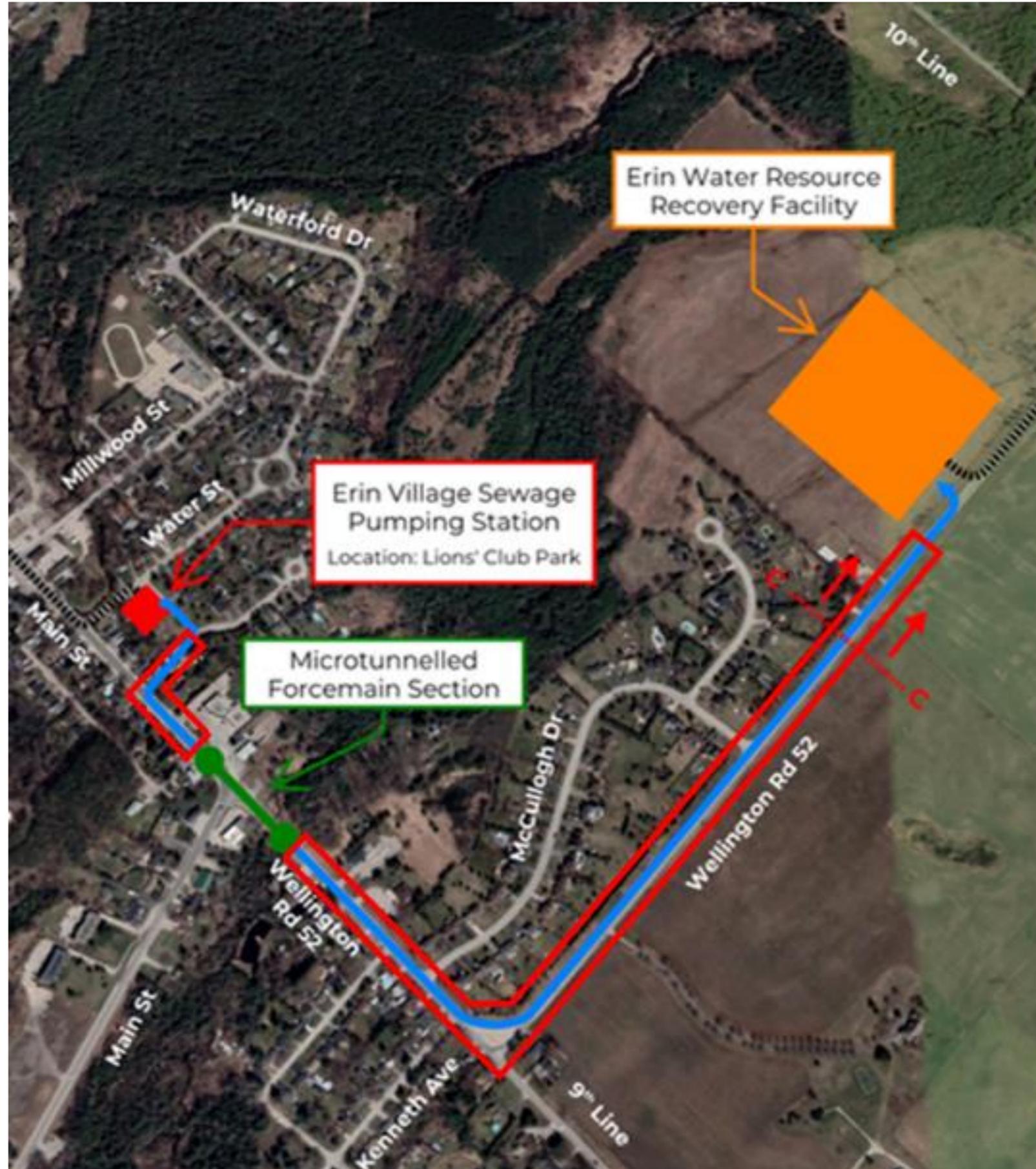
## Construction Notice

#### MAP OF THE TWIN FORCEMAIN WORK AREA



# Erin Main St. Traffic Management Plan

Forcemain  
Construction -  
Wellington Rd.  
52 and 9<sup>th</sup> Line



# Erin Village Gravity Sewer / Twin Forcemain



# Trenchless Pipe Installation

## Micro-tunneling Method

- Micro-tunneling is a trenchless tunnel construction method that is widely used for the installation of sewer, water and gas pipelines, and telecommunications cables.
- Micro-tunnel boring machines use **laser-guided remote control** and therefore best suited for pipelines that require precise grades, such as gravity sewers.
- Micro-tunneling involves constructing shafts and tunneling from shaft to shaft. The shafts are constructed without open excavation.
- In comparison to the traditional open-cut pipe installation method, micro-tunneling is **less disruptive** in nature and has a **lower carbon footprint**.



# AGENDA

- The Work
- **Traffic Management Plan**
- Business Survey Results
- Communication Strategy
- Business Impact Group
- Questions
- Next Meeting



# Erin Village - Shaft Locations



# Trenchless Pipe Installation

## Micro-tunneling Method

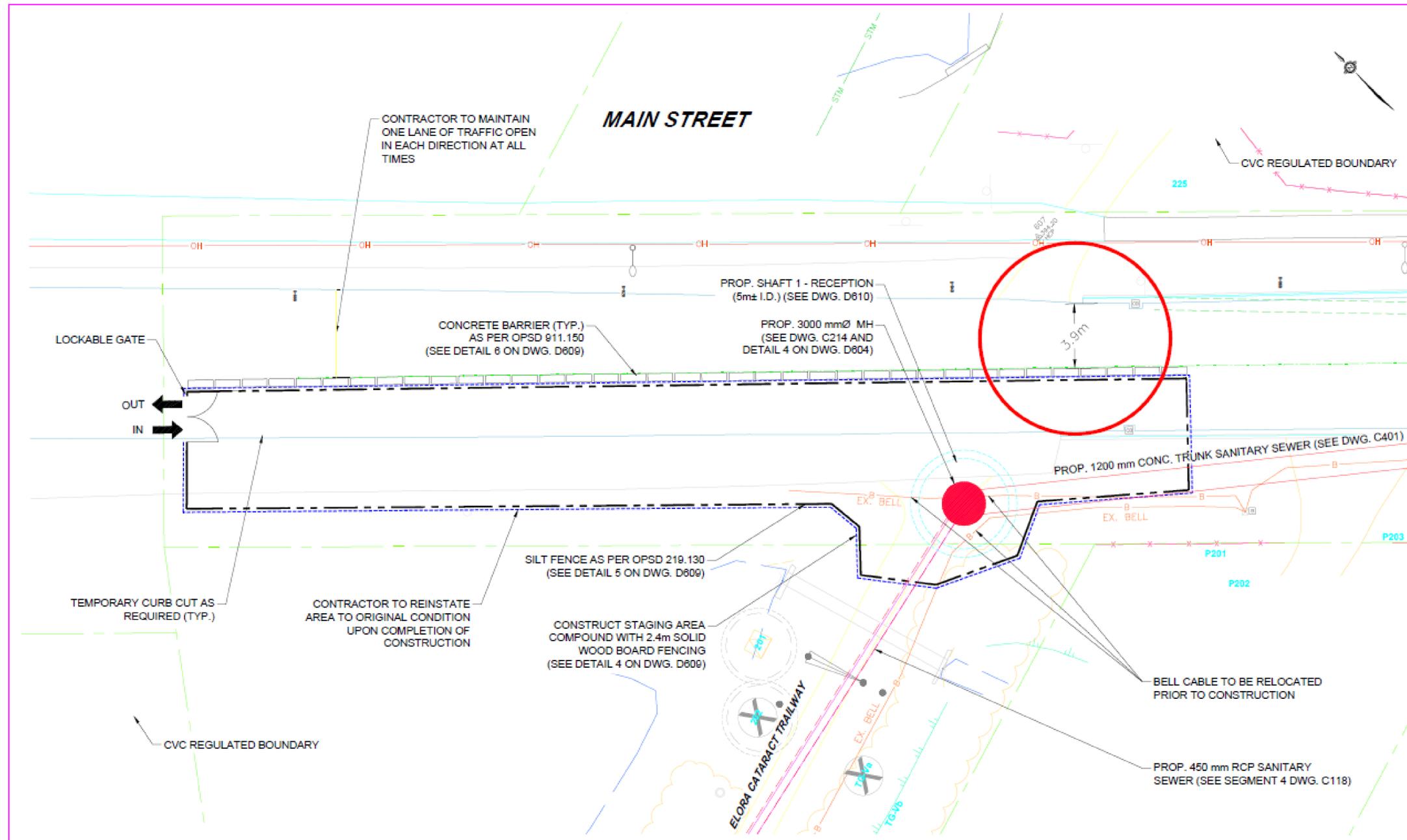
Compound No. 1	3.9 meters	Two Lanes
Compound No. 2	6.5 meters	Two Lanes
Compound No. 3	4.1 meters	Two Lanes
Compound No. 4	6.2 meters	Two Lanes
Compound No. 5	6.1 meters	Two Lanes
Compound No. 6	5.2 meters	Two Lanes
Compound No. 7	6.5 meters	Two Lanes
Compound No. 8	3.2 meters	One Lane



