

THE CORPORATION OF THE TOWNSHIP OF HORTON

**PUBLIC WORKS COMMITTEE**

March 11, 2009

There was a meeting of the Public Works Committee held in the Horton Community Centre on Wednesday March 11, 2009 at 9:30 a.m. Present were Chair Dave Bennett, Councillor Bob Kingsbury, Murray Humphries and Rick Lester. Staff present were Jeff Schruder Infrastructure Manager, Rod Eady Public Works Superintendent and Mackie McLaren CAO/Clerk.

1. CALL TO ORDER

Chair Bennett called the meeting to order at 9:30 a.m.

2. DECLARATION OF PECUNARY INTEREST

There was no declaration of pecuniary interest by Members of the Committee or Staff.

3. BUSINESS ARISING

There was no business arising.

4. DISCUSSION ON GARDEN OF EDEN ROAD RECONSTRUCTION PROJECT

Chair Bennett asked Jeff Schruder to comment on the project. Jeff said that he is concerned with the cost of engineering in the estimate, he believes the project has been over designed in the proposal. His thoughts are the \$1.9 million project should be about \$1 million. He suggested there needs to be discussion on what role the Township will play versus engineering.

Murray Humphries said he toured the project with Jeff Schruder and Rod Eady. He supports the \$1 million costing estimate. He noted that the pavement has to be over fifty years old and he can not see where there has been any subgrade failure other than the wheel tracks. Therefore he can not see the need for excavation. We need to do some testing of the soil in the road bed to prove what granulars are there. If it does look that we are short in volume then do not excavate, just add granular to the top. He suggested that for the first section next Bruce Street just pulverize and repave the surface, wider than it is as the roadbed seems to be good. In that area you would need to replace whatever posts are bad in the guardrails, not replace the whole guardrail.

The pavement width in the other section of the road can be cut back to 6.1 metres (20 feet). Chair Bennett asked if this was sufficiently wide enough for emergency vehicle traffic? It was suggested that the County Roads are usually 22 feet in width. Murray noted that in the design shoulders have a 6% slope - this is extreme suggesting that the slope should be in the 2 - 3% range. He suggested that we build up the wheel rutted areas with granulars and the low dips that have developed rather than excavate. We will also put a one metre shoulder on each side. We will replace all the culverts. He noted that there will be small sections of ditching required. One culvert may be able to be eliminated. The concrete culverts, were more than likely constructed to be high to blend in with the level of the road rather than sized for volume of water to go through them. The culverts should be resized as the current concrete culverts are too large.

Murray asked if new entrance culverts will be installed? The Committee said yes. At the intersection of Pinnacle Road Murray suggested that we do away with the curve, excavate and add granulars at the intersection. Excavate and add granulars at Pinnacle Road hill back to top of the hill to blend into the new designed intersection. In the area closest to Highway 17 the road seems level and there does not seem to be any failure of the road. He noticed that there

are several cracks in the road where there are no culverts. This should be checked out.

Rick Lester noted that the Federal Government still has not approved the financing of their pool of money for the Infrastructure Program, but their idea is to get the project started as soon as possible.

Rod Eady expressed concern over narrowing the pavement down to 20 feet as this is an emergency road, county roads are 22 feet wide, this road should be that width as well.

Jeff Schruder said his calculation for the extra two feet of pavement would be in the \$20,000 range.

Murray Humphries suggested that lots of other paved roads are 20 feet.

Chair Bennett suggested that whatever was in the application is what we were approved for, therefore we should speak to the Ministry contact (Catherine Moore) for input.

Bob Kingsbury asked about test holes. Chair Bennett said we have a quote from Geologic for test holes. Bob Kingsbury said we should go ahead then with the project, he supports the 20 foot wide pavement and completing the hill up from the intersection at Pinnacle Road.

Chair Bennett suggested that the figure of \$60,000 is the engineering figure he has in his mind for this project. He does not believe that there is need for a lot of ditching. The only engineering that is required is at the intersection to get the profiles right. \$10,000 per kilometer should cover the engineering costs.

Murray Humphries suggested that the engineer be used to design the culverts and the intersection and to prepare the tender documents and then Jeff Schruder could supervise the construction.

Chair Bennett said he would like to see the road constructed in day labour so that all equipment companies in the Township could have work under this program rather than just one company getting the work. He agreed that Jeff could look after the project.

Murray Humphries suggested that in the tender process there is the possibility to get better prices, day labour we do not know what the cost will be, a tender on the culverts is required anyway, so the project should be done as one package.

Chair Bennett expressed concern that because of the infrastructure money out there companies will inflate their quotations.

Rick Lester asked if we could save money by day labour?

Chair Bennett said in the past, yes. He has concerns that the tender documentation would take work away from a small company, i.e. bonding requirements, letters of credit etc.

Murray Humphries asked if these concerns could be removed from our tender package. Murray asked what approvals are still required?

Chair Bennett said that the project is ready and we are waiting for MNR approval for the water course. We need to have the engineer here to start his required work. The CAO/Clerk noted that engineering is exempted from the Township Procurement By-law.

Murray Humphries again reiterated that the engineering requirements would be to design the culverts, provide a profile in these areas, design and provide a profile for the intersection at Pinnacle Road and complete a tender document package.

Chair Bennett said we need to have Stantec at a meeting to discuss the Committee's engineering work suggestions. The Committee agreed that Jeff Schruder should meet with Ed Vickers of Stantec and review what we have discussed today, on which portions of the work they will do. Then it is back to the Committee with the cost of engineering.

#### Soil Testing

Chair Bennett informed the Committee that Jeff has received a quotation from Geologic of Pembroke for boring holes and evaluating the soil in the road bed for \$8,500. This would be part of the grant process. We can do this with our own Backhoe but would not be part of the grant process.

The committee reviewed the pricing in the quote. Murray Humphries suggested that we did not need the \$400 quoted for laboratory and chemical testing. He suggested that we review this quote with the engineer. He also suggested that we speak with Buckley Laforge who lives on Pinnacle Road, near Highway 17, to see if he recalls what excavation work was done on the roadbed when the road was built in his area. The Committee authorized Jeff Schruder to show the engineer his estimate.

#### 5. OTHER BUSINESS

Councillor Kingsbury asked for an update on the culvert installation by the County on Thomson Road? Jeff said he and Rod attended the Site on Monday of this week. All the sections of the culvert were installed except the final two which indicates that they must have worked long hours over the weekend. He expects they will be back filling the culvert by now. Rod said that when he and Rod were there they were drawing granular B in for the cover. Jeff noted that they will not be working in the creek past March 15, by Department of Fisheries and Oceans requirements.

#### Financing of Township's Share of Build Canada Grant

The Committee reviewed the current rates for OSIFA loans from Infrastructure Ontario and looked at five year amortization again. The five years schedule was reviewed as it would tie into the five year commitment we have with gas tax and the gas tax annual amount is \$86,000, the annual payment would be approximately \$65,000 on average.

The CAO/Clerk was requested to investigate if the gas tax refund can be used to pay our share of the infrastructure loan.

#### 6. NEXT MEETING

The next regular meeting of the Committee is already scheduled for Monday April 6,

#### 7. CONFIRMING RESOLUTION

Moved by Bob Kingsbury, seconded by Rick Lester

That the Committee pass this confirming resolution to cover any actions or directions given during the open portion of this Committee Meeting which are minor in nature and which were not set out in By-law or Resolution.

**Carried.**

#### 8. ADJOURNMENT

Moved by Murray Humphries, seconded by Rod Eady

That this Public Works Committee meeting be adjourned at 10.45 am

**Carried.**