

THE CORPORATION OF THE TOWNSHIP OF HORTON

PUBLIC MEETING

WEIGHT RESTRICTIONS ON ROADS

February 15, 2006

There was a Public Meeting held by the Municipal Council on Wednesday February 15, 2006 in the Horton Community Centre to discuss weight restrictions on roads. All members of Council were present, and in addition Rod Eady, Public Works Superintendent and Mackie McLaren. CAO/Clerk were present. Seventeen members of the public attended.

1. DON EADY – COUNCILLOR & CHAIR OF SPECIAL EVENTS COMMITTEE

Don Eady, Councillor & Chair of Special Events Committee, called the Meeting to order at 7:00 p.m. and introduced Council and Staff.

2. ROBERT A JOHNSTON – REEVE

Reeve Johnston welcomed the members of the public present, noting that they were representatives of neighbouring municipalities, local truckers and local residents.

3. DAVE BENNETT – COUNCILLOR & CHAIR OF PUBLIC WORKS COMMITTEE

Why the Township has Concerns with Heavy Trucks on Certain Roads

Councillor Bennett informed the members of the public that the Township had asked for input to consider what we can do with roads which are not standing up to large heavy truck traffic. We have roads that getting old and need upgrading. Two roads in question for tonight’s meeting are Thomson Road and Lime Kiln Road. He noted that this is for public information only, to be received by Council to help formulate a response to this problem. One of the solutions discussed is trying to reroute traffic over better built roads. Lime Kiln Road is a connecting link to Burnstown and Calabogie area from Highway 17 and is used by many truckers. Another concern the Township has is who is liable if damage to roads happens. He explained a situation last year on Thomson Road where a patch of road was broken up during the day, the Contractor did not advise the Township of the damage and there could have been serious problems if a motorcycle had gone over it in the evening. We need to know from the public where and what the issues are.

4. ROD EADY – PUBLIC WORKS SUPERINTENDENT

Data on Costs to Maintain Several Roads

Rod Eady presented the following facts and information on the cost to maintain Lime Kiln Road in 2005.

**WORK DONE TO LIME KILN ROAD IN 2005**  
**Traffic Count: 534 vehicles - from June 30 to July 03, 2005**

**GRAVEL**

			<b>Subtotal:</b>	<b>TOTAL COST</b>
March 11	8 loads of gravel	\$ 440.00		
	2 trucks	\$ 864.00		
	grader	<u>\$ 360.00</u>		
			<b>\$1,664.00</b>	
April 26	4 loads of gravel	\$ 220.00		
	2 trucks	\$ 540.00		
	grader	<u>\$ 225.00</u>		
			<b>\$ 985.00</b>	

Public Meeting 2  
 Weight Restrictions on Roads  
 February 15, 2006

May 11	10 loads of gravel	\$ 550.00	
	2 trucks	\$ 864.00	
	grader	<u>360.00</u>	
			<b>\$1,774.00</b>
June 20	6 loads of gravel	\$ 330.00	
	2 trucks	\$ 864.00	
	grader	<u>\$ 360.00</u>	
			<b>\$1,554.00</b>
December	6 loads of gravel	\$ 330.00	
	2 trucks	\$ 864.00	
	grader	<u>\$ 360.00</u>	
			<b>\$1,554.00</b>

**TOTAL GRAVEL COSTS: \$7,531.00**

**DIG OUTS/FROST BOILS**

April 26	2 dig outs	8 hours	
	Backhoe	\$ 200.00	
	2 trucks	\$ 864.00	
			<b>\$1,064.00</b>
May 10	1 dig out	8 hours	
	Backhoe	\$ 200.00	
	2 trucks	\$ 864.00	
			<b>\$1,064.00</b>