# Twin Forcemain Construction Signage currently in place

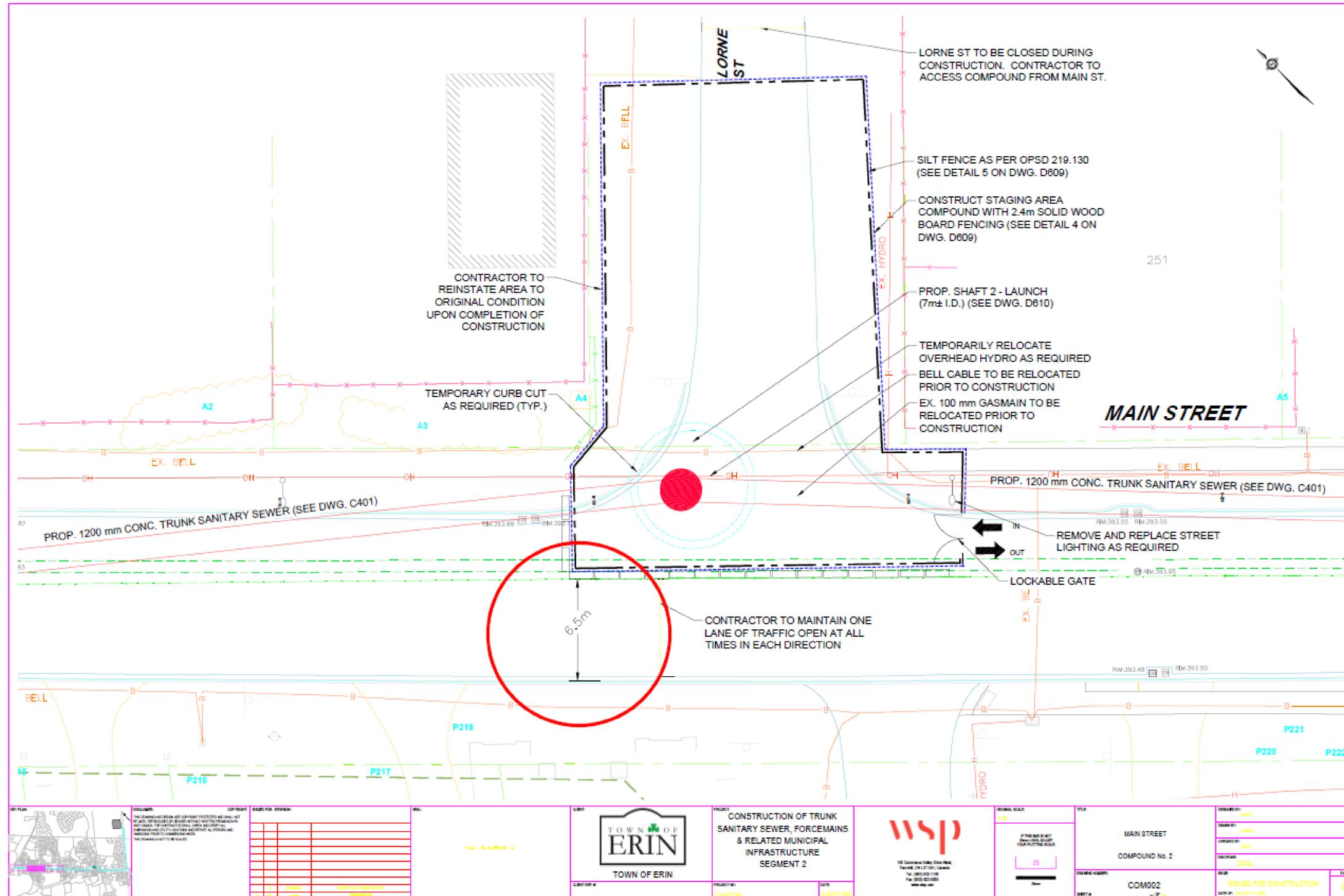


# Micro-tunneling Compound No. 1



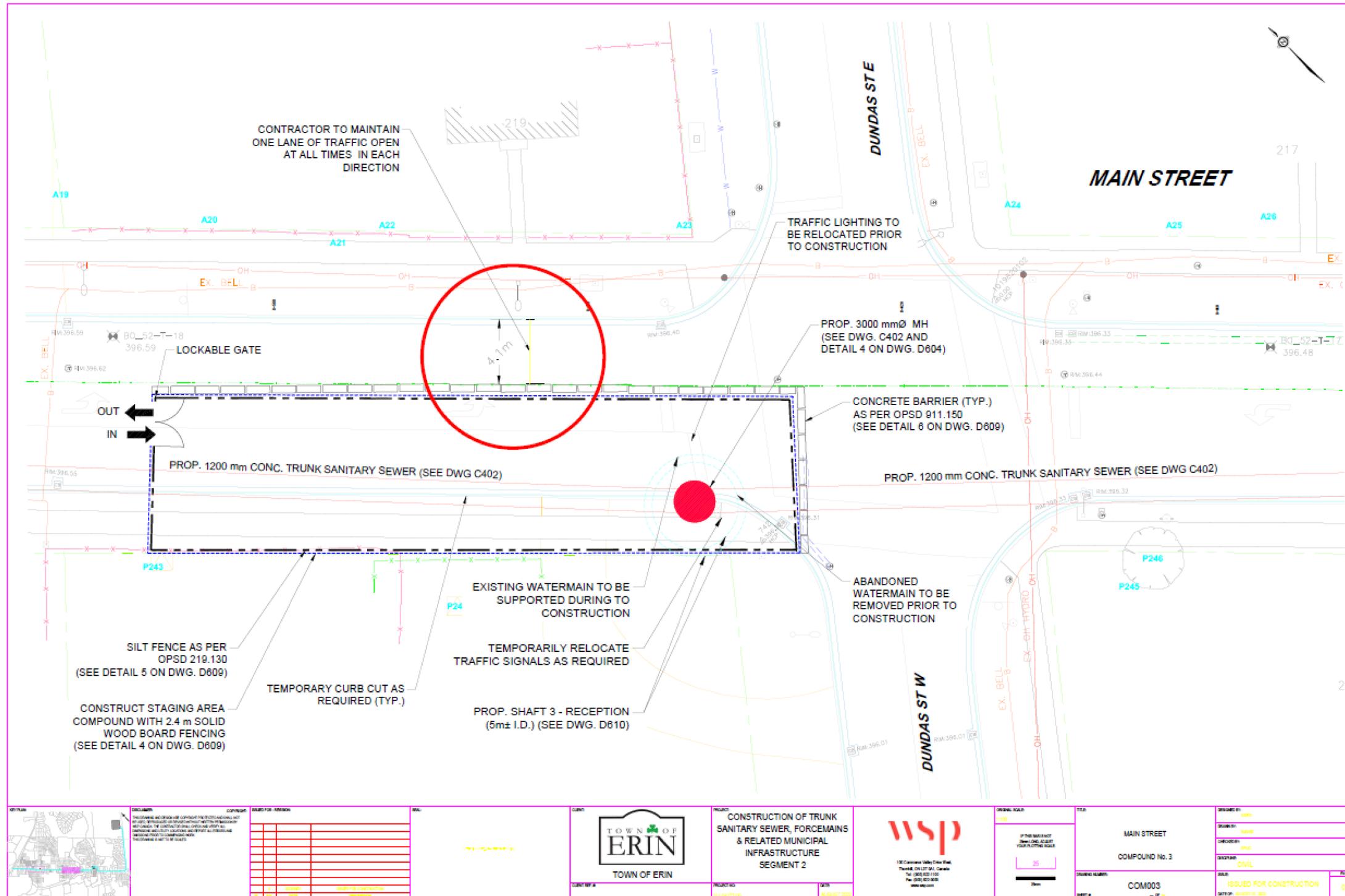
	<p><b>REVISIONS</b></p> <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	DATE	DESCRIPTION																<p><b>PROJECT</b></p> <p>CONSTRUCTION OF TRUNK SANITARY SEWER, FORCEMAINS &amp; RELATED MUNICIPAL INFRASTRUCTURE SEGMENT 2</p>		<p><b>TITLE</b></p> <p>MAIN STREET COMPOUND No. 1</p>	<p><b>DATE</b></p> <p>AUGUST 2020</p>	<p><b>ISSUED FOR CONSTRUCTION</b></p>
		NO.	DATE	DESCRIPTION																				
<p><b>TOWN OF ERIN</b></p>	<p><b>PROJECT NO.</b></p> <p>11-240720</p>	<p><b>DATE</b></p> <p>AUGUST 2020</p>	<p><b>PROJECT NAME</b></p> <p>COM001</p>	<p><b>DATE</b></p> <p>AUGUST 21, 2020</p>																				

# Micro-tunneling Compound No. 2



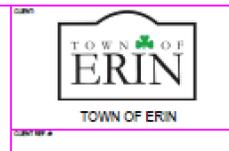
	<b>DISCLAIMER:</b> THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE TOWN OF ERIN AND THE PROVINCE OF ONTARIO. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE TOWN OF ERIN AND THE PROVINCE OF ONTARIO. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE TOWN OF ERIN AND THE PROVINCE OF ONTARIO.	<b>CONFIDENTIAL</b> THIS DRAWING IS THE PROPERTY OF WSP AND IS NOT TO BE REPRODUCED OR COPIED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF WSP.	<b>REVISIONS:</b> <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>2023-08-01</td> <td>ISSUED FOR CONSTRUCTION</td> </tr> </tbody> </table>	NO.	DATE	DESCRIPTION	1	2023-08-01	ISSUED FOR CONSTRUCTION		<b>PROJECT:</b> CONSTRUCTION OF TRUNK SANITARY SEWER, FORCEMAINS & RELATED MUNICIPAL INFRASTRUCTURE SEGMENT 2		<b>ORIGINAL SCALE:</b> 1:25 IF THIS SCALE IS NOT SHOWN, THE SCALE SHALL BE AS SHOWN ON THE DRAWING.	<b>TITLE:</b> MAIN STREET COMPOUND No. 2	<b>PROJECT NO.:</b> COM002	<b>DATE:</b> AUGUST 2023	<b>ISSUED FOR CONSTRUCTION</b> DATE: AUGUST 21, 2023	<b>SCALE:</b> 0
				NO.	DATE	DESCRIPTION												
1	2023-08-01	ISSUED FOR CONSTRUCTION																
<b>CLIENT:</b> TOWN OF ERIN	<b>PROJECT NO.:</b> COM002	<b>DATE:</b> AUGUST 2023	<b>ISSUED FOR CONSTRUCTION</b> DATE: AUGUST 21, 2023	<b>SCALE:</b> 0														

# Micro-tunneling Compound No. 3



**DISCLAIMER**  
 THE TOWN OF ERIN AND WSP ENGINEERING INC. ACCEPT NO LIABILITY FOR ANY DAMAGE TO PERSONS OR PROPERTY CAUSED BY THE CONSTRUCTION OF THIS PROJECT. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES PRIOR TO COMMENCING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES PRIOR TO COMMENCING CONSTRUCTION.

NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR CONSTRUCTION		
2			
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**PROJECT**  
 CONSTRUCTION OF TRUNK  
 SANITARY SEWER, FORCEMAINS  
 & RELATED MUNICIPAL  
 INFRASTRUCTURE  
 SEGMENT 2



**SCALE**  
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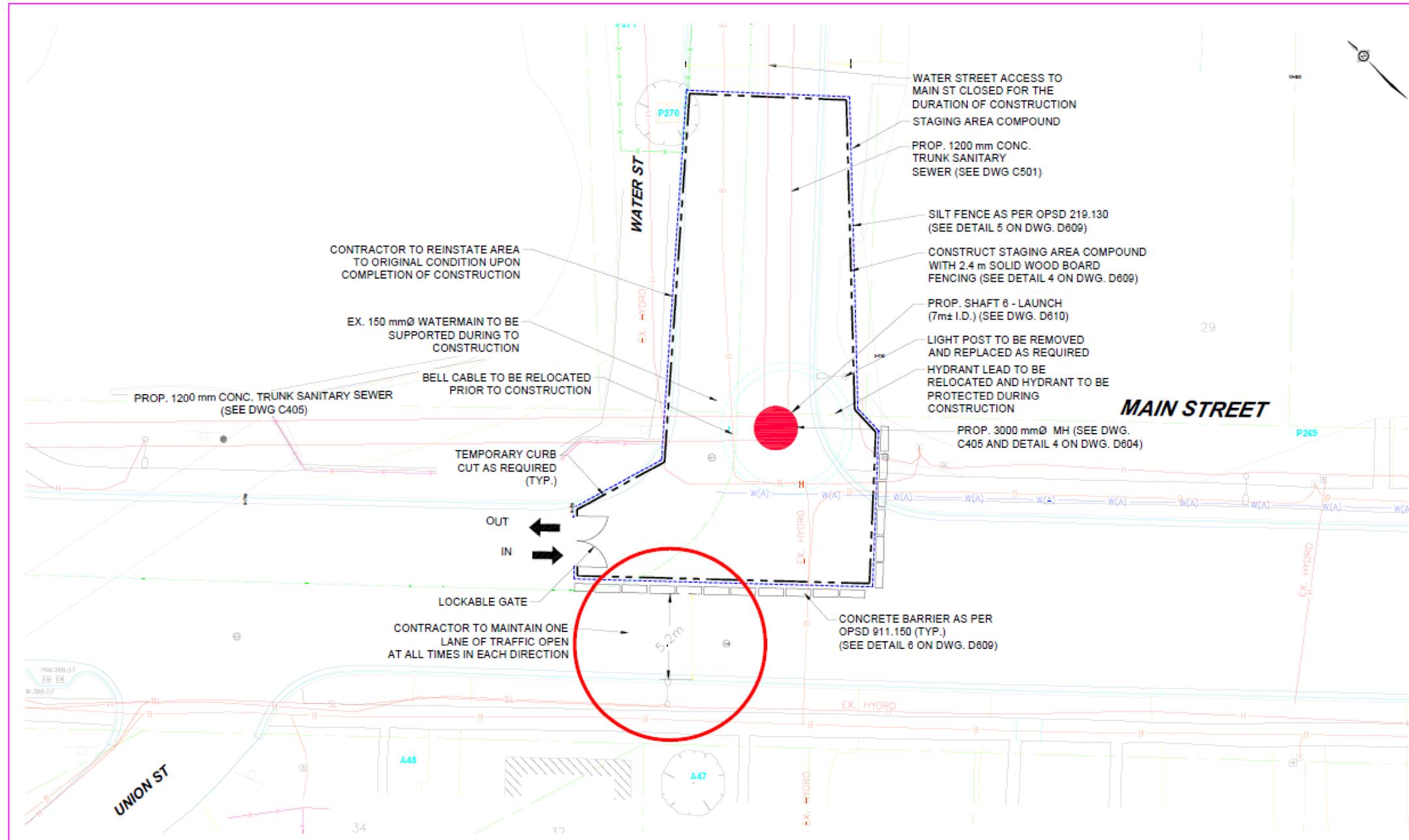
**TITLE**  
 MAIN STREET  
 COMPOUND No. 3

