



THE CORPORATION OF THE TOWNSHIP OF HORTON
TRANSPORTATION & ENVIRONMENTAL SERVICES

October 6th, 2021
 8:30 a.m.

NOTE: This meeting will be sparsely attended, due to social distancing protocols that have been recommended by the federal and provincial governments. Members of Council, Committee, and Staff will call in to the meeting and take part via video conference. Members of the Public, Media and other staff are requested not to attend. Please contact the CAO/Clerk if you have any questions or require additional information.

1. Call to Order & Roll Call
2. Declaration of Pecuniary Interest
3. Minutes from Previous Meeting:
 - i. September 1, 2021 **PG.2**
4. Revised Road Surface Optimization, Preservation and Development Policy **PG.5**
5. MTO Road Closing Request **PG.17**
6. MTO Millennium Trail Purchase Request **PG.20**
7. Gold Course Road Meeting **PG.23**
8. Johnston Road Speed Limit Adjustment Feasibility **PG.30**
9. Retention of the 2013 ¾ Tonne and Western Plow **PG.34**
10. Public Works Maintenance and Inspection Update **PG.37**
11. New/Other Business
12. Next Meeting:
 - i. November 3rd, 2021 at 8:30 a.m.
13. Adjournment

RETURN TO AGENDA

THE CORPORATION OF THE TOWNSHIP OF HORTON

TES Committee MeetingSeptember 1st, 2021

8:30 a.m.

There was a meeting of the Transportation and Environmental Services Committee held in the Municipal Council Chambers on Wednesday September 1st, 2021. Present was Chair Tom Webster, Mayor David Bennett, Public Advisory Members, Murray Humphries, Rick Lester, and Tyler Anderson. Staff present was Public Works Manager, Adam Knapp, and CAO/Clerk Hope Dillabough— Recording Secretary.

Councillor Lane Cleroux sent his regrets.

1. CALL TO ORDER

Chair Webster called the meeting to order at 8:31 a.m.

2. DECLARATION OF PECUNIARY INTEREST

There was no declaration of pecuniary interest from committee members.

3. MINUTES FROM PREVIOUS MEETING:

- July 7th, 2021

Moved by Rick Lester

Seconded by Tyler Anderson

THAT the Committee approve the July 7th, 2021 Minutes.

Carried

4. LANDFILL SITE EXPANSION FEASIBILITY DRAFT LETTERS

Public Works Manager Adam Knapp reviewed the report as information. Kevin Mooder, Jp2g sent his regrets. Committee members posed a few questions regarding the soak pit and the size of the expansion. Public Works Manager recorded the information to discuss with Mr. Mooder and will bring back to the table.

Moved by Tyler Anderson

Seconded by Murray Humphries

THAT the TES Committee accept this report as information.

Carried

5. PROPOSED 2022 CAPITAL BUILDING PLAN

Public Works Manager Adam Knapp reviewed the report. There was discussion regarding the works being proposed. Mayor Bennett expressed interest in the work to go a little further to expand the size of the Public Works Manager's Office to allow for a small meeting space for at least three people to meet socially distanced.

Moved by Rick Lester

Seconded by Tyler Anderson

THAT the TES Committee accept this report as information.

AND THAT considerations shall be reviewed during 2022 budgetary deliberations.

Carried

6. PROPOSED 2022 CAPITAL ROADS EQUIPMENT PURCHASING PLAN

Public Works Manager Adam Knapp reviewed the report. Mayor Bennett questioned compliance with MTO regulations regarding the radios. Mr. Knapp clarified that they would be compliant as they would easily sync to Bluetooth in the vehicles. Chair Webster would like to confirm that the radios would work in the 'dead spots' identified in the Township. Mr. Knapp is to reach out to neighbouring municipalities and/or Bearcom to request to borrow for testing purposes. There was some discussion regarding the pavement edger. It would be well utilized as a multi-purpose tool and would save staff time and provide efficiencies for the public works crew. The option to rent out the equipment to other municipalities is also there as well.

RETURN TO AGENDA

Moved by Murray Humphries

Seconded by Rick Lester

THAT the TES Committee accept this report as information.

AND THAT considerations shall be reviewed during 2022 budgetary deliberations.

Carried

7. PROPOSED 2022 CAPITAL ROAD INFRASTRUCTURE PLAN

Public Works Manager Adam Knapp reviewed the report. Chair Webster questioned the status of the Thompsonhill design. Mr. Knapp said that hopefully by mid September it should be at a 50% completion. There have been a few delays, but the project is moving forward. Committee Member Murray Humphries questioned if there were any funding opportunities; there are no big infrastructure funding grants at this time. Committee Member Rick Lester questioned if there was any opportunity to engage with the County to take over Lime Kiln Road. Mayor Bennett expressed what the Township has already tried with no success to-date, as there are various factors to consider. Mayor Bennett mentioned that an additional bay to the PW Garage for washing purposes would be something to keep in mind and potentially add to the 10-year Capital works plan. Mr. Knapp mentioned that it would have to be in at least 5 years as there isn't enough in Reserves to add another bay at this time.

Moved by Rick Lester

Seconded by Tyler Anderson

THAT the TES Committee accept this report as information.

AND THAT considerations shall be reviewed during 2022 budgetary deliberations.

Carried

8. ROAD SURFACE OPTIMIZATION, PRESERVATION AND DEVELOPMENT POLICY

Public Works Manager Adam Knapp reviewed the report. Mayor Bennett expressed concern with the Dust Suppression portion of the policy. Chair Webster recognizes this as a minimum standard for the Township and understands Mayor Bennett's concerns. Perhaps the budget should be looked at for the purpose of increasing the calcium however the policy is the minimum standard being set. Chair Webster feels Horton goes above and beyond in the Township, although it wouldn't hurt to start a small stockpile to ensure we can continue to meet the issues regarding dust suppression. There was discussion about making the policy more flexible to ensure that whoever is responsible for adhering to the policy continues with the same level of service.

The policy is to be edited and brought back for review.

Moved by Tyler Anderson

Seconded by Rick Lester

THAT the TES Committee agree with staff's recommendation to draft a Road Surface Optimization, Preservation and Development Policy.

AND THAT the draft policy be edited to provide for more flexibility regarding the dust suppression section.

AND FURTHER THAT it be brought back to TES for an additional review.

Carried

9. MTO HIGHWAY 17 TWINNING UPDATE

Public Works Manager Adam Knapp reviewed the report. Committee was not in favour of selling the land to MTO and is prepared to preserve the

Township's interest and formulate an argument to maintain the land in Horton Township ownership. This issue needs to be discussed and considered with MTO and Council needs to be updated as a whole. There was a suggestion to have Council draft a letter to MTO.

Moved by Murray Humphries

Seconded by Tyler Anderson

THAT the TES Committee accept this report as information.

Carried

10. NEW/OTHER BUSINESS

Public Works Manager Adam Knapp reviewed a video with the Committee with reference to the 'Walk for Joe Commanda' to commemorate Every Lives Matter and his journey leaving the Residential School he was placed in. Joe Commanda was a staff member's brother-in-law and Committee wish to support the cause.

Committee Member Murray Humphries questioned whether there was anything the Township can do about the speeding on River Road. There was discussion.

9. NEXT MEETING DATE

- i. October 6th, 2021, at 8:30 a.m.

10. ADJOURNMENT

Chair Webster declared the meeting adjourned at 10:15 a.m.

CHAIR Tom Webster

PUBLIC WORKS MGR Adam Knapp



Township of Horton COUNCIL / COMMITTEE REPORT

Title: Revised Draft Road Surface Optimization, Preservation and Development Policy	Date:	Oct 6 th , 2021.
	Council/Committee:	TES Committee
	Author:	Adam Knapp, Public Works Manager
	Department:	Public Works

RECOMMENDATIONS:

THAT the TES Committee agree with staff's recommendation to adopt the revised draft Road Surface Optimization, Preservation and Development Policy.

AND THAT the draft policy be brought forward to council for approval.

BACKGROUND:

Staff's proposal to implement a Road Surface Optimization, Preservation and Development Policy was initially presented at the September 1st, 2021, TES meeting and staff was directed to add revision that included referencing the Minimum Maintenance Standards and that the policy shall be reviewed yearly and upon retirement or resignation of the current Public Works Manager to ensure a level of service acceptable to Council and Committee is attained indefinitely through this policy. The revisions have been made and are as presented in the revised draft.

ALTERNATIVES: N/A

FINANCIAL IMPLICATIONS: N/A

ATTACHMENTS:

REVISED DRAFT - Road Surface Optimization, Preservation and Development Policy

CONSULTATIONS:

Hope Dillabough – CAO/Clerk

Author:


signature

Other:

signature

Treasurer:

signature

C.A.O.


signature

RETURN TO AGENDA

The Township of Horton Policy and Procedures			
SECTION: TRANSPORTATION			POLICY #: T-04
POLICY: Road Surface Optimization, Preservation and Development Policy			
DATE: Sept. 1 2021	REV. DATE: June 2020 By-Law 2021-	COVERAGE: Transportation & Environmental Services	PAGE #: 1 of 11

POLICY STATEMENT:

The Township of Horton has established a policy to ensure the roads network within Horton Township are constructed and maintained to a high quality which promotes life cycle optimization and preservation of the road network. This policy shall work in collaboration with the most current version of the Minimum Maintenance Standards for Municipal Highways with an objective to ensure that every maintenance dollar spent attains high life extension value with low cost per square meter over the life cycle of the roadway to sustain an average Ride Condition Rating (RCR) of 6 or higher and an average Pavement Condition Rating (PCR) of 60 or higher on the Pavement Condition Index (PCI) throughout the Township of Horton's road network.

PROCEDURE:

Preservation and Optimization

- A. That the Township of Horton shall strive to maintain an average Pavement Condition Index rating (PCI) no lower than 60 over the entire paved roads network. See section 1.
- B. That Annual Average Daily Traffic be the sole factor determining the surface course of a roadway or section of roadway. See section 2.
- C. That all roads currently paved or double surface treated shall remain as such and not have the surface course downgraded for any reason other than temporarily for the purpose of construction or rehabilitation. Roadways that are under construction or rehabilitation shall have the pre-existing surface course reapplied by December 20th of the year of construction or rehabilitation. If construction proceeds into the next calendar year a temporary surface course acceptable to the Township, in written agreement between the contractor and the Township, must be applied by December 20th of the year that construction or rehabilitation began.
- D. That the MTO pavement structural design guidelines for secondary highways shall be the standard for granular base equivalency (GBE) thickness acceptable for pavement application on any municipally maintained or assumed roadway within the Township of Horton. Granular base testing may be performed by Township staff or Contract. See section 3.
- E. That prior to reconstruction of an existing paved roadway granular base testing may be requested, if staff or council believe the sub-base is insufficient or degraded, to confirm the granular base thickness is structurally sufficient. See section 3.