**TOTAL COST FOR DIG OUTS/FROST BOILS: \$2,128.00**

**FLAKE CALCIUM (\$500/Bag)**  
**TRUCK FOR SPREADING - \$75.00 for 3 hours**

			<b>TOTAL COST</b>
May 26	1 bag	\$ 500.00	
	1 truck	<u>\$ 75.00</u>	
			<b>\$ 575.00</b>
June 24	2 bags	\$1,000.00	
	1 truck	<u>\$ 75.00</u>	
			<b>\$1,075.00</b>
July 25	1 bag	\$ 500.00	
	1 truck	<u>\$ 75.00</u>	
			<b>\$ 575.00</b>

**TOTAL COST FOR CALCIUM/SPREADING: \$2,225.00**

**TEMBIND DUST CONTROL**

July 11	Grader - 4 hours	\$ 180.00	
Prepare road	Water truck - 5 hours	\$ 270.00	
	1/2 load of Tembind	<u>\$2,500.00</u>	

**TOTAL COST FOR TEMBIND DUST CONTROL: \$2,950.00**

**LIME KILN WAS GRADED 25 TIMES IN 2005**

March	3 times	\$ 405.00	
April	4 times	\$ 540.00	
May	3 times	\$ 405.00	
June	4 times	\$ 540.00	
July	2 times	\$ 270.00	
August	3 times	\$ 405.00	
September	2 times	\$ 270.00	
October	1 times	\$ 135.00	
November	3 times	\$ 405.00	
	WATER TRUCK - 91 HOURS	<u>\$4,914.00</u>	

**TOTAL COST FOR GRADING: \$8,289.00**

**TOTAL COST FOR WORK ON LIME KILN ROAD: \$23,123.00**

Rod also presented an estimate to reconstruct Thomson Road and to repave it to be \$777,900.00

COST:

Asphalt resurfacing	\$ 232,000.00
Replace 12 cross road culverts	\$ 450,000.00
Replace 34 laneway and field entrances	\$ 11,600.00
Replace 2 side road culverts	\$ 1,300.00
Grind 5.8 km. of pavement	\$ 17,400.00
Gravel - 6 in. lift	\$ 60,000.00
Replace 227 Guard Rails	\$ 5,600.00
	<b><u>\$ 777,900.00</u></b>

5. MACKIE McLAREN – CAO/CLERK

Where do we get our Public Works Funding

The CAO/Clerk read the following information:

At this point in time, funding for Public Works comes solely from our share of the tax bill.

The 2005 Township Expenditure Budget, which included County of Renfrew levy and levies for School Boards, totalled .....	\$3,458,306.
The Township share of your tax bill (after revenue) was .....	917,633. (26%)
The Township's Public Works Department Budget (after revenue) was .....	450,074. (13%)

Therefore \$130 out of every \$1,000 of taxes you paid last year went to the maintenance and capital improvements of our road system.

Rod Eady has already informed you on the cost to maintain a road. The Lime Kiln road maintenance costs of \$23,123 represent 5% of the Public Works Budget for 3 km. of road. We have 139 Km of road network. This divided into our \$450,074 Public Works Budget represents a target figure of \$3200 per km. In the case of Lime Kiln Road we are spending the funding for 8 km to maintain 3 km. Some roads are obviously getting reduced maintenance to compensate.

Thomson Road is a big ticket item to reconstruct. \$778K is an impossible amount of money to raise on our own. Prior to the mid 1990's, the Province shared in the cost of Municipal Roads. In Horton, they paid 55% of the maintenance costs and every 5 to 10 years we received capital funding at the rate of 90% to 100% for a piece of major equipment or improvement to a section of road. We had to wait our turn.

If this program was still in place, the Province would have contributed \$270,540 in 2005. We may have been able to reconstruct and pave Lime Kiln Road if we had this extra funding; we could have reconstructed Thomson Road over 3 years. Across Ontario the cost to maintain infrastructure is now over \$3 billion short.