<b>PROJECT NO.</b>	COM003
<b>DATE</b>	ISSUED FOR CONSTRUCTION
<b>DATE</b>	0



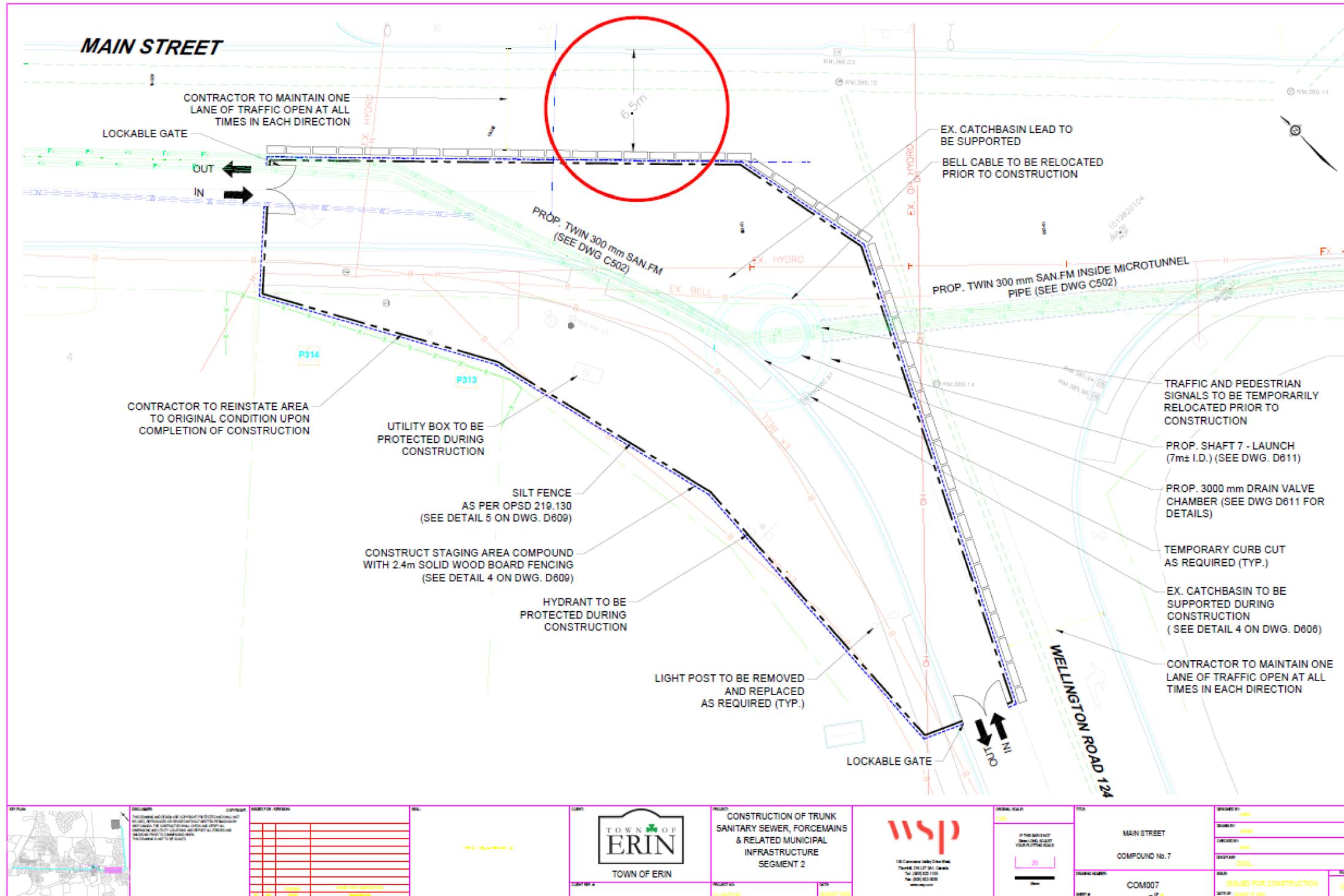


# Micro-tunneling Compound No. 6



	<p><b>DISCLAIMER</b></p> <p>The Engineer and/or other competent professionals have not been involved in the design and construction of the project and therefore do not warrant the accuracy or completeness of the information provided. The user of this information assumes all liability for any errors or omissions.</p>	<p><b>DATE FOR REVISION</b></p> <table border="1"> <tr><th>NO.</th><th>DESCRIPTION</th><th>DATE</th></tr> <tr><td> </td><td> </td><td> </td></tr> </table>	NO.	DESCRIPTION	DATE																												<p>TOWN OF ERIN</p>	<p><b>PROJECT</b></p> <p>CONSTRUCTION OF TRUNK SANITARY SEWER, FORCEMAINS &amp; RELATED MUNICIPAL INFRASTRUCTURE SEGMENT 2</p>	<p>100 Commerce Valley Drive West          Thornhill, ON L3T 9W6, Canada          Tel: 905.882.1100          Fax: 905.882.2600          www.wsp.com</p>	<p><b>ORIGINAL SCALE</b></p> <p>1:25</p> <p>IF THIS DRAWING IS USED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN PERMISSION OF WSP, THE USER ASSUMES ALL LIABILITY FOR ANY ERRORS OR OMISSIONS.</p>	<p><b>TITLE</b></p> <p>MAIN STREET          COMPOUND No. 6</p>	<p><b>DESIGNED BY</b></p> <p>WSP</p> <p><b>DRAWN BY</b></p> <p>WSP</p> <p><b>CHECKED BY</b></p> <p>WSP</p> <p><b>DATE</b></p> <p>ISSUED FOR CONSTRUCTION</p>	<p><b>PROJECT NUMBER</b></p> <p>COM006</p> <p><b>DATE</b></p> <p>NOV 11, 2020</p>
			NO.	DESCRIPTION	DATE																																		
<p><b>DATE</b></p> <p>AUGUST 2020</p>																																							

# Micro-tunneling Compound No. 7



**DISCLAIMER**  
 THE INFORMATION CONTAINED HEREIN IS FOR INFORMATIONAL PURPOSES ONLY AND DOES NOT CONSTITUTE AN OFFER OF ANY FINANCIAL PRODUCT OR SERVICE. THE INFORMATION IS NOT INTENDED TO BE USED AS A BASIS FOR INVESTMENT DECISIONS. THE INFORMATION IS NOT GUARANTEED AND IS SUBJECT TO CHANGE WITHOUT NOTICE.

NO.	REVISION	DATE

**TOWN OF ERIN**



**CONSTRUCTION OF TRUNK SANITARY SEWER, FORCEMAINS & RELATED MUNICIPAL INFRASTRUCTURE SEGMENT 2**



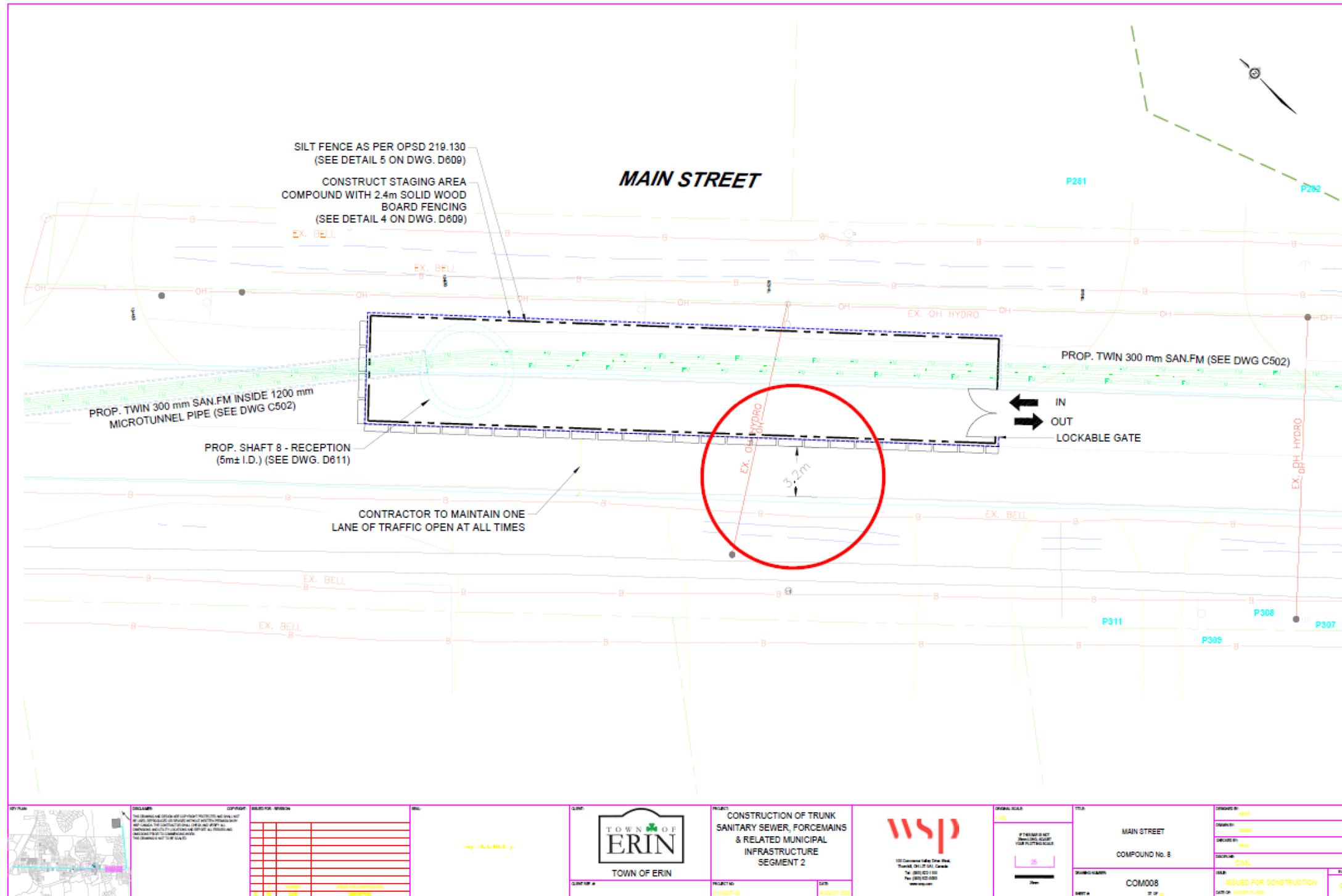
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**PROJECT**  
 MAIN STREET  
 COMPOUND No. 7