RETURN TO AGENDA

The Township of Horton Policy and Procedures			
SECTION: TRANSPORTATION			POLICY #: T-04
POLICY: Road Surface Optimization, Preservation and Development Policy			
DATE: Sept. 1 2021	REV. DATE: June 2020 By-Law 2021-	COVERAGE: Transportation & Environmental Services	PAGE #: 2 of 11

- F. That reclaimed Double Surface Treatment shall have a Granular Base Equivalency factor of 0.6 equivalent to Old Granular Base. See section 3.
- G. That if the subgrade material is unknown or uncertain the highest GBE factor in the appropriate AADT column per section 3 of this document shall be the acceptable GBE for the roadway in question. See section 3.
- H. That prior to upgrading an existing gravel roadway surface to a bituminous surface granular base testing must be performed to confirm the granular base thickness is structurally sufficient per the current AADT of the roadway. See Section 3.
- I. That prior to reconstruction of an existing paved roadway a minimum of two preservation treatments or combination of treatments must be applied to the roadway. See section 7.
- J. That prior to full reconstruction of any bituminous roadway the PCI rating must be in the 40th percentile or lower and preservation treatments deemed unfeasible to regain a sustainable PCI rating of 60 or above. See section 1.
- K. That feasibility related to preservation versus reconstruction shall be determined by the Public Works Manager. If a divergence of opinion between Council and staff arises then an independent consultant or contractor may be requested to confirm in writing staff's categorization.
- L. That brushing, grass cutting, ditch clean out, shouldering, cold patching and culvert replacements be deemed regular maintenance activities and not considered preservation treatments.
- M. That any roadway receiving (DST) Double Surface Treatment shall have an AADT lower than 300 vehicles per day.
- N. That any roadway prior to receiving (DST) Double Surface Treatment shall have a minimum granular base equivalency thickness of 350 millimetres and shall have no less than 200mm of granular A or granular M base material prior to application of DST. See section 3.

RETURN TO AGENDA

The Township of Horton Policy and Procedures			
SECTION: TRANSPORTATION			POLICY #: T-04
POLICY: Road Surface Optimization, Preservation and Development Policy			
DATE: Sept. 1 2021	REV. DATE: June 2020 By-Law 2021-	COVERAGE: Transportation & Environmental Services	PAGE #: 3 of 11

Typical Road Profiles

- O. That the typical paved road profile within the Township of Horton shall be as shown in section 4 of this policy. Any road platform width alterations shall be pending approval of the Public Works Manager. See section 4.
- P. That any terminated (dead end) roadway must have a typical cul-de sac turn around area. See section 5.

Development and Assumption by the Township

- Q. That any private roadway must have a surface course that matches the nearest intersecting roadways surface course not exceeding 50 mm of HL4 or 40 mm HL3.
- R. That within 5 to 7 years of a roadway receiving (DST) Double Surface Treatment a Cape Seal, (SST) Single Surface Treatment with an emulsion overlay, or similar treatment must be applied to the roadway. See section 7.
- S. That the cost to fulfil procedure 1.R of this policy for any private road, proposed for assumption that has received a double surface treatment, shall be split 50/50 between the Township and the advocate. The payment shall be made to the Township of Horton by the advocate prior to the Township assuming the roadway. The cost shall be estimated by the Township of Horton's Public Works Manager.
- T. That any private roadway proposed to be assumed by the Township of Horton shall meet or exceed all terms of this policy. The onus shall be on the advocate of the proposal to assume the roadway to provide documented proof to Council and staff that all terms have been met or exceeded.

The Township of Horton Policy and Procedures			
SECTION: TRANSPORTATION			POLICY #: T-04
POLICY: Road Surface Optimization, Preservation and Development Policy			
DATE: Sept. 1 2021	REV. DATE: June 2020 By-Law 2021-	COVERAGE: Transportation & Environmental Services	PAGE #: 4 of 11

Dust Suppression

- U. That only flake dust suppression treatments shall be applied to roadways with an AADT below 49, a maximum once per calendar year. Flake dust suppression shall not be added if the application shall exceed yearly budgetary limits. Road selection shall be in order of AADT determined by the Public Works Manager if budgetary limits are a factor. See section 2.
- V. That liquid dust suppression treatments shall be applied to gravel roadways with an AADT above 50 a maximum of once per calendar year. Secondary flake dust suppression may be added as a secondary spot treatment at the discretion of the Public Works Manager a maximum of once per calendar year. Secondary flake dust suppression shall not be added if it shall exceed yearly budgetary limits. See section 2.

Mandatory Yearly Review

- W. That this policy must be reviewed yearly by the applicable Committee, and the current Public Works Manager.
- X. That immediately upon the retirement or resignation of the current Public Works Manager this policy shall be forfeited and must be reviewed for readoption by the current Council at the time of retirement or resignation.

1. **(PCI) PAVEMENT CONDITION INDEX**



The Township of Horton Policy and Procedures			
SECTION: TRANSPORTATION			POLICY #: T-04
POLICY: Road Surface Optimization, Preservation and Development Policy			
DATE: Sept. 1 2021	REV. DATE: June 2020 By-Law 2021-	COVERAGE: Transportation & Environmental Services	PAGE #: 5 of 11

2. **ROADS SURFACE AND DUST SUPPRESSION TYPE BY (AADT)
ANNUAL AVERAGE DAILY TRAFFIC:**

All surface courses listed below are minimum standards, surface courses of higher quality may be accepted upon approval of the Public Works Manager. No surface course shall be applied that conflicts with term 1.B of this policy.

ANNUAL AVERAGE DAILY TRAFFIC (AADT)	DUST SUPPRESSION TYPE AND APPLICATION	BITUMINIOUS SURFACE COURSES (LAYERS)	SURFACE TYPE
0-49	1 Application of flake per calendar year	0	Gravel
50-199	1 Application of liquid per calendar year	0	Gravel
200-399	NA	1	(DST) Double Surface Treatment or 50mm HL4
400-999	NA	1	50mm HL4 or 40mm HL3
1000+	NA	2	Top Course 50mm HL4 or 40mm HL3 Base Course 50mm HL8

RETURN TO AGENDA

The Township of Horton Policy and Procedures			
SECTION: TRANSPORTATION			POLICY #: T-04
POLICY: Road Surface Optimization, Preservation and Development Policy			
DATE: Sept. 1 2021	REV. DATE: June 2020 By-Law 2021-	COVERAGE: Transportation & Environmental Services	PAGE #: 6 of 11

3. ACCEPTABLE GRANULAR BASE EQUIVELANCY (GBE) THICKNESS

Table 3.3.3 Structural Design Guidelines for Flexible Pavements (Thickness in mm) –
Secondary Highways

AADT	Pavement Structure Elements	Gravels and Sands Suitable as Gran-Borrow	Subgrade Material			Lacustrine Clays	Varved & Leda Clays
			SANDS AND SILTS				
			5-75µm <40%	5-75µm 40-55%	5-75µm >55%		
2000- 3000 AADT	HM B SB** GBE	90 150 — 330	90 150 300 530	90 150 450 630	90 150 600 730	90 150 450 630	90 150 800 865
1500- 2000 AADT	HM B SB** GBE	50 150 — 250	50 150 250 415	50 150 300 450	50 150 450 550	50 150 300 450	50 150 450 (300-600) 550 (450-650)
1000- 1500 AADT	CL B SB** GBE	50 150 — 240	50 150 250 405	50 150 300 440	50 150 450 540	50 150 300 450	50 150 450 (300-600) 540 (450-640)
500- 1000 AADT	ST* B SB* GBE	— 150 — 150	— 150 150 250	— 150 250 315	— 150 300 350	— 150 250 315	— 150 350 (250-450) 385 (315-450)
200- 500 AADT	ST* B SB** GBE	— 150 — 150	— 150 150 250	— 150 250 315	— 150 300 350	— 150 250 315	— 150 300 350
Less than 200 AADT	Gravel B SB** GBE	— 100 — 100	— 100 150 200	— 100 250 265	— 100 300 300	— 100 250 265	— 100 300 300

Notes: All AADT Volumes refer to Present Traffic.

HM — Hot Mix Asphalt & Thickness

B — Base Thickness

SB — Subbase Thickness

GBE — Granular Base Equivalency Thickness

(1 mm HM = 2 mm B = 3 mm SB = 1.11)

CL — Cold Mixed, Cold Laid or Road Mixed Mulch

ST — Double Surface Treatment or Single Surface Treatment with Prime.

* — Apply surface treatments 0.25 m wider than lane width.

** — Proposed subbase thicknesses may be decreased or increased respectively, for harder or softer subgrade conditions in each category, except for varved and leda clay subgrade where exceptionally large ranges are shown.

