



Transportation and Environmental Services Committee Agenda

Thursday, January 18, 2018
Council Chambers
County Administration Centre, Walkerton

1. Declaration of Pecuniary Interest
2. Action Items
 - A. West Road Environmental Assessment (attached)
3. Information Items
 - A. Paved and Unpaved roads Capital Program (attached)
 - B. Bruce Road 33 Re-Alignment (attached)
4. Next Meeting

February 15, 2018
5. Adjournment



Committee Report

To: Warden Paul Eagleson
Members of the Transportation and Environmental Services
Committee

From: Brian Knox
Engineer

Date: January 18, 2018

Re: West Road Environmental Assessment

Recommendation:

That GM BluePlan Engineering be retained to complete Stage 1 of the Surface Water and Hydrogeological Inventory relating to the West Road Environmental Assessment on a 'time and material basis'.

Background:

At the October 19, 2017 committee, the Engineer noted that the Department was working with GM BluePlan to undertake a draft Terms of Reference (ToR) for a Surface Water and Hydrological Study relating to the West Road Environmental Assessment (EA). At the November 16, 2017 committee it was acknowledged that a draft ToR had been completed and circulated to Saugeen Ojibway Nation (SON), Ministry of Environment and Climate Change (MOECC), Ministry of Natural Resources and Forestry (MNRF) and the Grey Sauble Conservation Authority (GSCA) for their review, comments and consideration.

On December 11, 2017, a technical committee comprising of representatives from SON, MOECC, MNRF, GSCA, GM BluePlan and the Department met to review the draft ToR. The outcome of the meeting was the need to revise the draft ToR, separating the study into two stages to correlate with the Class EA planning process. The following is an overview of the draft ToR for a Surface Water & Hydrogeological Impact Study outlining the two stages.

Stage 1: Involves the development of an inventory of hydrologic and hydrogeologic site conditions (or conceptual model) to be integrated with the natural environment/heritage inventory, prepared by others. The purpose of the integrated inventory, at a broad scale, is to inform the general identification of potential adverse impacts of identified alternative solutions, and the evaluation of alternative solutions, in support ultimately for the selection of a Preferred Solution to address the Phase 2 process of the Municipal Class EA.



Stage 2: Involves consideration of Alternative Design Concepts for the Preferred Solution and preparation of more detailed inventories, where necessary, to inform the identification of potential adverse impacts of design alternatives on these resources, and the evaluation of alternative designs, in support ultimately for the selection of a Preferred Design, to address the Phase 3 process of the Municipal Class EA. The Terms of Reference for the second Stage investigation will be considered at a later date.

GM BluePlan revised the draft ToR to reflect the two stages of the study and prepared a draft ToR for Stage 1 - Surface Water & Hydrogeological Inventory. The draft ToR was circulated to SON, MOECC, MNRF and GSCA for review, comments and consideration in December 2017.

GM BluePlan submitted a work plan for the Stage 1 components of the study with the following breakdown of the anticipated costs:

Project Support, Meetings	\$ 7,000
Hydrological Water Balance	\$ 13,500
Hydrogeological Impact Review	\$ 23,000
Total	\$43,500

GM BluePlan pointed out that there is potential for the required work to deviate from the workplan and requested that they be engaged on a 'time and material' basis.

The Department will continue to work with SON, MOECC, MNRF and GSCA as the study is undertaken throughout the winter and spring months.

Financial/Staffing/Legal/IT Considerations:

There are no financial, staffing, legal or IT considerations associated with this report.

Interdepartmental Consultation:

Not applicable.

Link to Strategic Goals and Elements:

Goal #6 Explore alternative options to improve efficiency, service.
Element #D Coordinate working with other agencies.

Approved by:

Kelley Coulter
Chief Administrative Officer



Committee Report

To: Warden Paul Eagleson
Members of the Transportation and Environmental Services
Committee

From: Brian Knox
Engineer

Date: January 18, 2018

Re: Paved and Unpaved Roads Capital Program

Recommendation:

The report Paved and Unpaved Roads Capital Program is for information.