**DATE**  
 AUGUST 2020

**ISSUED FOR CONSTRUCTION**

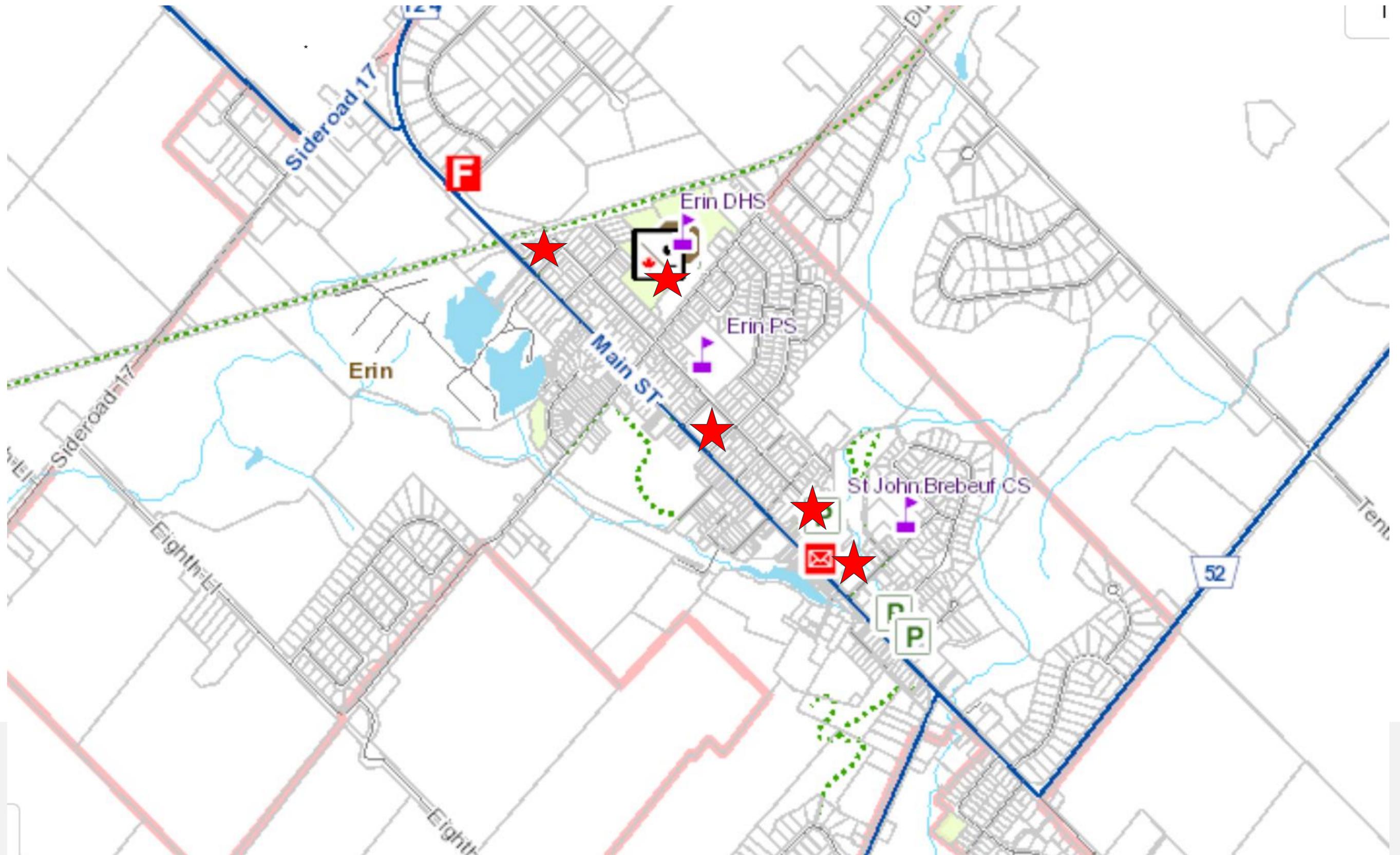
# Micro-tunneling Compound No. 8



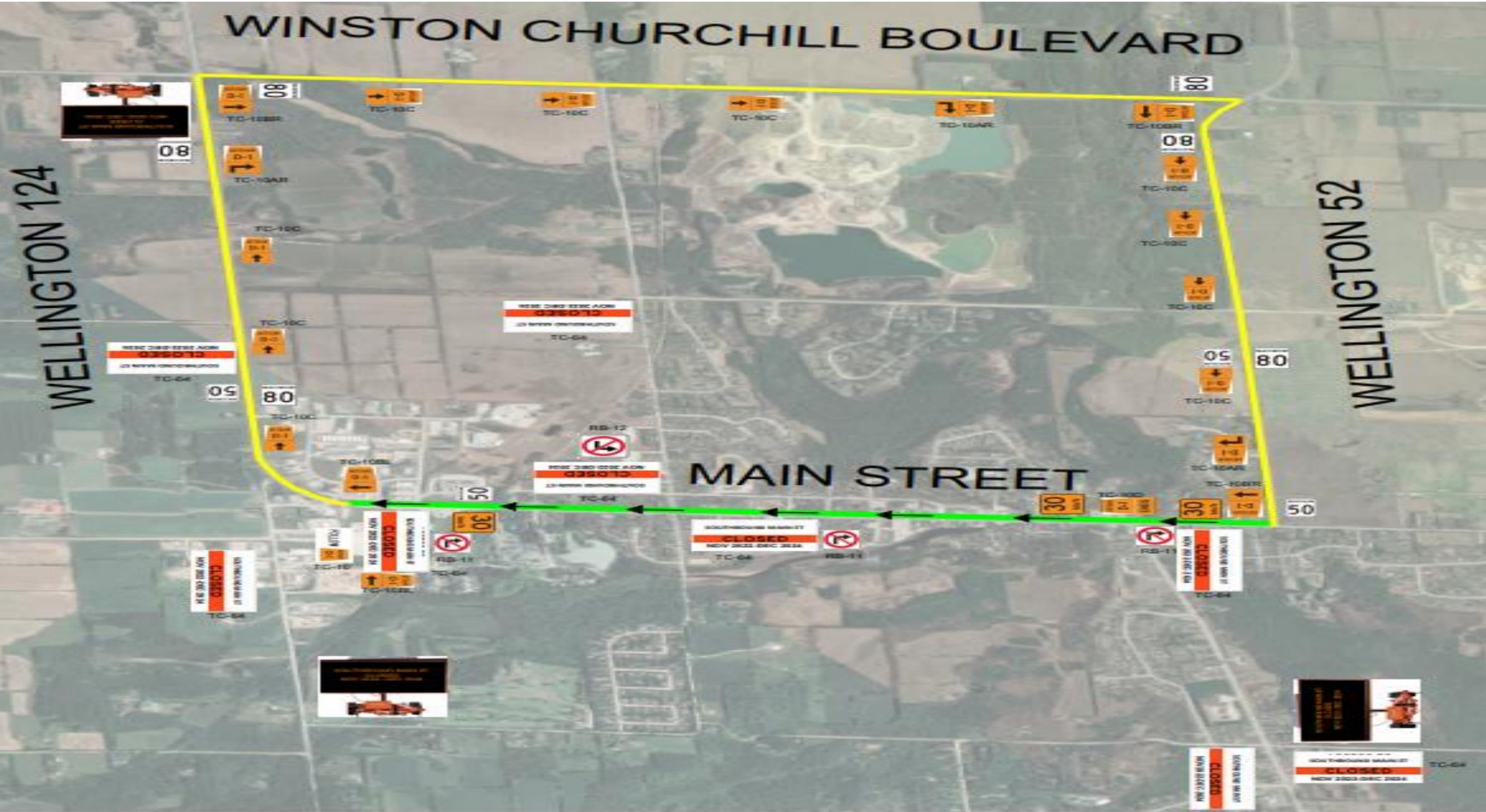
# Erin Main St. Traffic Management Plan

- **EMERGENCY SERVICES**
  - Two-Way traffic will be maintained to meet emergency service response time needs
- **SAFETY**
  - for the pedestrians, drivers and the contractors
- **ACCESS**
  - to all residences, businesses and streets...at all times
- **Minimize disruptions and delays**
  - eliminating driver confusion and frustration will make the experience better for all parties

# Erin Possible Parking Locations



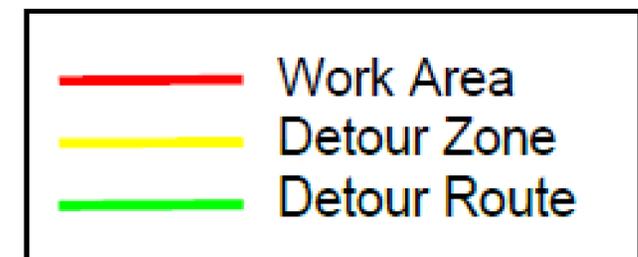
# Erin Traffic Management Plan - Detour Route



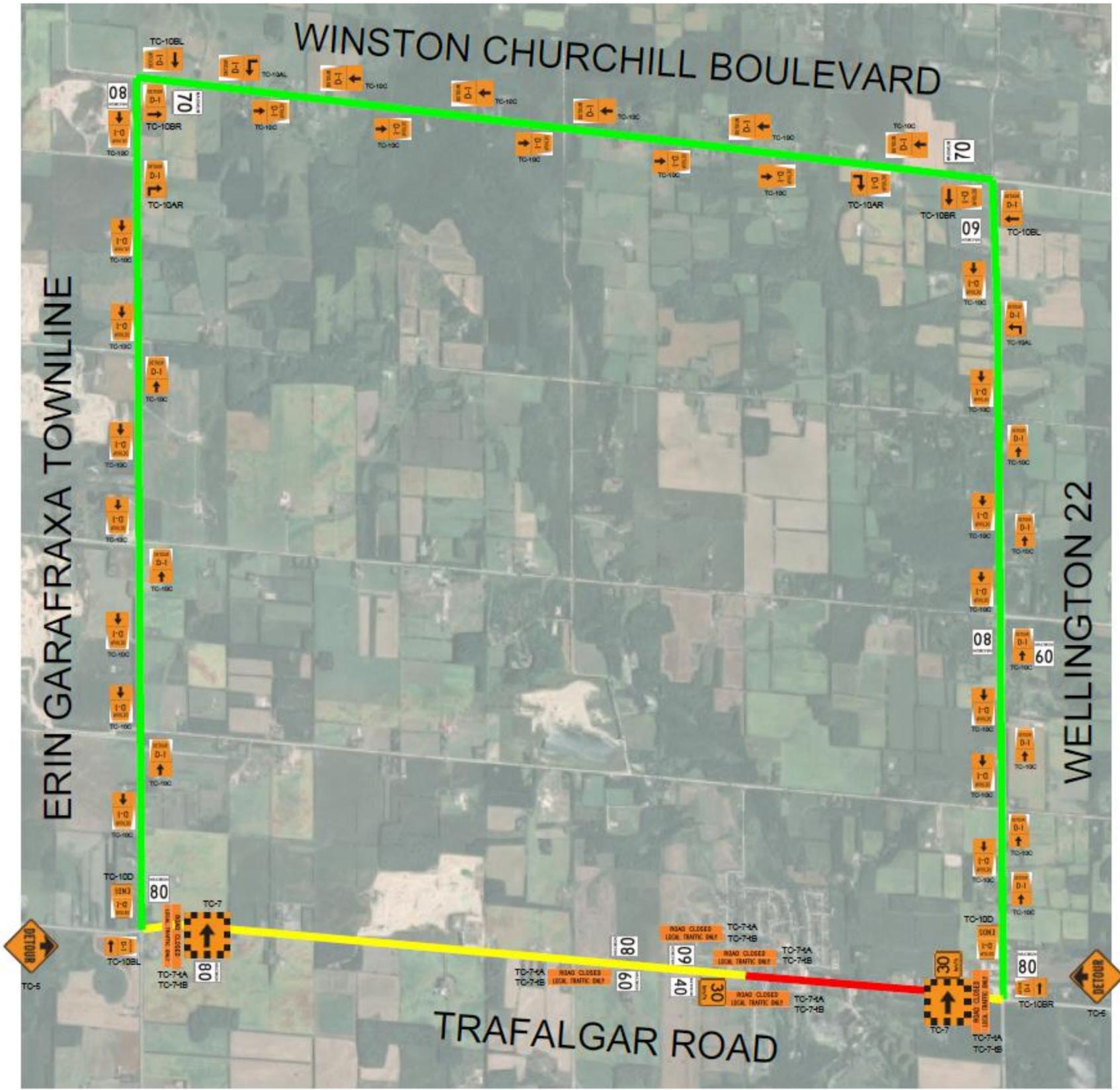
# Erin Traffic Management Plan - Detour Route