RETURN TO AGENDA

The Township of Horton Policy and Procedures			
SECTION: TRANSPORTATION			POLICY #: T-04
POLICY: Road Surface Optimization, Preservation and Development Policy			
DATE: Sept. 1 2021	REV. DATE: June 2020 By-Law 2021-	COVERAGE: Transportation & Environmental Services	PAGE #: 7 of 11

Granular Base Equivalency Factors

New Materials	
Material	Equivalency Factor
New (or Recycled) Hot Mix Asphalt	2.0
Granular A in Base	1.0
Granular B in Subbase	0.67
Cement Treated Material in Subbase (with Gr. A in base)	1.4
Cement Treated Material in Base (no subbase)	1.8
Bituminous Treated Material in Base (with Gr. A in subbase)	1.5
Cold Mix	1.8
OGDL	1.0

Existing or Recycled Materials	
Material	Equivalency Factor
Full Depth Reclamation (FDR)	1.0
Full Depth Reclamation Expanded Asphalt Stabilization (EAS)	1.6
Cold In-place Recycling (CIR)	1.8
Cold In-place Recycled with Expanded Asphalt (CIREAM)	1.8
Old HMA	1.25
Old Granular Base	0.75
Old Granular Subbase	0.5

Reconstruction Projects	
Material	Equivalency Factor
Old Granular Base*	0.6
Old Granular Subbase*	0.4

GBE calculation example

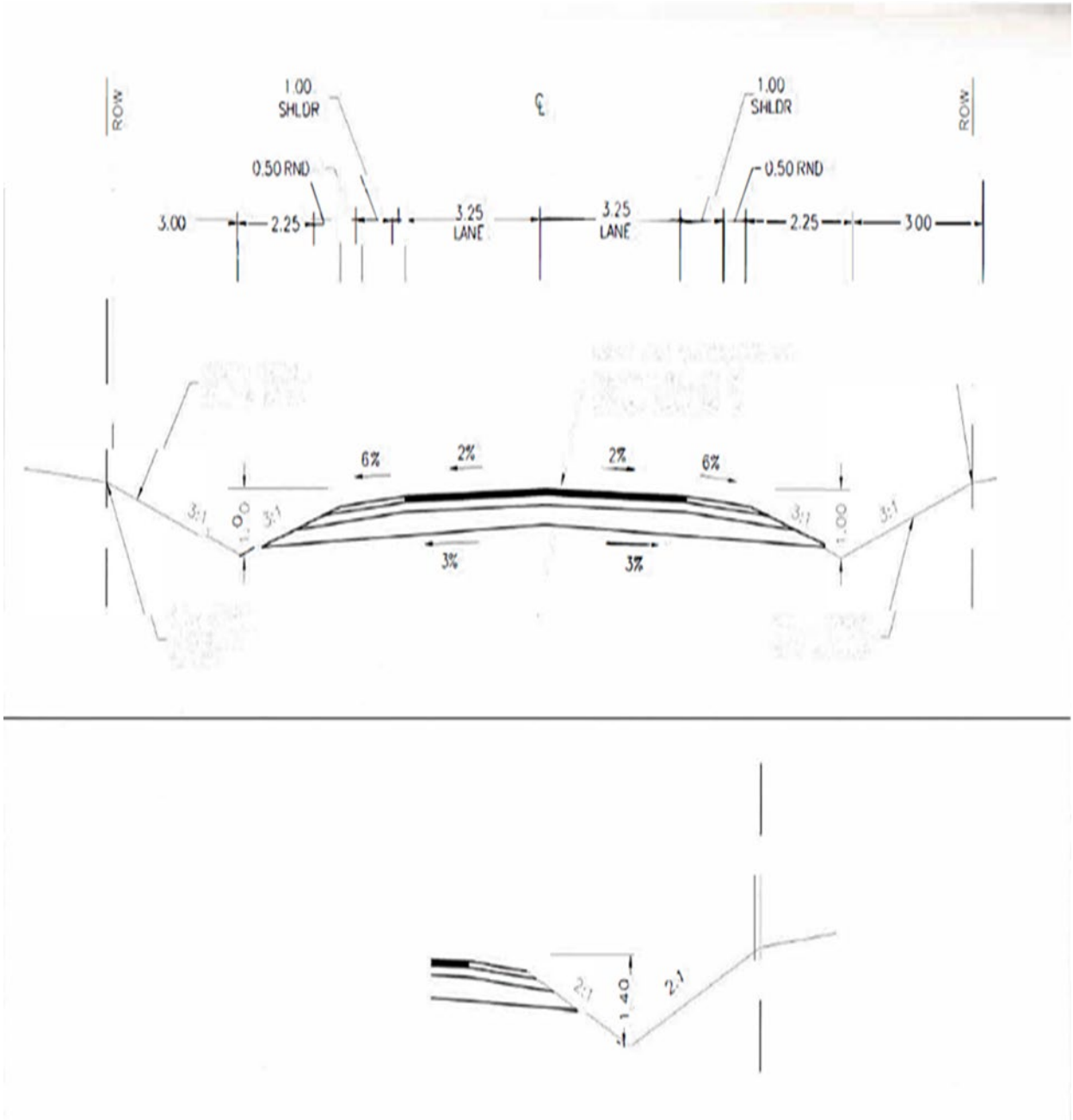
Component	Thickness	Granular Base Equivalency (GBE)
Hot mix asphalt	90 mm	90 x 2.0 = 180
Granular base	150 mm	150 x 1.0 = 150
Granular subbase	450 mm	450 x 0.667 = 300
Total pavement thickness	690 mm	Total GBE = 630

$$180 + 150 + 300 = 630 \text{ Total GBE}$$

RETURN TO AGENDA

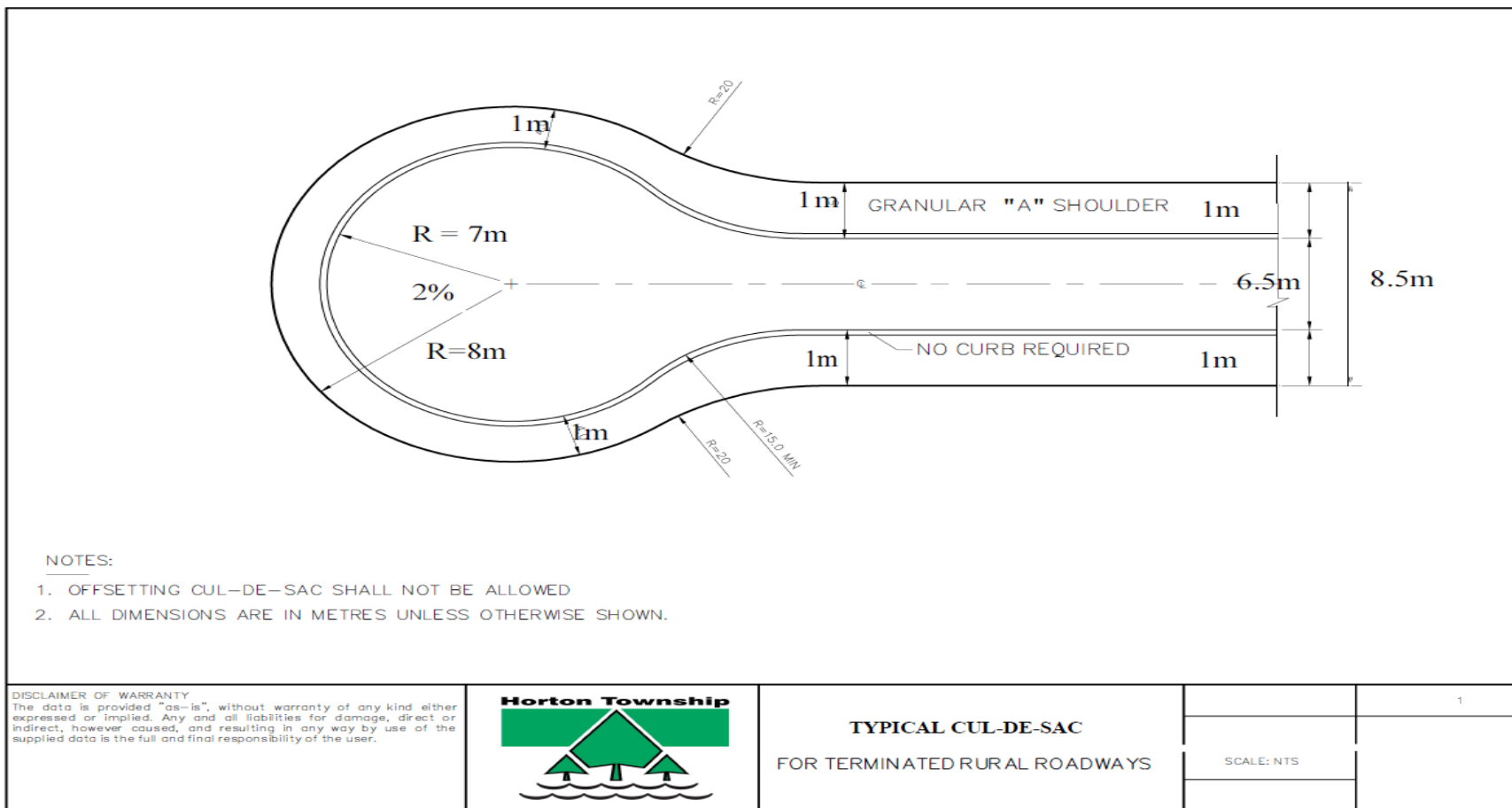
The Township of Horton Policy and Procedures			
SECTION: TRANSPORTATION			POLICY #: T-04
POLICY: Road Surface Optimization, Preservation and Development Policy			
DATE: Sept. 1 2021	REV. DATE: June 2020 By-Law 2021-	COVERAGE: Transportation & Environmental Services	PAGE #: 8 of 11

4. TYPICAL PAVED ROAD PROFILE



The Township of Horton Policy and Procedures			
SECTION: TRANSPORTATION		POLICY #: T-04	
POLICY: Pavement Optimization and Preservation Policy			
DATE: Sept 2021	REV. DATE: June 2020 By-Law 2021-	COVERAGE: Transportation & Environmental Services	PAGE #: 9 of 11