Background:

The 2018 Budget deliberations revolved around the appropriate envelop of funds for the paved and unpaved road program. The Engineer had reviewed components of the 2016 Asset Management Plan (AMP) for the County of Bruce prepared by Public Sector Digest. The AMP confirms that the road network infrastructure is significantly underfunded and it suggests that the appropriate average annual investment required for the Department's paved and unpaved program is \$10,019,000. In the past, Committee has recognized this infrastructure need and has directed the Federal Gas Tax as well as the Provincial Ontario Community Infrastructure Fund (OCIF) funding portion to this annual investment. The approved 2018 budget directed all the Federal Gas Tax in the amount of \$2,061,043 and all the Provincial OCIF in the amount of \$419,523 with a levy contribution of \$3,241,314 for a total 2018 Road Paved and Unpaved Road Capital Program of \$5,721,880.

The Engineer wishes to briefly review the Paved Road and Unpaved Road Capital Five Year Forecast. The AMP recommends that the transition to appropriate infrastructure funding be undertaken over a 15 year (deficit phase-in) time frame. The transition contains two components, the first component is a 'deficit phase-in' and the second is an 'inflation' increase (estimated at 2%/year). The Engineer believes the 15-year deficit phase-in and the annual inflation increase is an appropriate solution.



To implement the 2016 AMP proposal, the Engineer has inflated the \$10,019,000 value by 2% to create a base value of \$10,219,000. The following table identifies the actual 2018 program and identifies the application of the above transition into the recent 2019 capital forecast proposal.

Capital Program	2018 Actual	AMP Program Proposal	15 year Program	Inflation Increase	2019 Program Proposal
Road Network	\$5,721,880	\$10,219,000	\$302,000	\$114,000	\$6,138,000

The revenue stream for the Paved and Unpaved Road Capital Program continues during the proposed five-year capital forecast with an annual increase of \$302,000 and the 2% inflation increase. The attached portion of the 2018 budget indicates the program contribution between 2019 and 2022.

2018 Paved and Unpaved Road Capital Projects

The 2018 program is illustrated on the attached map and on the attached spreadsheet.

Of specific note is the following:

- Completion of the 2017 Bruce Road 1 project from Highway 9 to Bruce Road 20.
- The Department made application to OCIF application based funding for the recycling and paving of Bruce Road 3 from Highway 9 north approximately 12km.
- A contribution to Reserve for drainage improvements on Yonge Street in Walkerton.
- Spot Improvement on Bruce Road 6 at Teeswater Concrete and paving between Sideroad 25 and the curves to the west.
- Microsurfacing south of Barrow Bay.
- Hepworth urban, paving from the MTO signals south.
- Recycling and Paving Bruce Road 10 from Tara to Highway 21.
- Spot improvement in Formosa and paving from the culvert to the north limit.
- Phase 1 of the four year phased project on Bruce Road 25/33 in Port Elgin.
- Land purchase for the realigned section of Bruce Road 33 in Port Elgin.
- Engineering and Land Purchase on Bruce Road 6E in the Deemerton area with a contribution to the Reserve for 2019 construction.
- Drainage and urban reconstruction in Lucknow on Campbell Street.
- Replacement of a large centerline pipe on Bruce Road 86 west of Lucknow.
- Funds to continue the EA and Consultation on the West Road.
- The completion of the site work and improvements on Jenny Street to complete the rebuilding of the Warton shop.



BRUCE
county

Financial/Staffing/Legal/IT Considerations:

The 2018 approved budget for the Paved and Unpaved Road Capital Program was in the amount of \$5,721,880 including Federal Gas Tax and Provincial OCIF funding. There are no staffing, legal or IT considerations associated with this report.

Interdepartmental Consultation:

Not applicable.

Link to Strategic Goals and Elements:

None Identified.

Approved by:

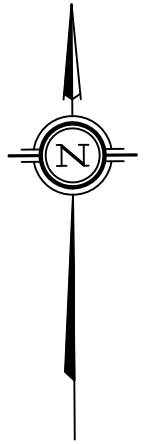
Kelley Coulter
Chief Administrative Officer