# Hillsburgh Traffic Management Plan Work Zone

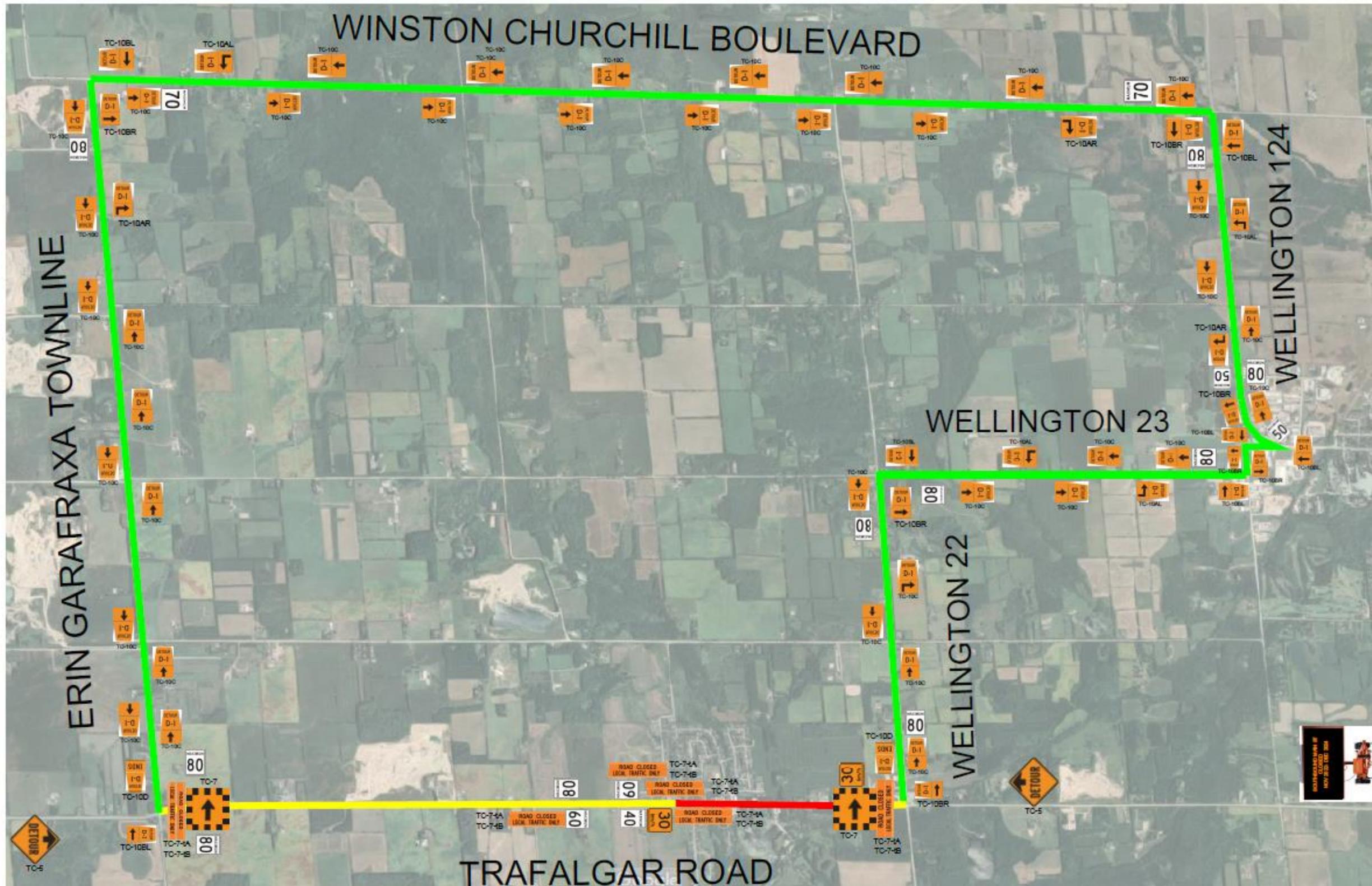


# Hillsburgh Traffic Management Plan - Detour



	Work Area
	Detour Zone
	Detour Route

# Hillsburgh Traffic Management Plan - Detour



# AGENDA

- The Work
- The Objectives
- Traffic Management Plan
- **Business Survey Results**
- Communication Strategy
- Business Impact Group
- Questions
- Next Meeting



# Business Survey Results

We received a total of 62 responses to the survey:

2. Do you own a business within the Town of Erin?

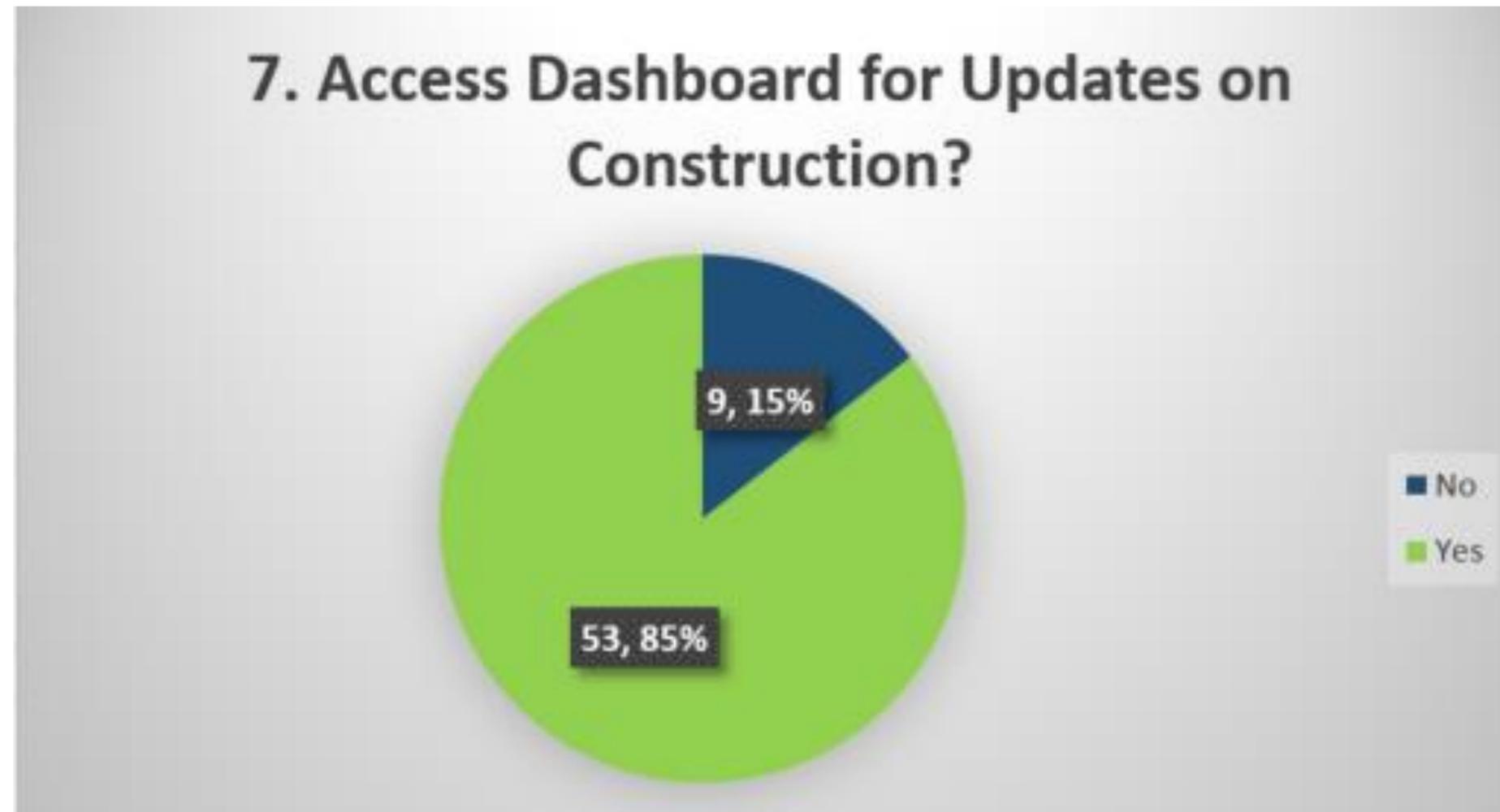


3. Where is your business located?



# Business Survey Results

**85 % of respondents would access a dashboard for updates on construction:**



# Business Survey Results

42% prefer to maintain 2-way traffic. 58% prefer the 1-way traffic proposal.



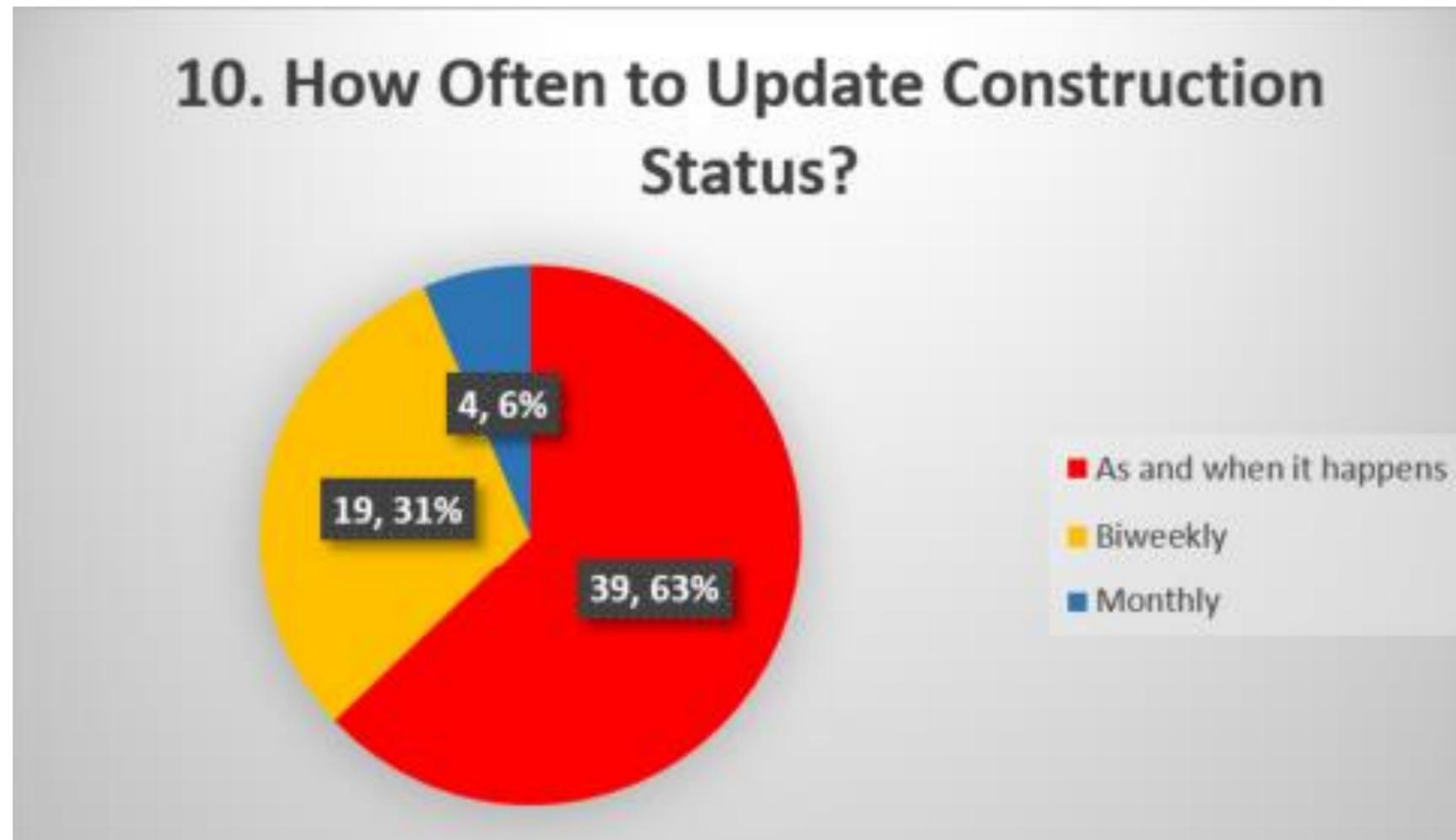
# Business Survey Results

50% would prefer to receive communication by e-newsletter.