5. TYPICAL CUL DE SAC TURN AROUND

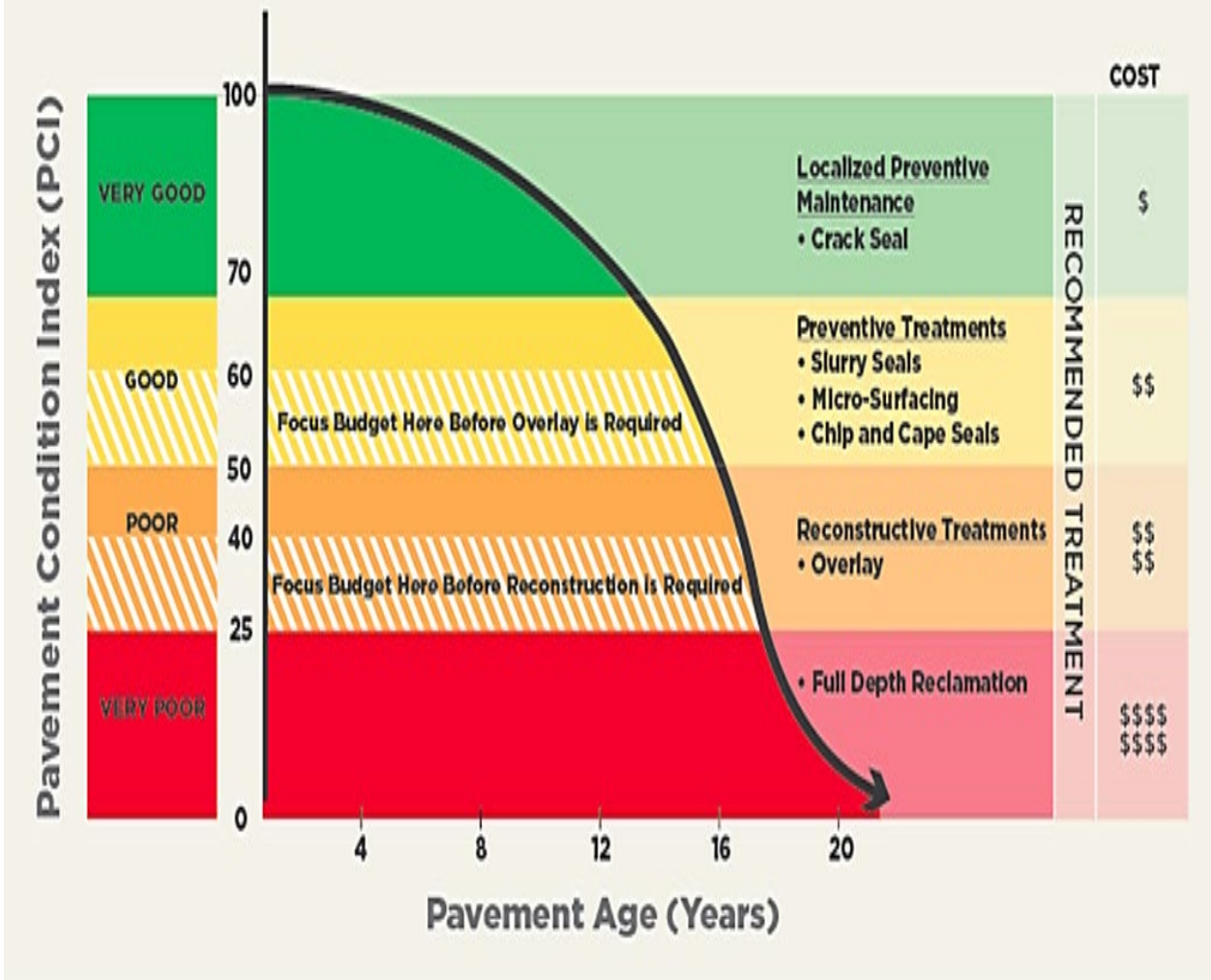


The Township of Horton Policy and Procedures			
SECTION: TRANSPORTATION			POLICY #: T-04
POLICY: Pavement Optimization and Preservation Policy			
DATE: Sept 2021	REV. DATE: June 2020 By-Law 2021-	COVERAGE: Transportation & Environmental Services	PAGE #: 10 of 11

6. THE CONCEPT OF PRESERVATION

THE CONCEPT OF PAVEMENT PRESERVATION

CATCH STREETS BEFORE THEY FAIL



The Township of Horton Policy and Procedures			
SECTION: TRANSPORTATION			POLICY #: T-04
POLICY: Pavement Optimization and Preservation Policy			
DATE: Sept 2021	REV. DATE: June 2020 By-Law 2021-	COVERAGE: Transportation & Environmental Services	PAGE #: 11 of 11

7. PAVEMENT OPTIMIZATION AND PRESERVATION PROCEDURE:

- i. One treatment or a combination of treatments from category I.
- ii. One treatment from category II or combination of treatments from category I and II.
- iii. Staff evaluates further preservation feasibility.
- iv. If preservation deemed unfeasible then reconstruct the roadway.

Category I preservation treatment options (PCI) rating between 60 and 100)

- i. Crack seal
- ii. Fog seal
- iii. Slurry seal
- iv. Micro surfacing
- v. Cape seal
- vi. Ultra-thin hot mix asphalt
- vii. Chip seal
- viii. Micro Milling
- ix. Hot in place asphalt Recycling
- x. Combination of treatments from category I
- xi. Other treatments applicable to PCI rating

Category II preservation treatment options (PCI) rating between 40-59)

- i. Cape seal
- ii. Chip seal
- iii. Scrub seal
- iv. Micro milling
- v. Hot in place asphalt recycling
- vi. Combination of treatments from category I and II
- vii. Other treatments applicable to PCI rating

Reconstruction (PCI) rating below 40 and preservation deemed unfeasible)

- i. Granular base testing as necessary
- ii. Brushing as necessary
- iii. Ditching and culvert replacements as necessary
- iv. Full depth pulverization of existing surface (depth between 200 -250mm)
- v. Additional granular material added (minimum 100mm Granular "A")
- vi. Pave with applicable surface for Annual Average Daily Traffic

RETURN TO AGENDA



Township of Horton COUNCIL / COMMITTEE REPORT

Title: Request for Road Closure by Municipal Bylaw, Dugald Rd. at Highway 17	Date:	Oct 6 th , 2021
	Council/Committee:	TES Committee
	Author:	Adam Knapp, Public Works Manager
	Department:	Public Works

RECOMMENDATIONS:

THAT the TES committee agree with staff recommendation to approve the request by the MTO to close a section of Dugald Road through municipal by-law.

AND THAT staff shall reply to the MTO before November 30th, 2021, that council is prepared to enact said by-law upon completion of the Highway 17 expansion project.

BACKGROUND:

The twinning of Highway 17 is projected to be complete in the area by 2025 to 2027 and the section of Dugald Road identified in white on the attached map shall no longer serve purpose to the Township. Staff suggest the property be offered for purchase to the abutting property owner, Mr. Robert Jamieson.

ALTERNATIVES: N/A


FINANCIAL IMPLICATIONS: N/A

ATTACHMENTS:

MTO Road Closing Request Letter

CONSULTATIONS:

Hope Dillabough – CAO/Clerk

Author: 
signature

Other: _____
signature

Treasurer: _____
signature

C.A.O. 
signature

Ministry of Transportation

Project Delivery East
1355 John Counter Boulevard
Postal Bag 4000
Kingston, Ontario K7L 5A3
Tel.: 1-800-267-0295
Fax: 613-540-5106

Ministère des Transports

Zone d'exécution du projet de l'Est
1355, boulevard John Counter
CP/Service de sacs 4000
Kingston (Ontario) K7L 5A3
Tél.: 1-800-267-0295
Télééc. 613 540-5106



15 September 2021

Mayor and Council
Township of Horton
2253 Johnston Rd.
Renfrew, ON K7V 3Z8
hdillabough@hortontownship.ca

RE: Request for Road Closure by Municipal Bylaw, Dugald Rd. at Highway 17

Dear Mayor and Council,

The Ministry of Transportation is moving forward with the expansion of Highway 17 from two to four lanes from Scheel Drive in the Township of McNab/Braeside to a distance 3 km west of Bruce Street in Horton Township. The plan for highway expansion in this area was documented in a Transportation Environmental Study Report (TESR) which received Environmental Clearance in 2004.

As part of the TESR-approved plan the current intersection of Dugald Rd and Castleford Rd. will be closed and re-aligned to the east to allow for the construction of a controlled access interchange and bridge structure at Highway 17 and Bruce Street/Castleford Road. The approved plan includes the extension of Dugald Road to a new intersection with Castleford Road approximately 300 m to the east of its current location. This new portion of Dugald Road will be built to municipal road standards and will be transferred from the province to Horton Township upon completion of construction. Ministry staff met with Adam Knapp – Public Works Manager on August 12, 2021 to discuss this road closing and realignment, as well as the overall project.

The purpose of this letter is to request that the Township of Horton move by bylaw to close a section of Dugald Road (identified in white on the attached map) upon completion of construction of the Highway 17 expansion project. Please review and confirm before November 30, 2021 that Horton Township is prepared to enact a bylaw to close this portion of Dugald Road.

Sincerely,

A handwritten signature in black ink, appearing to read "Darren Waters", with a long horizontal flourish extending to the right.

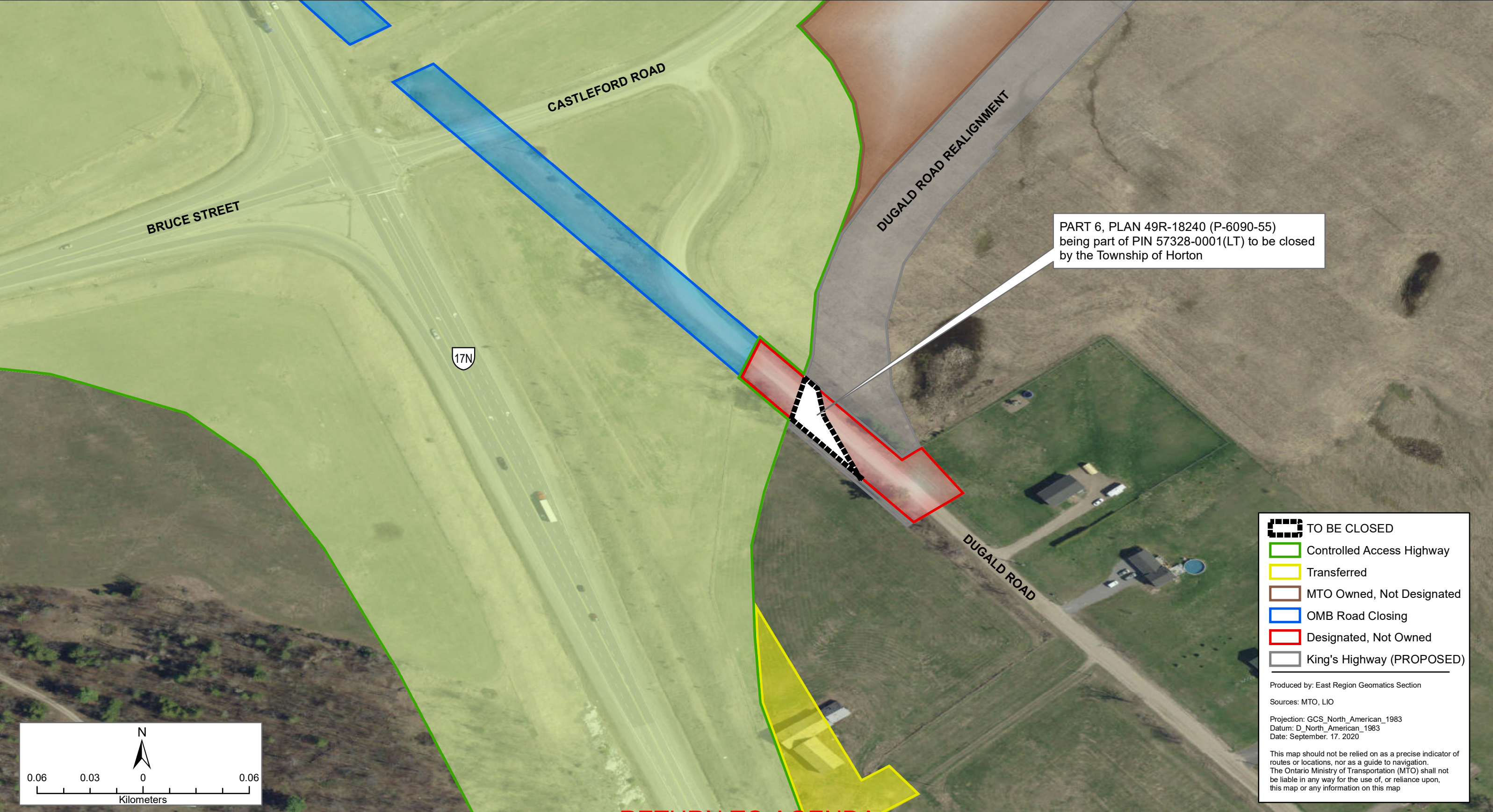
Darren Waters, P.Eng.
Area Manager, Highway Engineering, Transportation Infrastructure Management