The Township currently receives \$323,000 in a grant called the Ontario Municipal Partnership Fund (OMPF). This is a reworking of a former grant called Community Reinvestment Fund (CRF) which came into effect when the Province started downloading services onto the municipalities in 1998. The fund is made up of an amount to cover OPP costs over \$90/household (\$113K in 2004). This formula has now been changed under OMPF to ½ of the OPP costs over \$150/household, resulting in a grant amount of only \$3,815 for 2006. Also included in the \$323,000 is \$10K to compensate for Assessment Equalization. The balance came through from an old grant called Unconditional Grants based on the number of households, which like it states, did not have any spending conditions attached to it. The Province will slowly reduce this \$323,000 amount to \$195,000 over time.

Council is fully aware of the major truck licencing fees you pay to the Province which we all understand is to be used for road improvements. I point out that we don't get any of this passed down to the municipality. In addition, the new Provincial fuel tax rebate goes solely to municipalities with urban transit. We don't have urban transit. In 2005 we received \$25,000 from the Federal Fuel Tax Rebate program and there are hopes the new P.C. government will honour the former Liberal government agreement which will see \$200,000 come to the Township by 2010. Council has earmarked this funding for another major culvert which is showing collapse on Thomson Road.

Since 1998, the local municipalities have received less funding with more costs passed down to them. Less revenue with additional expenditures has made it next to impossible to arrive at a reasonable tax rate increase. One example is OPP costs. In 1997, we didn't pay anything for OPP, but in 2006, OPP costs will add \$223,000.00 to our municipal budget.

## 6. QUESTIONS FROM THE FLOOR

Tim Chapeski said that it sounds like we want to implement weight restrictions which will interfere with home deliveries of people who live on these roads. Councillor Bennett said local homeowners are entitled to get their services delivered. The same situation happens in Ottawa where you see signs "No Commercial Vehicles – local deliveries permitted". One suggestion we propose is to put weight restrictions at the maximum load which can be a tandem load. Everyone in Horton should not have to pay the cost to repair damage.

Tim Chapeski suggested that there be a permit system. Councillor Bennett said that we have not thought that far yet. This is only fact finding. We know that there will always be some damage to roads but we want to limit the damage. Lime Kiln is used more and more to traffic connecting to Burnstown and Calabogie area. We are considering limiting Lime Kiln to a five tonne per axle except for local deliveries.

Ray Kolsmith asked how many of the 534 vehicles that were in the traffic count were big trucks, and suggested that no matter what the condition of the road is, there will still have to be some maintenance.

Councillor Bennett replied that we do not know how many of these vehicles were trucks and we know that future maintenance will be required. However, we know Lime Kiln needs major reconstruction, as it needs a new base, but we do not have the funding to do that.

Ray Kolsmith noted that it looks like the Renfrew Hydro Dam Project is going ahead on Thomson Road. Councillor Bennett said there is no word from them yet but we would have to address issues with Hydro up front. Damage would have to be repaired by their contractor.

Tim Chapeski asked if the lot development fees would offset the infrastructure costs? Councillor Bennett said we did lot development review a year and a half ago, we increased our fees from \$700 to \$1,000 but there is not enough development yet to pay for costs of infrastructure repairs.

Ed Fortier said that there could be an issue of discrimination here when there are talks about not allowing trucks on some roads yet others are alright, why? Councillor Bennett said there are some roads that are capable of handling truck traffic. Mr. Fortier said we will have to spend large tax dollars to improve Pinnacle Road soon, if we do not upgrade the Pinnacle Road and complete it now. He suggested that the tax dollars raised from the properties along the Pinnacle Road be put back into the Pinnacle Road. Councillor Bennett said Pinnacle Road has been upgraded over the last ten years with Township tax dollars. Most of the traffic is heavy truck traffic on this road. We have 139

kilometers of road network to look after, so it has to be spread around somehow. Mr. Fortier noted that the figures are quite high to reconstruct Thomson Road. Councillor Bennett said to put this into context Garden of Eden Road has been estimated to cost \$900,000. Mr. Fortier noted that water lies on Pinnacle Road, as well as on the Lime Kiln Road after rain or in the Spring. Councillor Bennett said there are no roads in Horton that do not require us spending money. Pinnacle Road is on the forecast for hard surface.