County of Bruce
 Director of Highways
 Roads- Paved Roads

	2016	2017 Baseline		2018 Adjustments Pressure Categories					2018	\$ Change over 2017 Budget	2019	2020	2021	2022
	Actual	Budget	Adj. to Base Budget	Maintain Services	Provincial Legislated	Growth	Council Priorities	Service Initiatives / Savings	Adopted		Projected	Projected	Projected	Projected
Expenditures by Type														
Land									0	0				
Equipment									0	0				
Technology/Communications									0	0				
Vehicles & Machinery									0	0				
Furniture and Fixtures									0	0				
Building - Structure									0	0				
Building - Site Elements									0	0				
Building - Exterior Components									0	0				
Building - Interior Components									0	0				
Building - Site Services									0	0				
Building - Mechanical and Electrical									0	0				
Building - Fire and Life Safety									0	0				
Building - Elevator									0	0				
Bridges & Culverts									0	0				
Roads Paved	4,693,876	7,754,210	-7,754,210	5,721,880	0	0	0	0	5,721,880	-2,032,330	6,138,318	6,563,084	6,996,346	7,438,273
Roads Unpaved									0	0				
Traffic Signals & Signs									0	0				
Trails Program									0	0				
									0	0				
Gross Expenditures	4,693,876	7,754,210	-7,754,210	5,721,880	0	0	0	0	5,721,880	-2,032,330	6,138,318	6,563,084	6,996,346	7,438,273
TRANSFER TO RESERVES	445,428	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Expenditure	5,139,304	7,754,210	-7,754,210	5,721,880	0	0	0	0	5,721,880	-2,032,330	6,138,318	6,563,084	6,996,346	7,438,273
Percent of Net Expenditure Budget			-100.0%	73.8%	0.0%	0.0%	0.0%	0.0%	-26.2%		7.3%	6.9%	6.6%	6.3%
Revenues By Type														
Federal	1,967,360	1,967,360	-1,967,360	0	2,061,043	0	0	0	2,061,043	93,683	2,061,436	2,061,436	2,061,436	2,061,436
Provincial	156,088	295,780	-295,780	0	419,523	0	0	0	419,523	123,743	649,124	660,950	660,950	660,950
Municipal	30,238	0	0	0	0	0	0	0	0	0	0	0	0	0
Own Funds	291,872	2,249,924	-2,249,924	0	0	0	0	0	0	-2,249,924	0	0	0	0
Donations									0	0				
Other									0	0				
Debt									0	0				
Total Revenue	2,445,557	4,513,064	-4,513,064	0	2,480,566	0	0	0	2,480,566	-2,032,498	2,710,560	2,722,386	2,722,386	2,722,386
Net Requirement	2,693,747	3,241,146	-3,241,146	5,721,880	-2,480,566	0	0	0	3,241,314	168	3,427,757	3,840,698	4,273,960	4,715,887
Percent of Prior Year Net Requirement Budget			-100.0%	176.5%	-76.5%	0.0%	0.0%	0.0%	0.0%		5.8%	12.0%	11.3%	10.3%