RETURN TO AGENDA



Ministry of Transportation - Eastern Region

Highway 17N at Dugald Road, Township of Horton, County of Renfrew

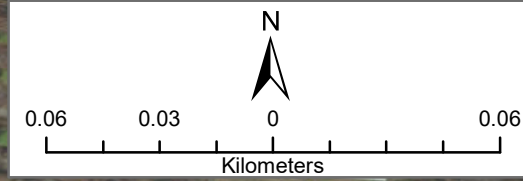


PART 6, PLAN 49R-18240 (P-6090-55)
being part of PIN 57328-0001(LT) to be closed
by the Township of Horton

- TO BE CLOSED
- Controlled Access Highway
- Transferred
- MTO Owned, Not Designated
- OMB Road Closing
- Designated, Not Owned
- King's Highway (PROPOSED)

Produced by: East Region Geomatics Section
Sources: MTO, LIO
Projection: GCS_North_American_1983
Datum: D_North_American_1983
Date: September. 17. 2020

This map should not be relied on as a precise indicator of routes or locations, nor as a guide to navigation. The Ontario Ministry of Transportation (MTO) shall not be liable in any way for the use of, or reliance upon, this map or any information on this map



[RETURN TO AGENDA](#)



**Township of Horton
COUNCIL / COMMITTEE REPORT**

Title: Reply Letter MTO Millennium Trail Purchase	Date:	Oct 6 th 2021
	Council/Committee:	TES Committee
	Author:	Adam Knapp, Public Works Manager
	Department:	Public Works

RECOMMENDATIONS:

THAT the TES Committee accept the draft correspondence letter attached to this report as the official response to the MTO’s proposed purchase of a section of the Millennium Trail.

AND that staff be directed to email the letter as drafted to the MTO representatives who submitted the proposal.

BACKGROUND:

Staff presented the Highway 17 update to the TES committee at the September 1st meeting and committee expressed concerns over the proposed purchase of a section of the Millennium Trail. Staff was directed to draft a letter to respond to the MTO. Staff has requested that the MTO representatives attend the November 3rd, 2021, TES meeting at 8:30 am via Zoom to discuss a resolution that facilitates both parties’ interest.

ALTERNATIVES: N/A

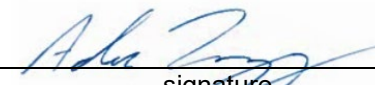
FINANCIAL IMPLICATIONS: N/A

ATTACHMENTS:

- DRAFT - Millennium Trail Purchase Reply Letter
- 2- MTO Millennium Trail - DELEGATION REQUEST

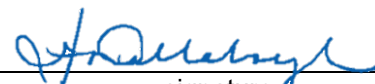
CONSULTATIONS:

Hope Dillabough – CAO/Clerk

Author: 
signature

Other: _____
signature

Treasurer: _____
signature

C.A.O. 
signature



HORTON

2253 Johnston Road, Renfrew, Ontario K7V 3Z8
reception@hortontownship.ca
(o) 613-432-6271 (f) 613-432-7298

October 6th, 2021

The Ministry of Transportation of Ontario
Ryan Vandenburg and John Adams

RE: Purchase of a section of the Millennium Trail

Staff has presented the Highway 17 update presentation from August 12th, 2021, to the Transportation and Environmental Services (TES) Committee on September 1st, 2021. The committee consists of Council, Staff and Public Advisory Members. During the presentation the committee expressed concerns over the sale of the Millennium Trail citing past issues with similar sales and the trail being of vital importance to the recreation and tourism of the Township. Council has proposed that the Township retain the land and form an agreement of usage with the MTO that shall facilitate both parties' interests. Staff believe the best course of action to move forward in a timely manner is to have a meeting between the MTO and the TES committee on November 3rd, 2021, via zoom to negotiate a resolution to the proposed purchase.

Attached to this letter is a delegation request form to submit as confirmation of your attendance at the meeting on November 3rd, 2021, at 8:30 am. via zoom. A link to the meeting shall be sent to the email address provided on the submitted delegation request form.

We appreciate your time and look forward to a successful negotiation.

Sincerely,

The Council of the Township of Horton

RETURN TO AGENDA



DELEGATION REQUEST FOR COUNCIL AND/OR COMMITTEE

Meeting Date: _____

Name: _____

Address: _____

Telephone #: _____

E-Mail Address: _____

Number of Persons Attending: _____

Spokesperson: _____

REASON FOR DELEGATION REQUEST

Signature



Township of Horton COUNCIL / COMMITTEE REPORT

Title: Golf Course Road Meeting	Date:	Oct 6 th 2021
	Council/Committee:	TES Committee
	Author:	Adam Knapp, Public Works Manager
	Department:	Public Works

RECOMMENDATIONS:

THAT staff be directed to conduct granular base testing of Golf Course Road to accurately predict the level of rehabilitation necessary to facilitate the road as a year round hauling roadway for the proposed aggregate pit in the early stages of development by Cavanaugh Construction.

FURTHTER THAT once the level of rehabilitation is fully understood staff shall prepare an estimate for rehabilitating the roadway with a like for like surface versus the cost to bring the roadway to a year round hauling roadway and bring forward the estimates to committee to discuss the level of funding necessary from all parties to facilitate the proposed future usage.

AND FURTHER THAT due to new information provided to both Councils and the need for further investigation that a portion of resolution 2021-189 be rescinded, that states “upon recommendation from the TES Committee, Council contribute 50% of the cost toward the rehabilitation of Golf Course Road with the Township of Admaston/Bromley and allocate \$53,371 in the 2022 Capital Budget from the Roads Infrastructure Reserves”

BACKGROUND:

Representatives from Horton Township, Admaston Bromley Township and Cavanaugh Construction met on September 13th, 2021, to discuss the details regarding the development of an aggregate pit by Cavanaugh Construction. Both Townships believed the meeting was necessary to ensure all parties are accurately informed of the intended future usage of the Boundary Road known as Golf Course Road, the development status of the aggregate pit, and the events that have led up to the meeting being necessary.

Attached to this report is a brief summary of the meeting minutes and action items delegated to individuals in attendance.

Staff has reached out to Brad Richardson of Cavanaugh Construction for an estimated timeline for completion of the pit and its full operational status. The pit is estimated to be approved for operation in 5 years and fully operational in 10 years with the primary resource being sand for concrete production in Ottawa. Once the pit is fully operational (10 years), they estimate to have upward of 150 000 tonnes a year sourced from the pit. That would make this pit one of the most active aggregate pits in the Township.

The Township of Horton receives a fee of 0.1368 cents for every tonne of aggregate sourced in the municipality that is collected and disbursed by (TOARC) The Ontario Aggregate Resource Corporation. Horton Township received \$37,541.47 from TOARC fees in 2020 and as seen highlighted on page 13 of the TOARC 2020 Production Statistics attached to this

RETURN TO AGENDA

report. Aggregate license holders in the Township of Horton Produced 274,303.47 tonnes of aggregate. This amounts to the proposed pit potentially producing \$20,529.16 of TOARC fees revenue per year once fully operational as proposed by Cavanaugh Construction.

Staff’s initial proposal is that Cavanaugh Construction shall pay all the cost associated with bringing the granular base to an acceptable level for year round hauling and a single lift of asphalt shall be applied to the roadway at a split cost, to be determined, between all parties. Once the aggregate pit is licensed for operation Cavanaugh shall pay for a second lift of asphalt to be applied to the entire roadway and any associated surface rehabilitation to facilitate the second lifts application.

ALTERNATIVES:

N/A

FINANCIAL IMPLICATIONS:


TOARC fees revenue

ATTACHMENTS:

TOARC 2020 Production Statistics
Golf Course Road Meeting Minutes
Certified True Copy – Resolution #2021-189


CONSULTATIONS:

Hope Dillabough – CAO/Clerk
Nathalie Moore – Treasurer

Author:  _____
signature

Other: _____
signature

Treasurer: _____
signature

C.A.O.  _____
signature

AGGREGATE FOUNDATIONS:

1,760 TRUCKLOADS

3,760 TRUCKLOADS

1KM 1 KM OF 4-LANE HIGHWAY

A 32,000 m² HOSPITAL

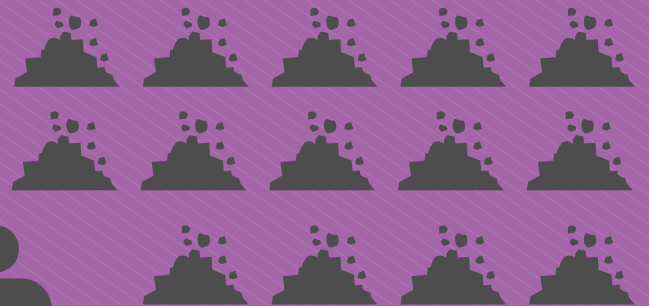


4,560

TRUCKLOADS

14
TONS

1KM 1 KM OF SUBWAY LINE



EVERY ONTARIAN USES
14 TONNES OF STONE, SAND
AND GRAVEL EACH YEAR.