Deputy Reeve Hall noted that the Town of Roads are not in great shape either. In Horton there are at least as good as the Town roads. There are problems with roads in every municipality and Horton is no worse.

Councillor Bennett restated the purpose of the meeting is to try to do the best that our funding will allow us. We have asked the County of Renfrew to take over the Lime Kiln Road as it meets three-quarters of their criteria for a county road. The only commitment that we have from them is they will relook after Highway 417 is built through the Township. Just maintaining the road is \$24,000. per year and we will not have a road in ten years when 417 is built, as maintenance is not enough.

Joanne Chapeski asked does Lime Kiln Road have to be a through road, can it be shut down in the center which will still give access to the local residents? Councillor Bennett suggested possibly.

Curtis Crozier suggested putting up signs "local traffic only". He sees control as a problem. Councillor Bennett said we will restrict the roads by a Township By-law which will give MTO and the OPP control of the heavy traffic. Mr. Crozier suggested that we also limit car traffic as well. The local landowners would pay a premium price for the restrictions and anyone who wants to develop would pay a premium for the construction.

Councillor Bennett asked if someone bought a lot and was going to construct a bungalow what the difference would be in costs to construct with a tandem versus a tri-axle? Curtis said at least one-third to one-half more in costs for trucking say \$15,000 to \$23,000 to truck the materials. This will have the effect of reducing the land prices.

Councillor Bennett said to raise the lot development charge will take a new \$10,000 Study.

George Thompson said he sees lots of truck driving the road. Lime Kiln Road was opened by the County as a detour route years ago, we should have closed the road when they had the culvert installed. He drives this road and sees increases in traffic coming from Admaston after Pucker Street was opened up through Calabogie. We need to look at more than just road restrictions. We need a petition to the Government for more money for roads. Every time we improve the road, traffic increases. He sees trucks with big loads gouging out the road. Lime Kiln has to be much worse than Thomson Road for the Township. The traffic counts have to be up significantly as there are lots of trucks that travel this road. We have a very difficult job to limit traffic so that someone does not challenge it.

Joe Legris, solicitor representing Fulton Construction, said there are two things to concern the Township. One is liability, we need to protect ourselves from a lawsuit. What is required under the minimum maintenance standard of the road? Good Roads website has information on road standards. Any by-law has to be fair. If we pass a by-law that has exemptions you could get a challenge which would make the by-law fail.

Reeve Johnston said that he and the Committee have pushed the County very strongly for two years to take over this road but sees that they are in the same bind financially as the Township is. The Province downloads onto the County and the County downloads onto the Municipality. An example is Highway 653 at the Chenaux Dam and Bridge, it is now a County Road and it is an Inter-Provincial Bridge. The Inter-Provincial Bridge should be a Provincial responsibility.

Councillor Bennett, readdressed George Thompson. The COMRIF program is a grant the Province and Federal Government have recently announced. We have applied for funding for Garden of Eden Road. So many municipalities are looking for support or resolutions now, the reality is the Province is not very receptive.

Len Chapeski representing several companies he owns said he pays \$1,000 quarterly for truck licences, it is up to the Township to go back to the Province to force the Province to pay more for roads. He believes he has a right to travel our roads as he pays his licence fee. It is not right to pay the fees and have to travel longer distances. The elected officials have to find the solutions, do not expect the little trucker to find the solution.

Reeve Johnston said that we are a small Municipality, we cannot twist the arms of the Province, when the County cannot do it.

George Thompson suggested that truckers should help the Municipality and stop traveling on the road.

Joel Legris noted that if the by-law does not affect everyone equally, then the by-law will be challenged and you would lose.

Councillor Bennett asked if it was fair for a resident to have damage to their own car when we allow a truck to travel on the road?

Mr. Legris said that it is our responsibility to know what our maintenance standards are and keep the road up to those standards to protect our liability. Don't dump on the truckers. Mr. Legris restated that he has a problem with any exceptions that the Township is considering.

Councillor Bennett asked how do we service local resident without exceptions? Mr. Legris said that there are ways, possibly exception by permit. Research this well before making any decision. Would the truckers get access to the by-law for review before it is passed?