NORTHERN BRUCE PENINSULA



LEGEND

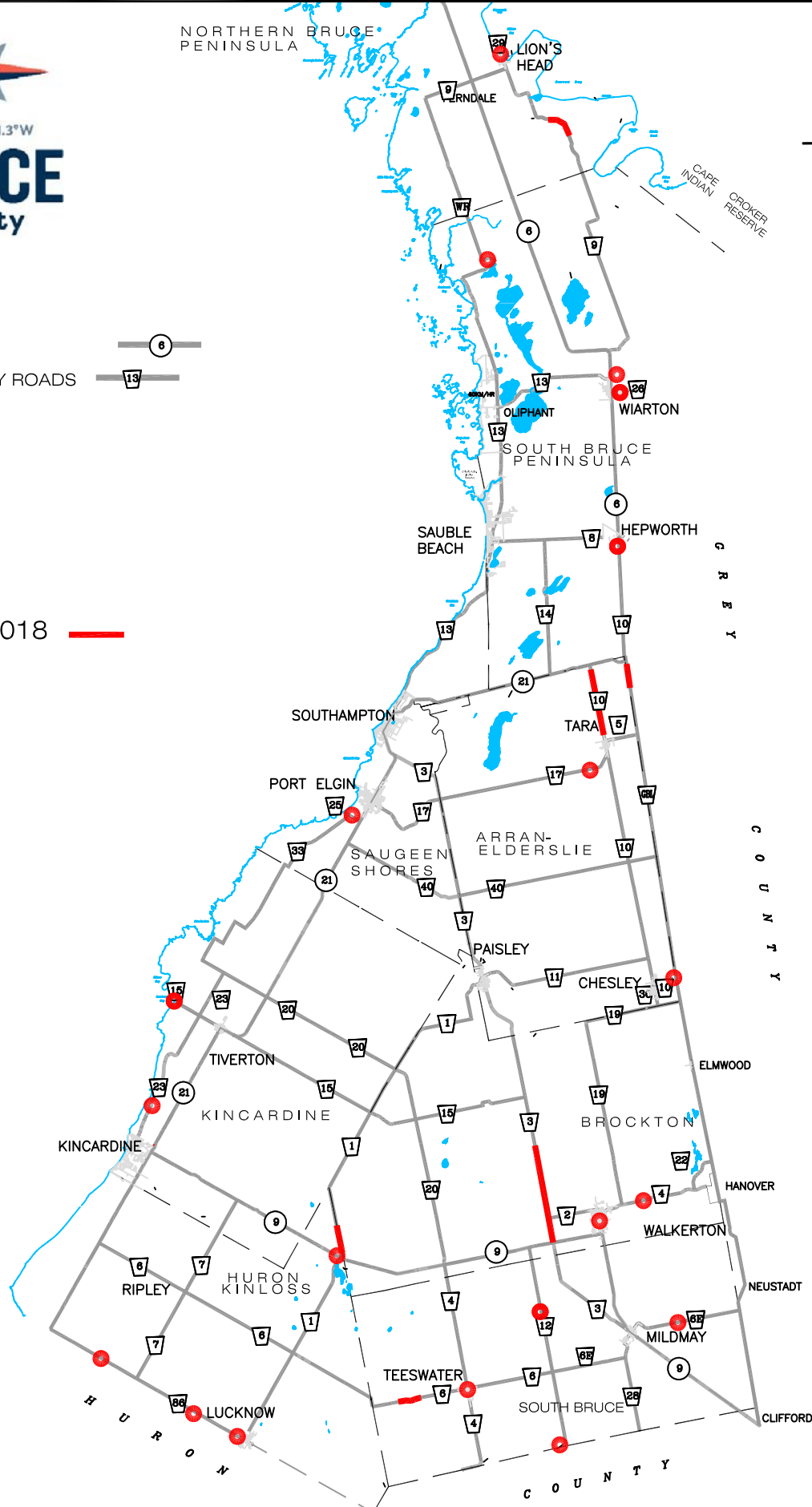
M. T. O. ROADS



BRUCE COUNTY ROADS



2018 —



P:\Land Projects 2004\County Road Network\dwg\2017 Paved and TRAFFIC CAPITAL Maps.dwg 5/04/2017 4:29:28 PM EDT