[RETURN TO AGENDA](#)

Table 2

**LICENCE AND WAYSIDE PERMIT PRODUCTION
BY LOWER TIER MUNICIPALITY**

(Reported in Metric Tonnes)

Municipality	Licences	Wayside Permits	Total
Peel			
Caledon, Town of	3,089,084.58		3,089,084.58
Sub-Total	3,089,084.58	0.00	3,089,084.58
Perth			
Perth East Tp	349,260.51		349,260.51
Perth South Tp/St. Marys, Separated Town of	1,945,924.08		1,945,924.08
West Perth Tp	318,653.96		318,653.96
Sub-Total	2,613,838.55	0.00	2,613,838.55
Peterborough			
Asphodel-Norwood Tp	283,859.00		283,859.00
Cavan-Millbrook-North Monaghan Tp/Otonabee-South Monaghan Tp	544,606.96		544,606.96
Douro-Dummer Tp	494,365.05		494,365.05
Havelock-Belmont-Methuen Tp	1,601,171.11		1,601,171.11
North Kawartha Tp	22,802.56		22,802.56
Selwyn Tp	336,116.03		336,116.03
Trent Lakes, Municipality of	831,384.87		831,384.87
Sub-Total	4,114,305.58	0.00	4,114,305.58
Prescott & Russell			
Alfred & Plantagenet Tp	243,281.64		243,281.64
Champlain Tp	314,646.11		314,646.11
Clarence-Rockland, City of	99,497.12		99,497.12
East Hawkesbury Tp	12,869.00		12,869.00
Russell Tp	35,233.00		35,233.00
The Nation, Municipality of	299,088.42		299,088.42
Sub-Total	1,004,615.29	0.00	1,004,615.29
Prince Edward Co			
Prince Edward, County of	1,566,686.88		1,566,686.88
Sub-Total	1,566,686.88	0.00	1,566,686.88
Renfrew			
Admaston-Bromley Tp/Renfrew, Town of	311,114.74		311,114.74
Bonnechere Valley Tp	94,854.35		94,854.35
Brudenell, Lyndoc and Raglan Tp	37,902.00		37,902.00
Deep River Tp/Head, Clara & Maria Tp	39,809.12		39,809.12
Greater Madawaska Tp	19,232.00		19,232.00
Horton Tp	274,303.47		274,303.47
Killaloe, Hagarty and Richards Tp	86,212.20		86,212.20
Laurentian Hills	74,871.61		74,871.61
Laurentian Valley Tp	470,373.16		470,373.16
Madawaska Valley	166,514.85		166,514.85
McNab-Braeside Tp	431,093.47		431,093.47
North Algona-Wilberforce Tp	31,300.80		31,300.80
Petawawa, Town of	189,589.98		189,589.98
Whitewater Region Tp	179,285.50		179,285.50
Sub-Total	2,406,457.25	0.00	2,406,457.25

From: [Lee Perkins](#)
To: [Michael Donohue](#); [David Bennett](#); [Adam Knapp](#); brichardson@thomascavanagh.ca; [Chris Kunopaski](#); rdick@admastonbromley.com
Cc: averyken@admastonbromley.com
Subject: Golf Course Road
Date: Monday, September 13, 2021 2:27:07 PM
Attachments: [image004.png](#)

Good Afternoon Gentlemen,

Thank you all for taking the time this morning to discuss the issue of Golf Course Road. Please review and comment.

For Clarification and Confirmation

Meeting started at 08:05am in the Admaston/Bromley Township Office

In Attendance:

Mr. Brad Richardson	Cavanagh Construction Ltd
Steve Visinski	Township of Admaston/Bromley
Micheal McHale	Township of Admaston/Bromley
Lee Perkins	Representing the Township of Admaston/Bromley
Mayor Donohue	Township of Admaston/Bromley
Chair Dick	Township of Admaston/Bromley (Operations Chair)
Mayor Bennett	Township of Horton
Adam Knapp	Township of Horton

A discussion regarding the works and condition of Golf Course Road was undertaken with Mr. Richardson. Mr. Richardson explained Cavanagh are in the process of obtaining the land near the Golf Course for a potential new pit. All negotiations thus far have been with the Golf Course group as to the building of the new haul road. There was a discussion between Mr. Richardson and Mr. Knuopaski (Road Superintendent – Township of Admaston/Bromley in late spring/early summer) as to the condition and repair of the road once the haul road was completed. Mr. Richardson stated that he was aware that Cavanagh's had damaged the road as well as logging operations that were undertaken by a third party on behalf of the Golf Course. Cavanagh's agreed to supply granular fill (~2000 tonne ~\$28,000) for road repairs. Admaston/Bromley; Public Works Staff removed/placed/and repaired the road. Mr. Richardson left meeting at 9:44

Discussion continued regarding the current condition and the planned works for the road going forward. It was agreed between both Mayor's a cost sharing agreement is required. Mayor Bennett realized the majority of revenue for the road comes from the Golf Course and will flow from the newly developed pit. Also, it was acknowledged Horton Township placed RAP material on the repaired sections of road in effort to provide some stability and dust control which has been submitted to the Township of Admaston/Bromley for payment. Moving forward a number of items have been actioned;

RETURN TO AGENDA

Adam Knapp To investigate the current road structure and report back to the Township of Admaston/Bromley Roads Superintendent

Steve Visinski Correlate all Admaston/Bromley's work on Golf Course Road and invoice for half the cost. (~\$14,000.00 to Horton)

Lee Perkins To create a draft agreement to be reviewed by both Councils for a rehabilitation and possible reconstruction to a four season road once Adam Knapp informs Admaston/Bromley of road structure.

Meeting concluded at 10:15am

Regards,
Lee

Lee Perkins
Director of Public Works & Engineering
County of Renfrew
9 International Drive
Pembroke, ON
K8A 6W5
Phone (613) 732-4353



The information in this email and any accompanying document(s) are intended solely for the addressee(s) named, and is confidential. Any other distribution, disclosure or copying is strictly prohibited. If you have received this communication in error, please reply by email to the sender and delete or destroy all copies of this message with all attached document(s).

Ce courriel peut faire état d'information privilégiée ou confidentielle destinée à une personne ou à une entité nommée dans ce message. Dans l'éventualité où le lecteur de ce message n'est pas le récipiendaire visé ou l'agent responsable de le faire suivre au récipiendaire visé, vous êtes par la présente avisé que toute revue, diffusion, distribution ou reproduction de cette communication est interdite. Si cette communication a été reçue par erreur, veuillez nous en aviser par réponse de courriel et supprimer le message original et tous documents ci-joints.

RETURN TO AGENDA



Township of Horton
2253 Johnston Rd. Renfrew, ON K7V 3Z8
(o) 613-432-6272
(f) 613-432-7298
reception@hortontownship.ca

CERTIFIED TRUE COPY

Moved by: Deputy Mayor Campbell

Resolution No.: 2021-189

Seconded by: Councillor Humphries


July 27, 2021

THAT upon recommendation from the TES Committee, Council contribute 50% of the cost toward the rehabilitation of Golf Course Road with the Township of Admaston/Bromley and allocate \$53,371 in the 2022 Capital Budget from the Roads Infrastructure Reserves;

AND THAT any remaining funds available left from the \$80,000 upset amount set aside for the shared rehabilitation of McBride Road be allocated toward a down payment for the Township of Horton's portion of the rehabilitation of Golf Course Road;

AND FURTHER THAT both the Township of Horton and the Township of Admaston/Bromley will work together to develop a Boundary Road Agreement that clarifies both municipality's roles, boundaries and funding contributions.

X CARRIED



Hope Dillabough, CAO/Clerk



Township of Horton COUNCIL / COMMITTEE REPORT

Title: Johnston Road Speed Limit Adjustment Feasibility	Date:	Oct 6 th , 2021.
	Council/Committee:	TES Committee
	Author:	Adam Knapp, Public Works Manager
	Department:	Public Works

RECOMMENDATIONS:

THAT the TES committee accept this report as information on the feasibility of increasing the speed limit of Johnston Road.

BACKGROUND:

Mayor Bennett has requested that the feasibility of increasing the speed limit of Johnston Road from the currently posted 50 km/h to 80 km/h.

Staff has conducted a vehicular traffic study and found that the average speed limit of the roadway is 61km/h and the 85th percentile of vehicle travel at an average speed of 75 km/h and only 17% of vehicles are respecting the currently posted 50 km/h speed limit. The entire roadway was engineered for a 50 km/h roadway due to stopping site distance and gradient concerns at the intersection of Mullins Road and heavy commercial usage due to the aggregate pits and businesses located on or near the roadway. A minimum stopping site distance for an 80 km/h road with a 6-8% gradient is 180m and currently the roadway has approximately 60m both directions from Mullins Road. For this reason, staff does not endorse increasing the speed limit of the entire roadway to 80km/h as it would create a very dangerous intersection especially with the amount of commercial traffic utilizing the corridor.

Staff proposes an alternative solution that approximately 1000m Northwest of Mullins Road and 400m Southeast of Mullins Road remain 50 km/h and increase the remainder of the road to Storyland Road and Castleford Road to 70 km/h. This would avoid any safety concerns and allow for the 85th percentile of vehicles to remain in the tolerated rate of travel for the roadway.

Staff caution's strongly against adjusting the speed of any roadways as it would set precedent and numerous other speed limit adjustments have been requested recently. Another factor to consider is that adjusting speed limits may change the classification and maintenance standards required for the roadway depending on the AADT. Currently Johnston Road is a class #4 roadway and would remain so if the speed limit was altered as proposed by staff. If committee and council do decide to proceed staff highly recommends a public consultation before proceeding and that all factors forementioned in this report are considered before making a final decision.

ALTERNATIVES:

N/A

FINANCIAL IMPLICATIONS:

~ \$600 for replacement signage and staff time.