# Business Survey Results

**63% of respondents would prefer to receive construction communication as it occurs.**



# AGENDA

- The Work
- The Objectives
- Traffic Management Plan
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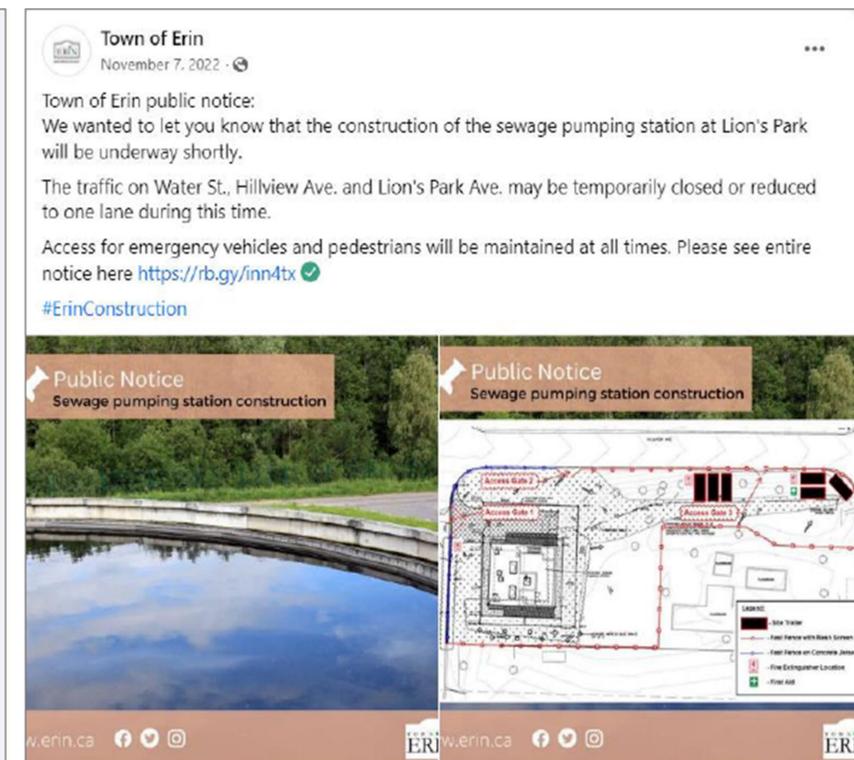
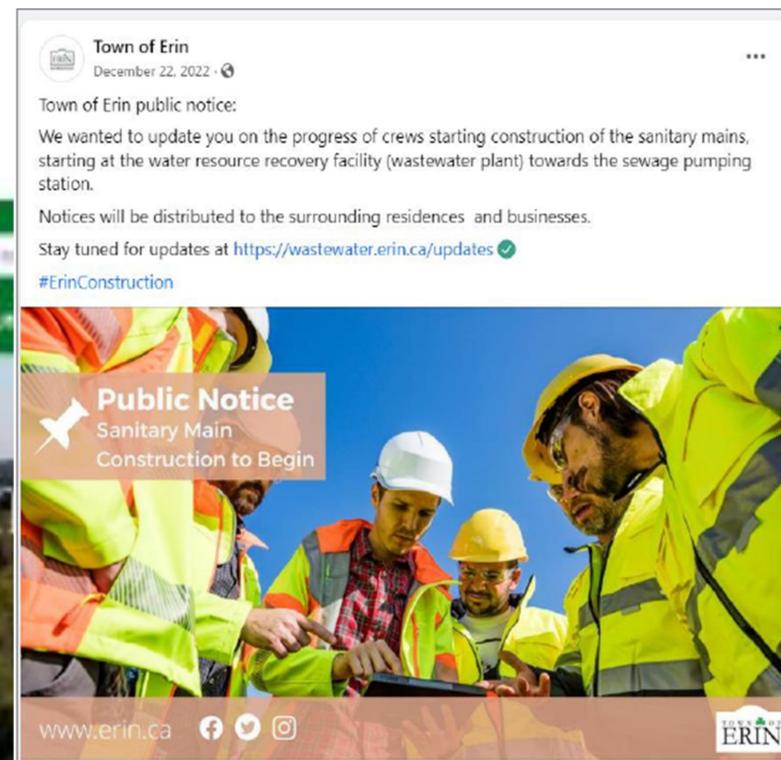
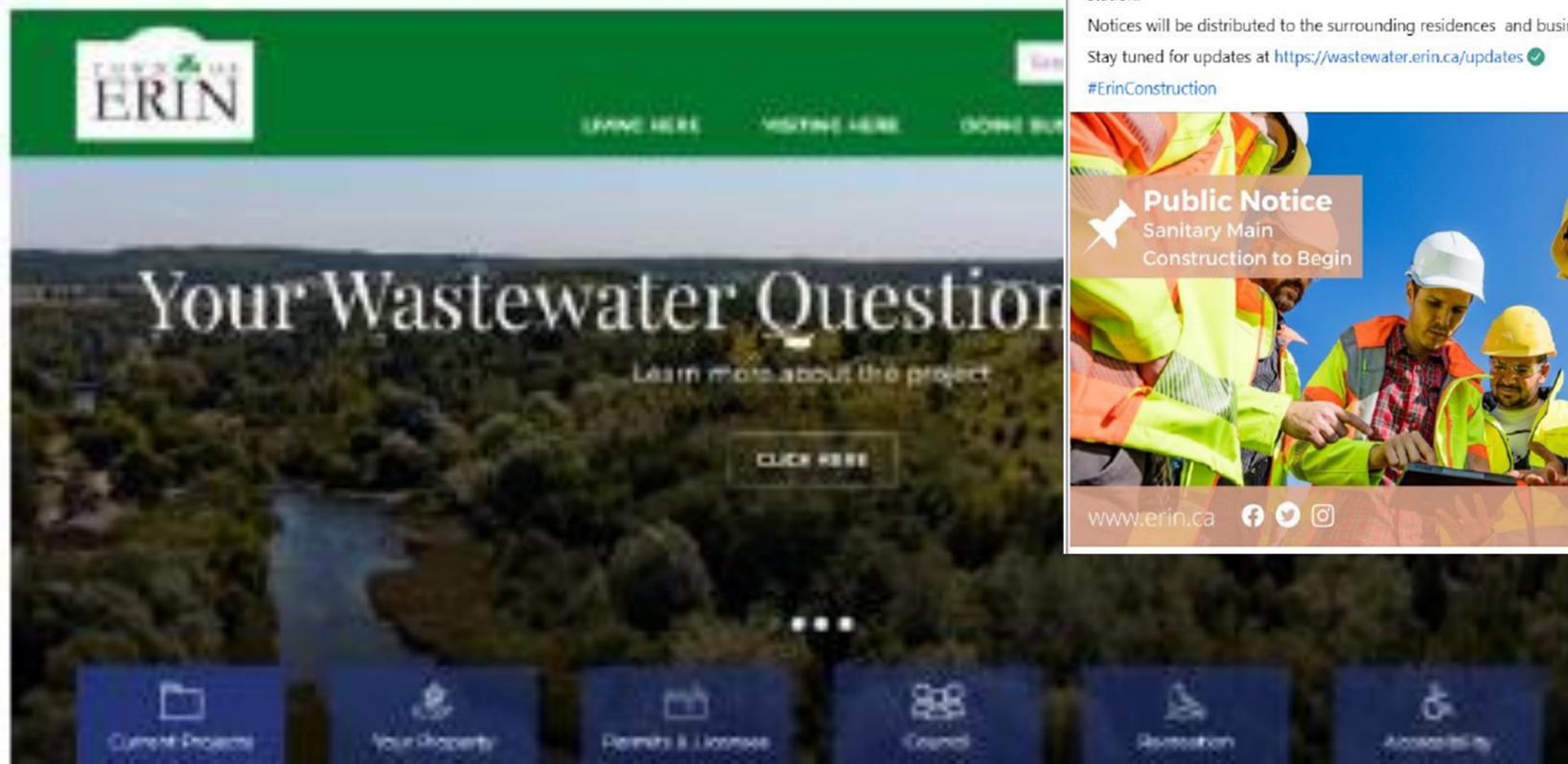


# Communication Strategy at a glance



# Communication Tactics at a glance

- Website update
- Community engagement (Construction Liaison Group)
- Public Notices/Advertisements
- News releases
- Social Media



# Communication Tactics at a glance

- Project dashboard on website
- E-newsletters
- Mobile signage
- New icon to be used specifically for construction related communications
- Support shop local, open for business campaigns



Placeholder only. Concept idea



# Communication tactic – project dashboard



## ERIN WASTEWATER PROJECT: CONSTRUCTION DASHBOARD

The Town of Erin is undertaking a project to build a wastewater treatment plant to the Village of Erin and Hillsburgh. Working with the Credit Valley Conservation authority (CVC) and the Ministry of the Environment, Conservation and Parks (MECP) it was determined that a new system is the best path forward to keep the community thriving now, and for generations to come. The new system will carry all wastewater flows to a single wastewater treatment plant. It will support the needs of the community by removing the reliance on the existing septic systems. After conducting various studies, including an Environmental Assessment (EA) and an Environmental Study Report (ESR), a series of recommendations and guidelines were identified to ensure we are protecting our water resources and that the project remains compliant with the MECP.

### Interactive System Map

Click on any Work Area to get more information.



### Live Camera Access

Water Resource Recovery Facility

Erin Village Sewage Pumping Station

Coming Soon

Contact Us

# Communication tactic – project dashboard

## Hillsburgh Gravity Sewer

### Description Of Work In Area

Description of work in area  
Description of work in area  
Description of work in area  
Description of work in area  
Description of work in area  
Description of work in area  
Description of work in area  
Description of work in area

### Schedule Of Works

Schedule of works  
Schedule of works  
Schedule of works  
Schedule of works

### Update Of Potential Impacts

Update of potential impacts  
Update of potential impacts  
Update of potential impacts  
Update of potential impacts

[Contact Us](#)

## Contact Us

If you have any questions or comments regarding the Erin Wastewater Project, please send an email to [communications@erin.ca](mailto:communications@erin.ca) or complete and submit the form below. Thank you!

### Full Name

### Email

### Area Selection

- Hillsburgh Gravity Sewer
- Elora-Cataract Gravity Sewer
- Main St. Gravity Sewer
- Sewage Pumping Station
- Twin Forcemain
- Water Resource Recovery Facility
- Effluent Sewer
- Outfall

### Impact

- Traffic  Noise  Odour  Dust  Accessibility  Other

### Tell Us More

### Attachment

No File Chosen

Send →

# AGENDA

- The Work
- The Objectives
- Traffic Management Plan
- Business Survey Results
- Communication Strategy
- **Business Impact Group**
- Questions
- Next Meeting



# AGENDA

- The Work
- The Objectives
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- Next Meeting



# Thank you!

# Questions?

[www.erin.ca](http://www.erin.ca)



# AGENDA

- The Work
- The Objectives
- Traffic Management Plan
- Business Survey Results
- Communication Strategy
- Business Impact Group
- Questions
- **Next Meeting**