COUNTY OF BRUCE

2018 PAVED ROAD CAPITAL

Jan. 2018

REV 0

SCALE 1:500 000

FIGURE 3

									Jan 9 2018
Account Name	Reserve Estimate	2017 Funding Carryover	2018 Funding Rev	2018 Expenditure	2018 Budget Est	2017 Funding Revenue	2017 Rev Revenue	2017 Expenditure	2017 Budget Est
Transportation - Capital Budget									
Paved Roads Capital									
01A North - Clyde St. to CR 86	\$0			\$0	\$0		\$50,000	\$60,000	\$10,000
01F N limits of Kinlough to 1.4km south of Hwy 9	\$11,000			\$11,000	\$0		\$11,000	\$11,000	\$0
01G Hwy 9 to Kin/Kincardine Boundary	\$120,000			\$120,000	\$0	\$400,000	\$640,000	\$1,239,200	\$199,200
01H Kin/Kincardine Boundary to South limits of Glammis				\$0	\$0	\$500,000		\$880,500	\$380,500
011N North limits of Glammis to Bruce Road 20				\$0	\$0	\$300,000		\$520,300	\$220,300
03C Highway 9 to Cargill Corner, spot application				\$555,000	\$555,000				\$0
03D Cargill Corner to Balaclava Street				\$555,000	\$555,000				\$0
04C South limit of Teeswater to North limit of Teeswater				\$0	\$0	\$0	\$10,000	\$10,000	\$0
04F Hwy 9 Walkerton to McGivern St.				\$100,000	\$100,000	\$0	\$12,235	\$12,235	\$0
04J Bruce Road 19 to S/R 20	\$33,000			\$40,000	\$7,000		\$36,000	\$40,000	\$4,000
04K S/R 20 to Hanover	\$37,500			\$40,000	\$2,500		\$37,500	\$40,000	\$2,500
06B Mill St. (Teeswater) to Bruce Road 4 (Teeswater)	\$20,000			\$20,000	\$0	\$0	\$21,400	\$25,000	\$3,600
6E S/R 25 Culross to Wolfe Street, spot improvement				\$300,000	\$300,000				
09A Highway 6 to Everett Sideroad				\$10,000	\$10,000			\$180,000	\$180,000
09B Everett Sideroad to Hepburn Bridge					\$0			\$50,000	\$50,000
09C Hepburn Bridge to Waugh's Road				\$10,000	\$10,000	\$64,822		\$640,000	\$575,178
09D Waugh's Road to Cameron Road					\$0	\$36,406		\$90,000	\$53,594
09E Cameron Road to Barrow Bay Road				\$100,000	\$100,000	\$66,132		\$160,000	\$93,868
09F Barrow Bay Road to Bruce Road 29					\$0				\$0
10A Scone Intersection to Bruce Road 30				\$30,000	\$30,000				\$0
10I Pine Tree Hill to Bruce Road 8	\$97,000			\$100,000	\$3,000			\$100,000	\$100,000
10 G North Avenue, Tara to Hwy 21				\$1,050,000	\$1,050,000				\$0
12A Belmore to Bruce Road 6				\$10,000	\$10,000	\$0	\$48,700	\$100,000	\$51,300
12C Weiss Drive to Wilmar Drive (Formosa)	\$455,000			\$600,000	\$145,000	\$0	\$60,000	\$460,000	\$400,000
15K McPherson Rd (Inverhuron) to Lake Huron	\$97,000			\$100,000	\$3,000		\$100,000	\$100,000	\$0
17B West limit of Invermay to east limit of Arkwright				\$50,000	\$50,000				\$0
23B End of curb and gutter to Keith Blackwell Bridge	\$90,000			\$120,000	\$30,000	\$0	\$70,000	\$90,000	\$20,000
25A Hwy 21 to Lake Huron	\$555,000			\$1,200,000	\$645,000		\$385,000	\$620,000	\$235,000
26B Frank St.	\$11,000			\$35,000	\$24,000		\$1,095	\$21,095	\$20,000
29B Lion's Head				\$60,000	\$60,000				\$0
33G Lakerange Road to Bruce Road 25				\$120,000	\$120,000				\$0
40A Bruce Grey County Boundary to Bruce Road #1					\$0		\$10,000	\$10,000	\$0
40C Sideroad 20 Elderslie to Bruce Road 3					\$0	\$0	\$0	\$50,000	\$50,000
40E Sideroad 28/29 to Hwy 21	\$15,000			\$15,000	\$0	\$0	\$0	\$20,000	\$20,000
6A East Grey Rd 10 to George St. (Mildmay)	\$185,000			\$1,221,380	\$1,036,380		\$200,000	\$200,000	\$0
6C East Hwy 9 to Bismark St. (Mildmay)					\$0			\$40,000	\$40,000
6F East Bruce Road 28 to Bruce Road 12					\$0	\$295,780	\$0	\$450,000	\$154,220
86A Kinloss Turnberry Boundary to Jhuron Road 22					\$0			\$180,000	\$180,000
86D Walter St. to Montgomery St. (Lucknow)	\$239,000	\$600,000		\$970,000	\$131,000	\$600,000	\$240,000	\$840,000	\$0
86E West limit of Lucknow to Bruce Road 7				\$275,000	\$275,000				\$0
86F Bruce Road 7 to Hwy 21	\$50,000			\$50,000	\$0		\$50,000	\$50,000	\$0
GBL D Bruce Road 5 to Hwy 21, spot repair				\$120,000	\$120,000				\$0
West Road	\$200,000			\$200,000	\$0		\$196,994	\$364,880	\$167,886
Wiarion Shop site work				\$350,000	\$350,000				\$0
Paved Road Land Purchases	\$30,000			\$30,000	\$0			\$30,000	\$30,000
Future PreEngineering work				\$0	\$0				\$0
Total Paved Roads Capital	\$2,245,500	\$600,000	\$0	\$8,567,380	\$5,721,880	\$2,263,140	\$2,179,924	\$7,684,210	\$3,241,146



Committee Report

To: Warden Paul Eagleson
Members of the Transportation and Environmental Services
Committee

From: Brian Knox
Engineer

Date: January 18, 2018

Re: Bruce Road 33 Re-Alignment

Recommendation:

The report Bruce Road 33 Re-Alignment is for information.

