

From Bart Malloy
Melancthon Township resident.

To Melancthon Township Council
cc: Denise Holmes CAO

Re: Please add to February 4 council agenda under Road Business " 2010 Draft Budget Planning "

On Jan 12,2010, I attended a meeting at the Melancthon Township office to hear discussions regarding the 2010 draft budget.

I believe the residents of Melancthon should be aware of the discussion regarding the proposed road activity brought forth at the draft budget meeting.

The roads superintendent proposed that reconstruction of a few roads were necessary for 2010.

- 1) 2nd Line N.E County Rd. 9 to The Melancthon town line. Remove the chip in tar section along this road because it is very expensive to maintain. The chip and tar would be replaced with gravel. Estimated cost between \$30,000 - \$50,000.
- 2) Pulverize and repave the 20th side road between County Rd. 124 and the 3rd line. Approximate cost \$140,000. Denise did mention that there was money available from the gas tax to possibly cover this.
- 3) Finish the main street of Hornings Mills out to County Rd. 124. Estimated cost \$400,000+. Denise did mention that a grant would have to be investigated for this construction activity to be approved.

On January 17,2010, I obtained a copy of the PSAB study from the Melancthon Township office and took some time to review it. The study was prepared in Nov 2008 (noted in the header of the study document) and released at the 2010 budget planning kick off meeting on Jan 12.

The study identifies sections of roads within Melancthon.

As well the study shows the daily traffic volume, the last time each section of road was reconstructed or improved, the estimated cost to rebuild the section of road from scratch, and in some cases the estimated cost to reconstruct the surface, the life expectancy remaining on the base of the road and the life expectancy remaining on the surface of the section of road.

There are approximately 28 sections of roads on the study that have zero (0) life in years remaining on the base and zero (0) life remaining on the surface.

Below is the breakdown:

There are 14 sections of road with traffic volumes of 0 – 49

There are 13 sections of road with traffic volumes of 200 – 499. 11 sections of the 13 are within Hornings Mills main street area.

There is 1 section of road with traffic volumes off 100 – 200.

FEB - 4 2010

One proposed road project for the 2010 budget planning has raised concerns. "Pulverize and repave the 20th side road between County Rd. 124 and the 3rd line. Approximate cost \$140,000." Traffic volume 200 – 499. According to the PSAB study this section of road is paved and has a life expectancy of 6 years remaining on the base and 5 years remaining on the surface.

On January 23, 2010 I drove down the 20th side road between 124 & the 3rd line and noted the following:

- 1) The pavement does not appear to be in disrepair. There are no obvious dips, no potholes or severe cracks in the surface.
Why was this road targeted for re-construction?
- 2) There are no residential homes on this section. The two properties on this section are Holmes Agro and Wilson Farms potato storage depot.
- 3) Further down from the 20th side road between the 3rd line and the 4th line the road was much worse. It has 5 years remaining on the base life and 0.6 years remaining on the surface. The estimated road count is 50 – 199.

Why would this section have not been considered for gravel resurfacing?

I believe residents will be concerned that a road project is being considered for the 2010 budget, which does not presently require reconstruction. The taxpayers money should be better spent on roads with a significant road count and that are at zero "0" life expectancy on the base and surface. This would be more beneficial to the taxpayers. I do understand that the budget is still in the planning stages. The taxpayers would be better served if Melancthon council prioritized the road reconstruction projects more appropriately.

Conclusion:

Some examples of appropriate roads requiring reconstruction are:

- 1) Reconstruct the 4th line between Hwy 89 and Hwy 10, traffic count 200-499 estimated cost \$108,000 as identified on the PSAB study.
- 2) Put money available to the Hornings Mills Main Street project and finish that area. Thus reducing our count of 0 life span road sections in the 200 – 499 traffic range down to 1.
- 4) Continue with the 2nd Line N.E from County Rd.-9 to the Melancthon town line. Remove the chip and tar section along this road because it is very expensive to maintain. The chip and tar would be replaced with gravel. Estimated cost between as explained by the superintendent was \$30,000 - \$50,000. This will save money in future years, with the elimination of the chip and seal material.

I believe council should have the superintendent reconsider his proposal and come to the Feb 9 Budget meeting with backup data of what roads really need attention.

Regards
Bart Malloy

THE CORPORATION OF THE COUNTY OF DUFFERIN



REPORT PW-10-01 TO PUBLIC WORKS COMMITTEE



To: Chair Fawcett and Members of Committee
From: Trevor D. Lewis, P.Eng. Director of Public Works
Date: January 26, 2010
Subject: Melancthon Request to Plow 3rd Line

Purpose

The purpose of this report is to address the request of Melancthon Township to plow the 3rd Line when #124 is closed.

Background & Discussion

The following motion was made and passed at the Public Works Committee Meeting of January 29, 2008:

Moved by Councillor Fawcett, seconded by Councillor MacIver,

THAT correspondence from the Township of Melancthon dated December 7, 2007, regarding a request for the County to maintain Township Road 3rd Line OS during road closures of County Road 124, be received;

AND THAT the Director of Public Works review the detour protocol and provide a report for the February 19, 2008 Public Works Committee meeting.

At the February 19, 2008 Committee Meeting staff reported verbally on the Winter Control Guidelines under Item #4.

"Director of Public Works Trevor Lewis advised that the road closure procedures as outlined in the County's Winter Control Guidelines will be reviewed with local emergency services and MTO representatives at the end of the season."

The previous reporting did not address the request from Melancthon.

The County of Dufferin does not control the closure of any county road due to winter conditions, the OPP has that control. If the County has concerns with the conditions, staff would recommend to the OPP that it be closed and the OPP would investigate our concerns and make the determination to close the road. Detour routes are not provided during these closures.

While the road is closed, staff continues to plow the road if visibility permits. Even though we have automated signs warning of the road closure staff are required to physically close the road with barricades and this takes time, especially with the limiting conditions. There isn't sufficient staff and resources to maintain additional roads.

If we did have the staff and equipment, there would be other issues relating to liability and lack of knowledge of the roads of another jurisdiction. Staff is not familiar with the roads they do not work on.

Local Municipal Impact

Local municipalities will have to continue to plow the roads under their jurisdiction.

Financial Impact

There is no financial impact with the suggest recommendation.

Recommendation

THAT Report PW-10-01, *Melancthon Request to Plow 3rd Line* , from the Director of Public Works dated January 26, 2010 be received;

AND THAT the County continue to plow only County Roads.

Respectfully submitted by

Original signed by,

Trevor D. Lewis, P. Eng.
Director of Public Works
and County Engineer