# Monthly meetings proposed

**Next Meeting:  
March 21, 2023  
11:00 am  
Via Zoom**

**Town of Erin**

# Erin Wastewater System Overview

## County of Wellington Roads Committee

**Nick Colucci, P.Eng.**  
Director of Infrastructure and  
Engineering Services



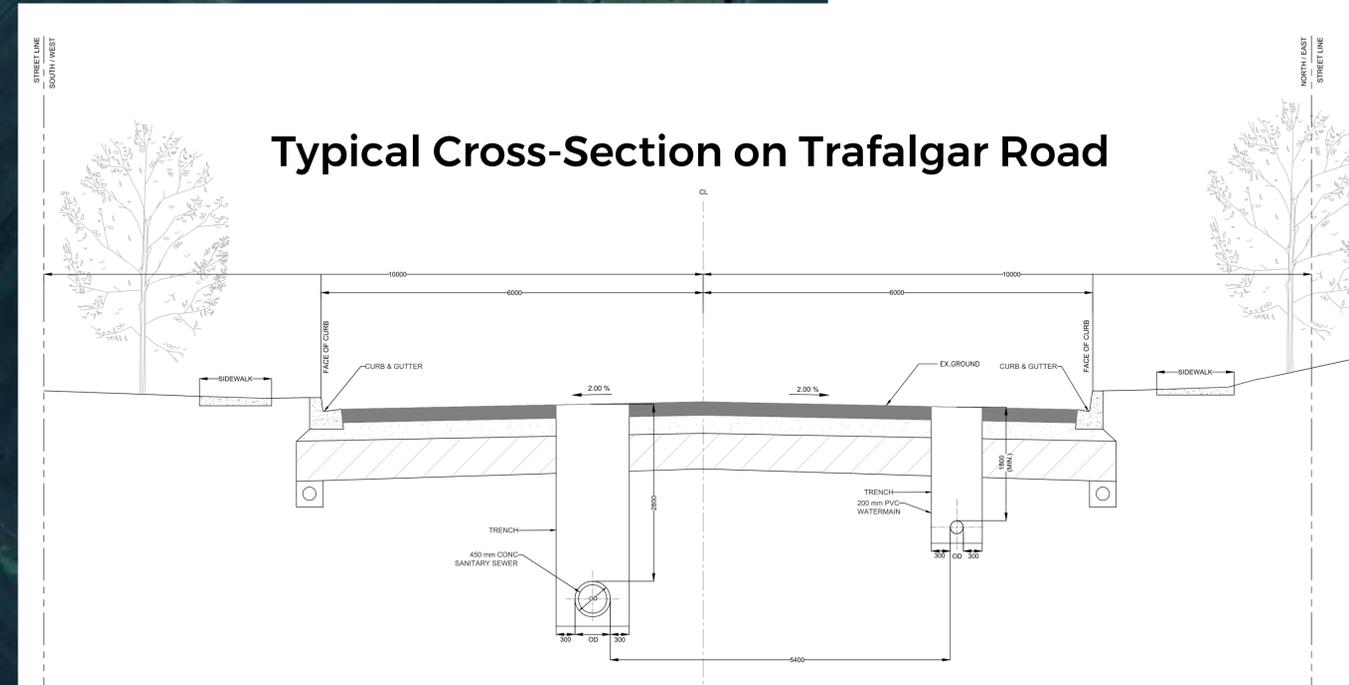
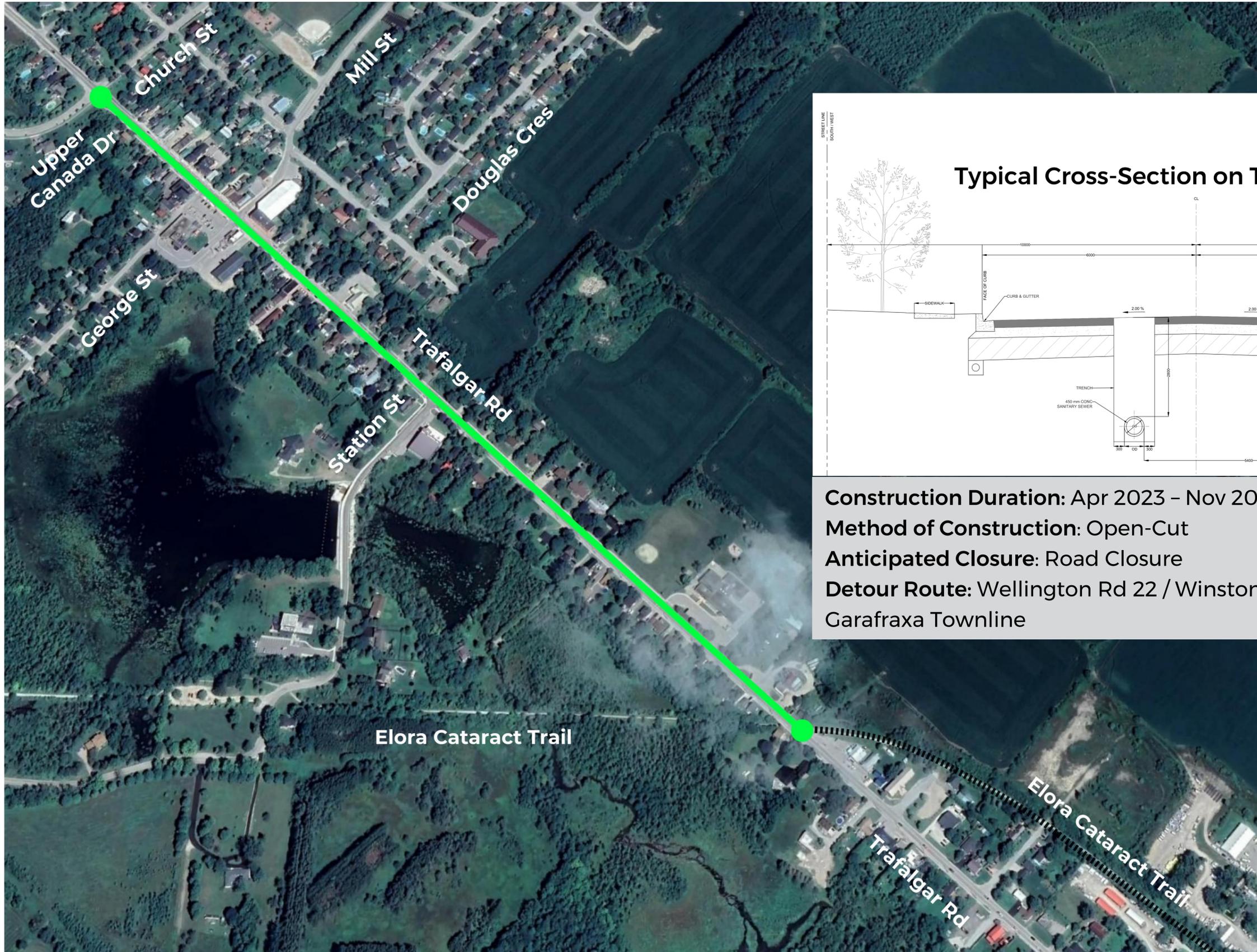
[www.erin.ca](http://www.erin.ca)



# Erin Wastewater System Plan Overview



# Hillsburgh Gravity Sewer



**Construction Duration:** Apr 2023 – Nov 2023

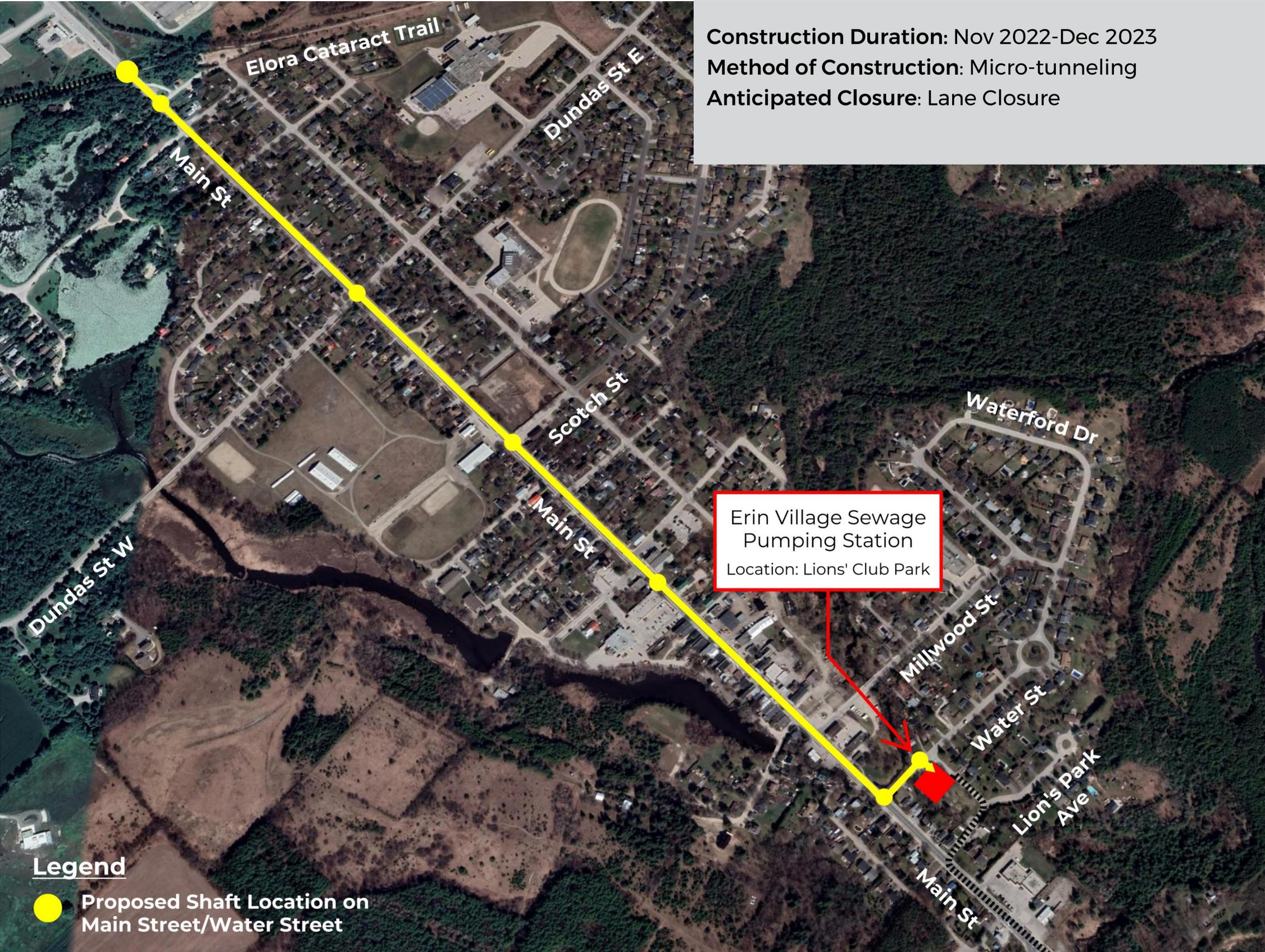
**Method of Construction:** Open-Cut

**Anticipated Closure:** Road Closure

**Detour Route:** Wellington Rd 22 / Winston Churchill Blvd / Erin Garafraxa Townline

# Erin Village Gravity Sewer

Construction Duration: Nov 2022-Dec 2023  
Method of Construction: Micro-tunneling  
Anticipated Closure: Lane Closure