Background:

The County of Bruce and Town of Saugeen Shores initiated a Master Plan for Roads and Drainage for Bruce Road 25 and Bruce Road 33 in September 2015. The Notice of Study Completion for the Master Plan was issued on May 9, 2017 and identified the re-alignment of Bruce Road 33 to intersect with Bruce Road 25 at the future Bruce Street alignment as a Schedule B project.

The Bruce Road 33 re-alignment will be undertaken in accordance with Municipal Class Environmental Assessment (EA) Planning Process as a Schedule B project. The Notice of Project Initiation was issued on January 9, 2018 and is included for information. The following alternative solutions are presented:

- i) Do nothing but resurfacing,
- ii) Intersection and capacity improvement on BR25, and
- iii) Re-align the BR 33 intersection with the future Bruce Street intersection.

The Master Plan and Schedule B EA Project File relating to the project is available for viewing on the County website and at the Town and County administration buildings. The project file includes additional technical studies relating to natural, archeological and geotechnical environments. The County and Town welcome comments from agencies, public, landowners, and aboriginal communities to February 6, 2018.

Based on comments received, the Department anticipates presenting a recommended preferred solution at the February 15, 2018 Transportation and Environmental Services Committee.



BRUCE
county

Financial/Staffing/Legal/IT Considerations:

There are no financial, staffing, legal or IT considerations associated with this report.

Interdepartmental Consultation:

Not applicable.

Link to Strategic Goals and Elements:

Goal #6 Explore alternative options to improve efficiency, service.
Element #D Coordinate working with other agencies.

Approved by:

Kelley Coulter
Chief Administrative Officer



**SCHEDULE B MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
BRUCE COUNTY ROAD 33 RE-ALIGNMENT
NOTICE OF PROJECT INITIATION**

The County of Bruce as Proponent, with the Town of Saugeen Shores, having recently completed a Master Plan for Roads and Drainage for the general Study Area, is advancing project specific planning for the re-alignment of Bruce Road 33 (BR33), located centrally in Saugeen Shores.

The County has identified various deficiencies with road and drainage infrastructure within the Study Area. Issues related to roads include deteriorated travelled surfaces, poor sight lines at the intersection of B25 and BR33, and planned future intersections at Sitckel, Bruce, and Ridge Streets. The Master Plan process reviewed alternative solutions for roads including;

- i) Do nothing but resurfacing,
- ii) Intersection and Capacity Improvements on BR25, and
- iii) Re-align the BR33 intersection with the future Bruce Street intersection.

Through the Master Plan process, the re-alignment of BR33 to intersect with BR25 at a future Bruce Street alignment location was identified as the preferred solution to address the issues identified.

Project specific planning for the re-alignment of BR33 is being conducted as a Schedule B activity under the **Municipal Class Environmental Assessment (EA)**. Project planning is intended to follow, as a minimum, Phases 1 and 2 of the EA Process. The Schedule B EA process is project specific to the re-alignment of Bruce Road 33 and is intended to update and verify the direction resolved through the more general Master Plan process.

Both the Master Plan Report and the Schedule B EA Project File are available on the County and Town websites at the addresses noted below.

The public is invited to review the documentation and to provide written comments for incorporation into the planning considerations for the Bruce Road 33 re-alignment project. Comments may be directed to any one of the contacts listed below, and should be received by **February 6, 2018**.

This Notice first issued on January 9, 2018.

The County of Bruce
Mr. Brian Knox, P.Eng.
30 Park Street
Box 398
Walkerton, ON N0G 2V0
bknox@brucecounty.on.ca
Tel: 519-881-2400
www.brucecounty.on.ca

The Town of Saugeen Shores
Ms. Amanda Froese, P. Eng.
600 Tomlinson Drive
P.O. Box 820
Port Elgin, ON N0H 2C0
amanda.froese@saugeenshores.ca
Tel: 519-832-2008
www.saugeenshores.ca

GM BluePlan Engineering Limited
Consulting Professional Engineers
Mr. John Slocombe, P.Eng.
1260-2nd Avenue East, Unit 1
Owen Sound, ON N4K 2J3
john.slocombe@gmblueplan.ca
Tel: 519-376-1805
www.gmblueplan.ca