RETURN TO AGENDA

ATTACHMENTS:

Johnston Road Traffic Study Report
Johnston Road Staff Speed Adjustment Proposal Map


CONSULTATIONS:

Hope Dillabough – CAO/Clerk

Author:  _____
signature

Other: _____
signature

Treasurer: _____
signature

C.A.O.  _____
signature

Johnston Road

32

Location: **Black Box**
 Address: **2253 Johnston Road**
 Speed Limit: **50 km/h**

Report Period: **2021-09-09 to 2021-09-16**
 Total Vehicle Count: **2439**
2439*2/7= AADT of 683

Date/Time	Total Vehicle	# of Speed Violations	# of Vehicles Respecting Limit	# of Vehicles in Tolerated Range	% of Speed Violations	% of Vehicles Respecting Limit	% of Vehicles in Tolerated Range	Average Speed (km/h)	Max Speed (km/h)	50% Speed (km/h)	85% Speed (km/h)
2021-09-09	H 353	273	H 80	268	77 %	23 %	76 %	59	116	63	75
2021-09-10	334	H 295	39	H 285	88 %	12 %	85 %	H 65	H 126	H 66	H 76
2021-09-11	281	255	26	247	H 91 %	9 %	H 88 %	64	108	63	H 76
2021-09-12	222	199	23	195	90 %	10 %	H 88 %	H 65	106	65	H 76
2021-09-13	294	224	70	219	76 %	H 24 %	74 %	59	106	63	74
2021-09-14	332	274	58	88	83 %	17 %	27 %	60	92	63	74
2021-09-15	300	243	57	66	81 %	19 %	22 %	59	113	61	74
2021-09-16	323	261	62	72	81 %	19 %	22 %	60	105	62	74
Summary	SUM: 2439	SUM: 2024	SUM: 415	SUM: 1440	AVG: 83 %	AVG: 17 %	AVG: 60 %	AVG: 61 km/h		AVG: 63 km/h	AVG: 75 km/h



[RETURN TO AGENDA](#)



Township of Horton COUNCIL / COMMITTEE REPORT

Title: Retention of the 2013 ¾ tonne and Western Plow	Date:	Oct 6 th 2021
	Council/Committee:	TES Committee
	Author:	Adam Knapp, Public Works Manager
	Department:	Public Works

RECOMMENDATIONS:

THAT committee agree with staff recommendation and retain the Western Plow and the 2013 GMC Sierra 3500 series pickup truck.

AND THAT that the plow and truck be retained until it is deemed unfeasible to maintain and at that time both the plow and truck shall be deemed surplus.

FURTHER THAT a portion of resolution 2021-92 be rescinded which states that, “once the XLS plow is installed, the straight blade Western Plow currently fitted to truck #11, the 2013 series GMC Silverado, be deemed surplus and sold on Gov Deals with the proceeds directed back into the Roads Equipment Reserves”.

BACKGROUND:

The landfill attendant / laborer has been using a personal vehicle while on duty at the landfill site and to transport lawn maintenance equipment with the utility trailer among other duties. The staff member has been submitting monthly travel expense forms for the usage and the retention of the vehicle shall mitigate \$250+ a month in travel expense claims submitted by the staff member for personal vehicle usage mitigating the travel expense claims should offset the maintenance costs of the vehicle, in the short term. Staff do not believe that having personal vehicles used for Township duties should be encouraged rather be a last resort to ensure that services continue without interruption. The request to retain the 2013 ¾ tonne and the western plow shall allow staff to use the vehicle to perform lawn maintenance duties, attend the landfill during regular openings and perform snow removal duties at the landfill site, the community center and the Township yard and allow the public works crew to focus more attention to the roads.

ALTERNATIVES:

N/A

FINANCIAL IMPLICATIONS:

N/A

ATTACHMENTS:

Certified True Copy of Resolution 2021-92

CONSULTATIONS:

Hope Dillabough – CAO/Clerk

RETURN TO AGENDA

Author:


signature

Other:

signature

Treasurer:

signature

C.A.O.


signature



Township of Horton
2253 Johnston Rd. Renfrew, ON K7V 3Z8
(o) 613-432-6272
(f) 613-432-7298
reception@hortontownship.ca

CERTIFIED TRUE COPY

Moved by: Councillor Webster

Resolution No.: 2021-92

Seconded by: Councillor Humphries

April 9, 2021

THAT upon recommendation of the TES Committee, Council agree to sole source (1) One New 2021 GMC Sierra 3500 Series 4WD Regular Cab truck from Mack Mackenzie Motors of Renfrew for a total cost of \$61,577.09 including HST;

AND THAT after delivery of the 2021 GMC Sierra that Staff issue a Request for Quotation for supply and installation of a Fisher XLS 11 Foot Expandable Wing Plow;

AND THAT this will be funded from the Roads Equipment Reserves;

AND FURTHER THAT once the XLS plow is installed, the straight blade Western Plow currently fitted to truck #11, the 2013 series GMC Silverado, be deemed surplus and sold on Gov Deals with the proceeds directed back into the Roads Equipment Reserves.

X CARRIED

Hope Dillabough, CAO/Clerk



Township of Horton COUNCIL / COMMITTEE REPORT

Title: Public Works Maintenance and Inspection Update	Date:	October 6th, 2021.
	Council/Committee:	TES Committee
	Author:	Adam Knapp, Public Works Manager
	Department:	Public Works

RECOMMENDATIONS:

THAT the TES committee accept this report as information.

BACKGROUND:

The Township of Horton continues to stay proactive in maintenance and inspection activities and has recently incorporated the MESH system and Advantage Data Collection to assist with these documentation, inspection, and inventorying of assets within the Township of Horton. The following status report highlights recent maintenance activities and the current status of key roads related assets.

Sign Testing and Replacement Strategy

Currently the Township has 376 active signs within the Township.

- 356 signs that are in good condition or 94.15%
- 22 signs that are rated as poor or 5.85%

In 2016 the Township had 334 signs in total

- 200 signs or 59.88% of signs were in good condition.
- 134 signs or 40.12% required attention.

The 2021 and 2016 sign inspection reports have numerous areas highlighted for comparison such as support condition, sheeting condition and retro reflectivity, and exhibit drastic improvements with the Township's signage and safety of our roadways. This data leads staff to conclude that the current testing, documentation, and replacement strategy for deficient signage is very efficient to ensure commuter and pedestrian safety.

Average Road Network Condition Rating

The Township adopted an official asset management plan in 2018 that determined a rating of 6.0 out of 10 was an appropriate level of service as it pertains to the average roads network condition rating. At that time the roads system was rated at a 6.6 out of 10. Using the Township's current MESH rating system, the Township maintains a 66.8 % or 6.7 out of 10 by the old rating system. Staff estimate that upon completion of the 2022 proposed capital works plan the average roads network condition rating will be 77% and the Townships shall be on track to successfully complete our current 10 year plan and maintain our target level of service for many years to come.

Culvert Inspection and Inventory

RETURN TO AGENDA

The Township conducted thorough inspection and documentation of all culverts within the Township of Horton. In total the Township has 720 culverts within its right of way boundaries.

- 29 Ditch Line Culverts (Municipally Maintained)
- 135 Cross Culverts (Municipally Maintained)
- 556 Driveway Culverts (Not Municipally Maintained)

Municipally maintained culverts that are in poor condition total.

- 5 Ditch Line Culverts
- 16 Cross Culverts

Municipally maintained culverts that are in fair condition total.

- 6 Ditch Line Culverts
- 29 Cross Culverts

In summary.

- 54.8% of municipally maintained culverts are in good condition
- 38% of our ditch line culverts need attention
- 33% of our cross culverts need attention

Staff shall formulate a plan to repair or replace culverts that need attention in gravel roadways and ditch lines first then culverts and evaluate whether poor culverts in hard top roadways require immediate replacement or can be replaced as part of capital rehabilitation planning. The detailed data collected this summer shall be of vital importance to ensure successful future forecasting and preparation of a new 10 year capital works plan.

Yearly and Bi-yearly Inspection

Staff plan to conduct a full culvert inventory inspection bi-yearly and roads network condition rating assessments yearly. To facilitate these assessments staff is requesting that no less than 2 students are hired per year to facilitate the inspection and other maintenance duties required within the department. This shall ensure that our roads asset data is to date and allow staff to make informed decisions when planning for the future.

ALTERNATIVES: N/A

FINANCIAL IMPLICATIONS: N/A

ATTACHMENTS:

- 1 - Horton Township 2021 Sign Inspection Data
- 2 - Horton Township 2016 Sign Inspection Data
- 3 - Estimated 2022 Roads Network Condition Rating

CONSULTATIONS:

Hope Dillabough – CAO/Clerk

Author: _____

Other: _____

RETURN TO AGENDA

signature

signature

Treasurer:

signature

C.A.O.

_____

signature



Horton Township

Traffic Sign Retroreflectivity
Inspections and Inventory

22/9/2021

22/9/2021

Mr. Adam Knapp - Public Works Manager
Horton Township
2253 Johnston Road
Renfrew, ON K7V 3Z8

Dear Mr. Knapp,

I am pleased to present you with the results of our inspection and inventory of regulatory and warning signs within Horton Township. In total, your current regulatory and warning sign inventory consists of 386 signs within the boundaries of your municipality. There was a total of 10 signs not inspected due to the following reasons: 6 signs were missing from their locations, and 4 signs that were not inspected due to not being included in the retroreflectivity inspection as they are not required for annual Retroreflectivity inspection as per the MMS. We also found that there were 20 signs removed from their locations since our last inspection. We keep these signs in a separate file should we need to refer to them.

376 signs were inspected

- 108 Priority Signs
- 157 Regulatory Signs
- 111 Warning Signs

Overall Condition Rating

Of the 376 signs inspected, there are:

- 356 signs that are rated as 'Good' - 94.68%
- 20 signs that are rated as 'Poor' - 5.32%.

A sign is rated as 'Poor' for any one or more of the following deficiencies:

- Sign does not meet the minimum retroreflectivity requirements of the Manual of Uniform Traffic Control Devices for Canada [MUTCD(C)]. There was a total of 17 Signs that do not meet the minimum retroreflectivity requirements of the MUTCD(C).
- Sign does not meet the minimum retroreflectivity contrast ratio requirements of the MUTCD(C) (this only applies to red and white signs, such as, Stop, Yield and Do Not Enter signs). There was a total of 2 Signs that do not meet the contrast ratio requirements of the MUTCD(C).
- Sign does not have high intensity sheeting when it is required by the Ontario Traffic Manual (OTM) to have high intensity sheeting. There was a total of 1 Sign that did not meet the sheeting requirements of the OTM).
- Sign's condition is rated as poor, which means that there is a deficiency that severely and markedly impacts the visibility or readability of the sign. There were 2 signs in Poor Condition.
- Sign's support (post/pole) is rated as poor, which means that there is a deficiency that severely and markedly impacts the visibility or readability of the sign. There were 0 Posts/Supports in Poor Condition

The breakdown of 20 signs that are rated as Poor is as follows:

- 6 Priority Signs rated 'Poor';
- 2 Regulatory Signs rated 'Poor'; and
- 12 Warning Signs rated 'Poor'.