Erin Village Sewage Pumping Station  
Location: Lions' Club Park

**Legend**

● Proposed Shaft Location on Main Street/Water Street

# Trenchless Pipe Installation

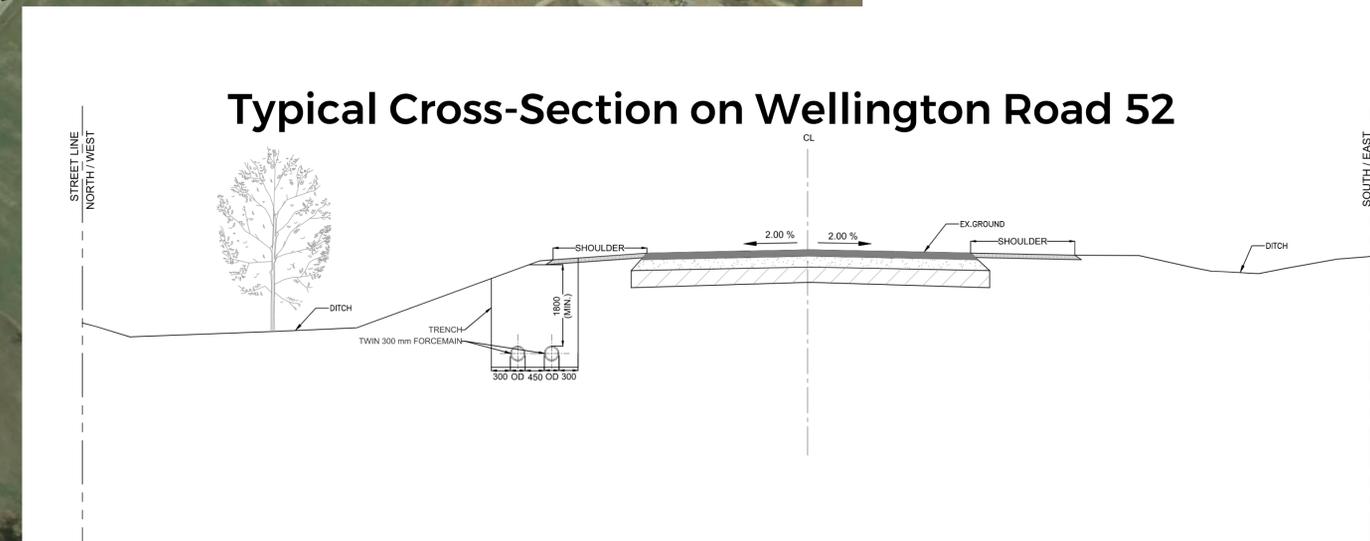
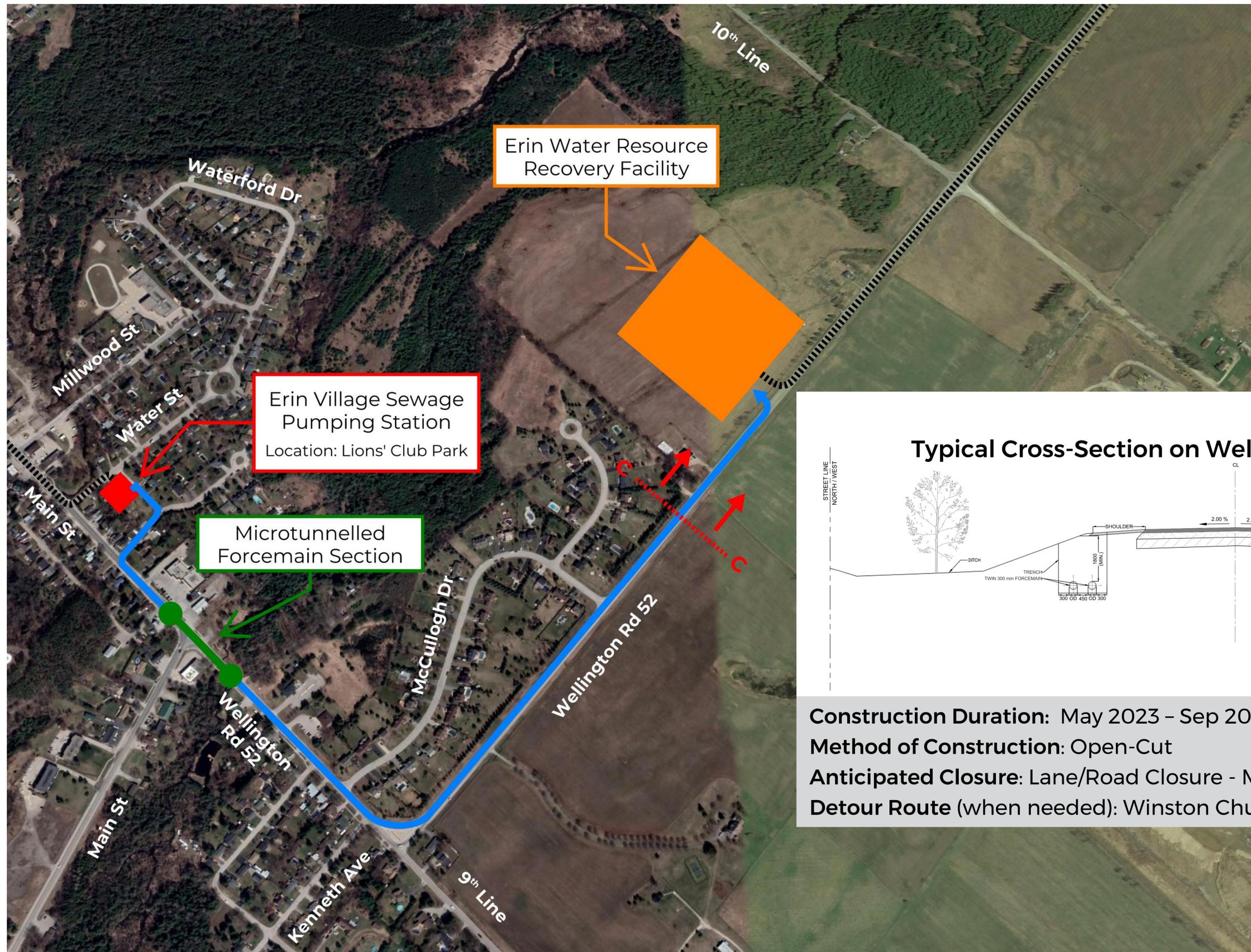
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- Micro-tunnel boring machines use **laser-guided remote control** and therefore best suited for pipelines that require precise grades, such as gravity sewers.
- Micro-tunneling involves constructing shafts and tunneling from shaft to shaft. The shafts are constructed without open excavation.
- **In comparison to the traditional open-cut pipe installation method, micro-tunneling is less disruptive in nature and has a lower carbon footprint.**

Want to see more? Check out our short video on how micro-tunneling shafts are constructed.



# Main St./Wellington Rd 52 Twin Forcemains - from SPS to WRRRF



**Construction Duration:** May 2023 – Sep 2023  
**Method of Construction:** Open-Cut  
**Anticipated Closure:** Lane/Road Closure - Main St. / Wellington Rd 52  
**Detour Route (when needed):** Winston Churchill / Wellington Rd 124

# Erin Water Resource Recovery Facility

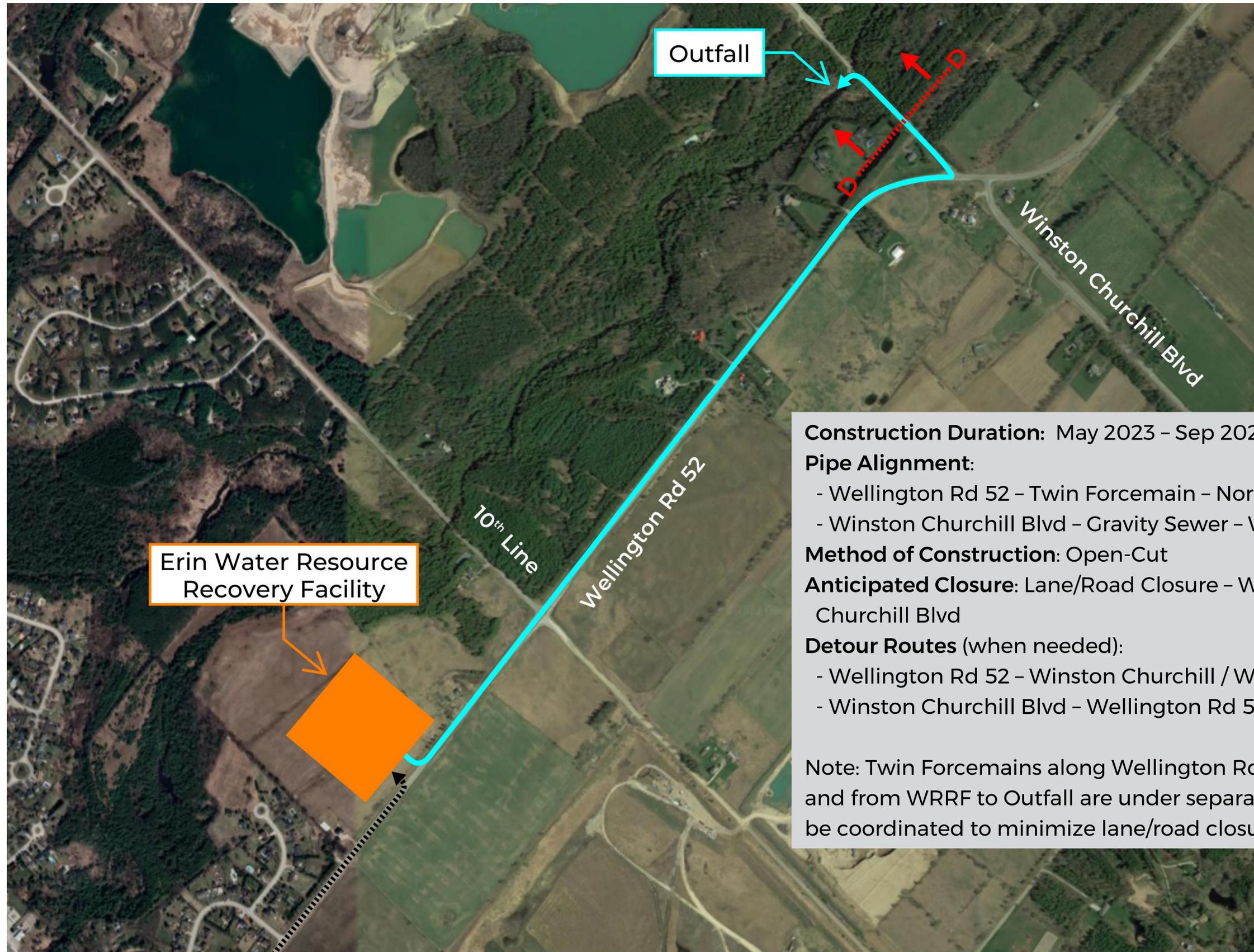


Location: 9670 Wellington Road 52



Date: November 04, 2022

# Wellington Rd 52/Winston Churchill Effluent Sewer - WRRRF to Outfall



**Construction Duration:** May 2023 – Sep 2023

**Pipe Alignment:**

- Wellington Rd 52 – Twin Forcemain – North Edge of Asphalt
- Winston Churchill Blvd – Gravity Sewer – West Edge of Asphalt

**Method of Construction:** Open-Cut

**Anticipated Closure:** Lane/Road Closure – Wellington Rd 52 / Winston Churchill Blvd

**Detour Routes** (when needed):

- Wellington Rd 52 – Winston Churchill / Wellington Rd 124
- Winston Churchill Blvd – Wellington Rd 52 / 124

Note: Twin Forcemains along Wellington Rd 52 from SPS to WRRF and from WRRF to Outfall are under separate contracts but work will be coordinated to minimize lane/road closures in 2023.

# Thank you!

[www.erin.ca](http://www.erin.ca)







As per the above resolution, please accept a copy of this correspondence for your information and consideration.

Sincerely,

Courtenay Hoytfox  
Municipal Clerk

**To** Puslinch Township Council and Wellington County Council

**From** Helmuth Slisarenko, Kate Dewasha and Bruce Taylor of  
Concerned Citizens of Puslinch (60 families)

**Date** 2 January 2023

**Subject** Safety and Maximum Speed Limits In and Around Arkell

### **Summary**

The Ontario government has given municipalities the power to reduce residential speed limits from the statutory default 50 km/h to 40 km/h, or to set their own statutory speed limits. We recommend that Puslinch Township and Wellington County initiate the below maximum speed limits for Arkell Rd and Watson Rd S, and consider the safety benefits of Arkell being zoned a “Community Safety Zone” with electronic Speed Display Signs.

### **Problems**

1. The major speed limit change from 50 to 80 km/h, when driving north from Arkell on Watson Rd S, is in too short a distance. Drivers see the 80 km/h sign, while still in the 50 km/h zone in Arkell, and speed up which totally defeats the 50 km/h speed limit in Arkell.
2. Speed limits fail to graduate when driving north from Arkell on Watson Rd S, for example, from 40 to 50 to 60 km/h. Instead, they go from 50 to 80 km/h and then back to 50 km/h after descending two hills. A good example of speed limits that graduate is Victoria Rd N from Speedvale Ave north past the Eramosa River Trail. It is a similar road to Watson Rd S where people park in order to walk the trails.
3. More and more trail walkers are parking along the two trail entrances north of Arkell on Watson Rd S, especially at Arkell Springs Trail. Vehicles driving by at 80-120 km/h while people with dogs are exiting their vehicles is unsafe. The shoulders were not designed for parking. Safety of these people should be a major reason for reducing the speed limit to 60 km/h. Eventually, a parking area may be necessary, similar to Starkey Hill’s.

### **Recommendations**

1. That the speed limits of 50 km/h currently on Arkell Rd and Watson Rd S be reduced to 40 km/h. “40 is the new 50” is what municipalities are saying. Reductions in speed limits are being made all across Ontario and Canada. Guelph, Kitchener, Sarnia, Ottawa, Sudbury, and Mississauga are but a few examples.
2. That the 80 km/h sign on Watson Rd S near Boreham Dr, be posted further north of Arkell, for example, past Mott’s Equestrian Centre (756 Watson Rd S), and changed to 60 km/h.

Page 2

3. That 60 km/h (not 80) be posted on Watson Rd S, from Arkell to Arkell Ridge Sand and Gravel (661 Watson Rd S), and then 40 km/h (not 50) to Stone Rd.

We hope both Councils will keep safety as top priority, and add local input and insight to the criteria for setting maximum speed limits.