Len Chapeski said he is sympathetic with the issue but since there is no school, hospital or playground that requires traffic to be moved away, that the road be brought up to proper standard for trucks to use. It would put \$30 to \$60 on his load plus equipment costs to travel around the rough road. He reminded Council members that they are taxpayers as well.

Lloyd Cameron noticed there were figures on maintenance for Lime Kiln but no costs on rebuilding Lime Kiln, he asked if there are any figures available? He noted that the cheapest way to get the road back into shape is a rock bottom on the road, and finish the road later. Councillor Bennett said that we know this, however, there is no way within the next two to three years that the budget will get a base on this road.

Councillor Bennett said that the biggest problem is to get the Provincial Government to give money for roads, business men are paying into the Province.

Len Chapeski said we know the Township is in a tough spot.

Carol Watson asked who will monitor the roads as there is lots of truck traffic from Quebec? Councillor Bennett said that MTO will monitor any weight restrictions. If we make the road local traffic only, the Township By-law Enforcement Officer will look after it.

Tom Orr said he owns a Quebec and Ontario Trucking Company, he pays over \$130,000 in fuel tax into Ontario each year, plus taxes and licences for the vehicles. He does not want this to get into an Ontario/Quebec dispute as everyone does pay their share. He noted that the new Federal Government is committed to the 8 – 10 cent fuel tax for infrastructure, but the actual fuel tax is 14 cents per liter and all 14 cents should be going to the roads. The Licence fees are divided equally by the percentage of haulage in each Province. Thomson Road is used by many truckers, it is an important passageway in from outside the Province.

Councillor Bennett noted that the Township is not saying that this is an Ontario/Quebec issue.

Councillor Eady noted that it was good news that the gas tax will continue. He noted that John Yakabuski, our MPP in Toronto, is also pushing the Province to give the Provincial fuel tax to local municipalities which are not urban transit users. We could push the Province and do a petition with everyone here in the room to support it. He noted the traffic lights at O'Brien Road and Highway 17 were put there because of hard work by Marshalls.

Reeve Johnston said that next week at the Ontario Good Roads Convention there are appointments to talk with Minister Caplan on infrastructure for the County and local Municipalities. We will always continue talking with Provincial Ministers.

Len Chapeski said we heard how many truckers use Thomson Road but how many cars use Thomson Road? Rod Eady said we do not have any traffic counts. He noted that all the roads are classified as Class 5 or Class 6 roads, Class 5 being 0 – 199 and Class 6 being 200 – 500 vehicles per day. Mr. Chapeski suggested that we put out traffic counters during the week, next summer, as the counts would be different to weekend counts that we did last year. Rod Eady said the Public Works Committee has a goal of doing all our roads with a counter this year.

Ray Kohlsmith asked if the counter does weight classifications so we know how many trucks are crossing the counter? Rod Eady said no.

Len Chapeski suggested that the Township make improvements to the base of the Lime Kiln Road to make it accessible to truckers. Councillor Bennett said it all boils down to dollars and cents, but we know that in the short term there is not enough money to do this at this time.

## 7. WRAP UP

Councillor Don Eady asked for further questions. As there were none coming, he said that he appreciated people attending this meeting. We have not done anything on a by-law yet and would support the people in this room coming back to another meeting to view a draft by-law before it is passed. He discussed a new fuel tax rebate that the Township has discovered, urged by George Thompson, on the fuel that is used to operate PTOs in trucks.

Tom Orr said that the development fees paid for new housing are too low, and suggested, that it be much higher, like the City of Ottawa which is near \$10,000. He noted that we can not have good roads with low taxes.

Curtis Crozier noted that the Township is competing for development with other municipalities, who have less or no development fees.

Don Eady complemented our Road Staff for the work that they are doing.

8. CLOSE MEETING

Councillor Eady declared the meeting closed at 8:30 p.m.

---

Councillor Don Eady

---

C AO/Clerk