Retroreflectivity Inspection Results

Our teams performed daily calibrations of the retroreflectometer using manufacturer provided calibration plates. Calibrations occurred once at the beginning of the day. This provides assurance that the retroreflectometer is in good working order and that the measurements are accurate. The breakdown of the results for signs inspected for retroreflectivity, are as follows:

- 108 Priority Signs
 - 92 received a “Pass” rating for retroreflectivity
 - 13 received a “Warn” rating for retroreflectivity [meaning that the sign passes retroreflectivity inspection but the retroreflection values (Ra) are approaching the fail threshold]
 - 3 received a “Fail” rating for retroreflectivity
- 157 Regulatory Signs
 - 147 received a “Pass” rating for retroreflectivity
 - 8 received a “Warn” rating for retroreflectivity [meaning that the sign passes retroreflectivity inspection but the retroreflection values (Ra) are approaching the fail threshold]
 - 2 received a “Fail” rating for retroreflectivity
- 111 Warning Signs
 - 88 received a “Pass” rating for retroreflectivity
 - 11 received a “Warn” rating for retroreflectivity [meaning that the sign passes retroreflectivity inspection but the retroreflection values (Ra) are approaching the fail threshold]
 - 12 received a “Fail” rating for retroreflectivity

Contrast Ratio Inspection Results Summary

Each Stop, Yield and Do Not Enter sign was also assessed a pass/fail rating for their contrast ratio per the MUTCDC. According to the MUTCDC, a minimum 3:1 contrast ratio is required for a “Pass” rating for signs that are “white on red” or signs with a red background and a white legend (i.e. stop, yield and wrong way signs). Of the signs inspected, there were 2 signs that did not meet this minimum contrast ratio.

Signs that Require High Intensity Sheeting per the Ontario Traffic Manual

In addition to the MUTCDC requirements, the Ontario Traffic Manual requires that certain signs be on high intensity sheeting. During the course of our inspections, we have noted that 1 signs do not meet this requirement of the Ontario Traffic Manual as they were not on high intensity sheeting. An excerpt from the Ontario Traffic Manual outlining these requirements can be found on page 13 of this report.

Sign Condition Rating

We inspect each sign and assign a “Good”, “Fair” or “Poor” rating based on assessment criteria used by all technicians. A “Good” rating means that sign has no defects that affect the visibility or readability of the sign. A “Fair” rating means that a sign has minor defects that slightly affect the visibility or readability of the sign, these signs are generally deemed to be in a state of good repair. A “Poor” rating means that

the sign has defects that significantly and markedly affect the visibility and/or readability of a sign and that the sign requires attention. Here is a breakdown of our findings relating to the condition of your signage:

- 108 Priority Signs
 - 106 received a “Good” rating for sign condition
 - 2 received a “Fair rating for sign condition
 - 0 received a “Poor” rating for sign condition

- 157 Regulatory Signs
 - 153 received a “Good” rating for sign condition
 - 4 received a “Fair rating for sign condition
 - 0 received a “Poor” rating for sign condition

- 111 Warning Signs
 - 106 received a “Good” rating for sign condition
 - 3 received a “Fair rating for sign condition
 - 2 received a “Poor” rating for sign condition

The data can be provided in any format such as .csv, .shp, MESH, just ask!

Should you have any questions relating to any information in this report, please do not hesitate to contact me.

Thank you for allowing us to conduct this work for you.

Sincerely,

Adam Cripps, BSc
Project / Sales Manager
Advantage Data Collection
adam@advantagedata.ca
Tel: (613) 262-3966

December 12th, 2016

Township of Horton
Janet Collins – Public Works Manager
2253 Johnston Rd
Renfrew, ON K7V 3z8

Dear Ms. Collins,

I am pleased to present you with an updated sign inventory after the replacement of 37 regulatory and warning signs within the Township of Horton.

Number of Signs

In total, the updated sign inventory consists of 334 signs on 262 posts/supports within the boundaries of your town. The current breakdown of signage is as follows:

- 334 signs in total on 262 posts/supports
 - 87 Priority Signs
 - 123 Regulatory Signs
 - 124 Warning Signs

There were 2 No Exit signs which we were unable to replace. One was removed since it was last inspected. It is located at McCreary Rd and River Road. This sign remains in the database as the Township should install a new No Exit sign at this location. The other No Exit sign was a duplicate in our replacement file, and therefore one was replaced and the duplicate was not. This sign does not appear as a duplicate in your updated database. There was also 1 sign we could not replace due to the post being knocked over. This is a Checkerboard Sign located at the end of Harold Ave. This is a Priority Sign and should be fixed as soon as possible.

Signs that Require Attention

Of the 334 signs, there are 134 signs that require attention because they have one or more of the following deficiencies:

- Sign does not meet the minimum retroreflectivity requirements of the Manual of Uniform Traffic Control Devices for Canada [MUTCD(C)]. There are a total of 127 Signs that do not meet the minimum retroreflectivity requirements of the MUTCD(C).
- Sign does not meet the minimum retroreflectivity contrast ratio requirements of the MUTCD(C) (this only applies to red and white signs, such as, Stop, Yield and Do Not Enter signs). There are 3 signs that do not meet the contrast ratio requirements of the MUTCD(C).
- Sign does not have high intensity sheeting when it is required by the Ontario Traffic Manual (OTM) to have high intensity sheeting. There are a total of 14 Signs that do not meet the sheeting requirements of the OTM.
- Sign's condition is rated as poor, which means that there is a deficiency that severely and markedly impacts the visibility or readability of the sign. There are a total of 17 Signs in Poor Condition.
- Sign's support (post/pole) is rated as poor, which means that there is a deficiency that severely and markedly impacts the visibility or readability of the sign. There are 3 Post/Supports in Poor Condition. There are also 105 supports rated as "Fair" which should not be ignored.

The breakdown of 134 signs that "require attention" is as follows:

- 7 Priority Signs that require attention,
- 30 Regulatory Signs that require attention, and

Estimated 2022 PCR Rating after Capital Rehabilitation Plan

Description	Surface Material	PCR
Bennett Lafont Road - Storyland Road to Dead End	Gravel	80
Bingham Dr - Storyland Road to Storyland Road	Gravel	60
Calvin Road from Orin Road to the End of the Municipally assumed portion of the unmaintained road	Gravel	40
Cobus Rd - Pinnacle Road to Bruce Street	Gravel	80
Collins Road - Castleford Road to Dead End	Gravel	80
Cotieville Road - Highway 60 to McBride Road	HCB	100
Dregas Street - Burnstown Road to Dead End	HCB	100
Dugald Rd - Castleford Road to Dead End	Gravel	80
Eady Rd - Castleford Road to Dead End	Gravel	70
Eady Rd - Mullins Road to Castleford Road	Gravel	60
Eady Road - Storyland Road to Mullins Road	Gravel	70
Early Rd - Thomson Road to Lochwinnoch Road	Gravel	80
Elliott Crescent - Pinnacle Road to Elliot Crescent	HCB	100
Elliott Crescent - Pinnacle Road to Elliot Crescent	Gravel	30
Farrells Landing Road - River Road to Grandview Lane	Gravel	80
Ferguson Rd - Castleford Road to Dead End	Gravel	80
Fraser Road - Burnstown Road to Municipal Boundary Line	HCB	100
Garden Of Eden Rd - Pinnacle Road to Orin Road	Gravel	70
Garden of Eden Road - Bruce Street to Pinnacle Road	HCB	87
Gerald St - Leslie Avenue to Cotieville Road	HCB	90
Gordie Road - River Road to Dead End	Gravel	80
Goshen Rd - Lochwinnoch Road to Dead End	Gravel	60
Goshen Road - Yantha Road to Lochwinnoch Road	LCB	75
Grantham Road - River Road to Dead End	HCB	
Guest Road - Lochwinnoch Road to Pastway Road	Gravel	80
Harold Avenue - McBride Road to Dead end	HCB	90
Harper Avenue - McBride Road to Dead End	HCB	90
Horton School Road - Lochwinnoch Road to Goshen Road	Gravel	80
Humphries Rd - Castleford Road to Dead End	LCB	90
Humphries Rd - Castleford Road to River Road	Gravel	90
Jamieson Lane - Gillan Road to Dead End	HCB	30
Jane Street - Dregas Street to Knight Street	HCB	100
Jim Barr Rd - Mullins Road to Dead End	Gravel	80
Jim Barr Road - Mullins Road to Dead End	Gravel	40
Johnston Road - Castleford Road to Storyland Road	HCB	100
Kasaboski Rd - Pinnacle Road to Dead End	Gravel	80
Keith Road - Thomson Road to Dead End	Gravel	30
Knight St - Burnstown Road to Dead End	HCB	100
Lavallee Road - Thomson Road to Dead End	Gravel	80
Leslie Avenue - McBride Road to Dead End	HCB	90
Lime Kiln Road - Burnstown Road to Gillan Road	Gravel	50
Macs Lane - River Road to Dead End	Gravel	80
Madeleine Street - Sherwood Crescent to Leslie Avenue	Gravel	60
Margaret Street - Knight Street to Dead End	HCB	100
Mcbride Rd - Highway 60 to Cotieville Road	Gravel	80
McBride Road - Cotieville Road to Dead End	HCB	100
McCreary Lane - River Road to #33	Gravel	60
McInnes Road - Lochwinnoch Road to Dead End	Gravel	50
McQuity Road - Garden Of Eden Road to Dead End	Gravel	80
Mullins Rd - Johnston Road to Mullins Road (Paved)	HCB	60
Mullins Rd - Mullins Road (Paved) to River Road	Gravel	80
Nadobny Lane - Pucker Street to Knight Street	HCB	100
Orin Road - Calvin Road to Haley Station Road	Gravel	50
Orin Road - Dead End to Garden of Eden Road	Gravel	80
Paddy Street - Knight Street to Dregas Street	HCB	100
Pallen Road - Johnston Road to Dead End	Gravel	50
Pastway Road - Thomson Road to Dead End	Gravel	80
Pinnacle Rd - Highway 60 to Kasaboski Road	HCB	76
Pinnacle Rd - Kasaboskie Road to Price Road	HCB	80
Pinnacle Rd - Price Road to Highway 17	HCB	80
Price Road - Pinnacle Road to #72	Gravel	80
Pucker St - Burnstown Road to Blackburn Road	HCB	100
Ruttan Rd - River Road to Dead End	Gravel	50
Sherwood St - McBride Road to Madeleine Street	HCB	90
Storie Rd - River Road to Dead End	Gravel	80
Thompson Rd - Lochwinnoch Road to River Road	HCB	100
Thomsonhill Cemetery Street - Margaret Street to Burnstown Road	HCB	100
Tinswood Road - Eady Road to Dead End	Gravel	60
Whitton Rd - Algonquin Trail to Gillan Road	HCB	64
Whitton Road - Gillan Road to Dead End	HCB	100
Average PCR		77.17142857

80

RETURN TO AGENDA