



The Corporation of the Township of Huron-Kinloss

Staff Report

Report Title: Transportation Jan. 2025

Date: Jan. 13, 2025

Report Number: PW-2025-01

Department: Public Works

File Number: C11 PW 25

Prepared By: John Yungblut, Director of Public Works

Attachments: None

Recommendation:

THAT the Township of Huron-Kinloss Committee of the Whole hereby receives for information Report PW-2025-01 prepared by John Yungblut, Director of Public Works.

Background:

Wheeler and Outram St. Reconstruction

The tender for the reconstruction of Wheeler St. from Inglis St. to Havelock St. and Outram St. from Wheeler St. to Hamilton St. and the rehabilitation of structure L1 on Ludgard St. and L3 on Wheeler St. was awarded to Lavis Contracting on May 15, 2024 and construction began on July 16, 2024.

The new watermain and services on Wheeler St. between Inglis St. and Havelock St. have been tested and connected to the water system.

New storm sewer installations on Wheeler St. and Outram St. were completed during the week of Sept. 23rd.

The rehabilitation of the Wheeler St. Bridge (L3) was completed during the week of Sept. 16th and the rehabilitation of the Ludgard St. Bridge was completed during the week of Sept. 23rd.

The construction of concrete curbs and forming of concrete sidewalks was completed during the week of Oct. 21st. Sidewalks were poured during the week of Oct. 28th and the base layer of asphalt was paved during the week of Nov. 11th.

The contracted attempted to restore the lawn areas with sod on Nov. 27th, but persistent snowfall events prevented this from happening. They will complete this work in the spring when weather allows.

Gravel Pit Application

The process of obtaining a Class B gravel extraction licence for a Township property located at 620 Kairshea Ave began in late 2019. A Class B licence allows for the extraction of up to 20,000 tonnes of aggregate annually and the gravel would be used for the maintenance of Township roads.

A series of studies that are required by the Ministry of Natural Resources and Forestry (MNR) have been completed along with a Stage 1 and Stage 2 Archaeological Assessment. The Stage 2 assessment found evidence of indigenous artifacts in the middle of the property, so in order to avoid proceeding with a Stage 3 Archaeological Assessment, we will have to create a 70m buffer around the area that cannot be disturbed.

A public consultation period concluded in April 2023 with one property owner objecting to the proposal. At the same time, Township staff were presented with a proposal from Saugeen Ojibway Nation (SON) that required payment of \$15,950 for a review of our application.

Based on all the information received, Township staff decided to put this project on hold while we evaluated our options. In the spring of 2024, Township staff decided that it was worth pursuing this gravel pit licence even with the issues encountered.

Discussion/Analysis/Overview:

Wheeler and Outram St. Reconstruction

Overall, the project went well, although the winter weather did prevent some minor deficiencies from being completed along with

Gravel Pit Application

The Township's consulting engineers have had positive discussions with the property owner, and we believe we can come to a mutual agreement. We are also in discussions with SON regarding an agreement for their review of our application. Our intent is to not proceed with a Stage 3 Archaeological Assessment and create a 70m buffer around the area of the artifacts.

Township staff are aware that SON will likely be requesting an extraction fee for the gravel extracted from the site.

We are expecting the value of aggregate to increase significantly in the near future, so even if this investment is only marginally less expensive than purchasing maintenance gravel, we believe that it will very beneficial to have access to this resource and help to stabilize our road maintenance costs.

Financial Impacts:

Cost associated with the gravel pit application are included in the 2024 Capital Budget.

Performance Measurement:

Regular Pavement Condition Index (PCI) evaluations on all our paved roadways will allow staff to determine if the overall condition of our paved roads is improving or deteriorating. This information is critical in establishing the appropriate capital investment required. The last PCI evaluation was completed in 2020, and we are expecting to complete another study in 2025. Ideally, the PCI evaluations are completed on a three year cycle, which is our goal beyond 2025.

Our Bridge Condition Index (BCI) evaluations are completed on a six year cycle, which is used to determine the overall condition of our structures.

Staff will be calculating the cost of licencing, extracting, processing and hauling the road maintenance gravel to provide a comparison to purchased gravel. This will help us to determine if pursuing a Stage 3 Archaeological Assessment in the "no-go" area of the gravel pit is worthwhile in the future.

Strategic Area:

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| <input checked="" type="checkbox"/> Embrace a thriving rural lifestyle | <input type="checkbox"/> Enhance Municipal Service Delivery |
| <input type="checkbox"/> Prepare for Inclusive Growth | <input checked="" type="checkbox"/> Ensure Financial Stability |

Strategic Goal: Manage assets and infrastructure

Respectfully Submitted By:

John Yungblut, Director of Public Works

Report Approved By:

Jodi MacArthur, Chief Administrative Officer