1. CALL TO ORDER

2. APPROVAL OF AGENDA

3. CONSENT AGENDA
   3.1 Council for Public Works Minutes, April 30, 2020
   3.2 April 2020 Director Report
   3.3 April 2020 Shop Foreman Report
   3.4 April 2020 Utilities Foreman Report
   3.5 April 2020 Division 1-5 (East End Foreman) Report
   3.6 April 2020 Division 6-7 (West End Foreman) Report
   3.7 April 2020 Right of Entry Agreement Report
   3.8 April 2020 Solid Waste Haul Data Report
   3.9 April 2020 Road Use Agreement / Roadata Report
   3.10 April 2020 GP Road Inspections Report
   3.11 April 2020 Service Request Management Report
   3.12 April 2020 Project Costing Report

4. UNFINISHED BUSINESS

5. NEW BUSINESS
   5.1 Land Acquisition Agreement – Wetaskiwin Stock Car Club - Report
5.2 Alder Flats Sewer Expansion: Contaminated Soil - Report

5.3 Proposed Purchase of Fleet Vehicle to Replace T2111 - Report

6. INFORMATION ITEMS

7. ADJOURN
Council Public Works Meeting
MINUTES
Thursday, April 30, 2020
Video Conference

Present
Reeve Terry Van de Kraats
Councillor Josh Bishop
Councillor Bill Krahn
Councillor Dale Woitt
Councillor Ken Adair
Councillor Kathy Rooyakkers
Councillor Lyle Seely

Staff Present
Rod Hawken, Chief Administrative Officer
Jeff Chipley, Assistant Chief Administrative Officer
Delores DeBlois, Recording Secretary
Neil Powell, Director of Public Works

1. CALL TO ORDER
The Council for Public Works meeting for the County of Wetaskiwin No. 10 was called to order by Reeve T. Van de Kraats in the Council Chambers, of the County of Wetaskiwin Administration Office, commencing at 9:07 a.m. on Thursday, April 30, 2020.

2. APPROVAL OF AGENDA
Resolution PW20200430.001
MOVED: by Councillor J. Bishop
that the agenda be accepted as presented.
Carried Unanimously

3. CONSENT AGENDA
Resolution PW20200430.002
MOVED: by Councillor J. Bishop
that Council approve the items listed on the Consent Agenda as follows:

- Council for Public Works Minutes, February 27, 2020
- February 2020 Director Report
- March 2020 Director Report
- February 2020 Shop Foreman Report
- March 2020 Shop Foreman Report
- February 2020 Utilities Foreman Report
- February 2020 Division 1-5 (East End Foreman) Report
- March 2020 Division 1-5 (East End Foreman) Report
- February 2020 Division 6-7 (West End Foreman) Report
- March 2020 Division 6-7 (West End Foreman) Report
- February 2020 Right of Entry Agreement Report
- February 2020 Solid Waste Haul Data Report
- March 2020 Solid Waste Haul Data Report
- February 2020 Road Use Agreement / Roadata Report
December 5, 2019

MARTIN J. H. GRODZINSKI

COUNCIL PUBLIC WORKS, APRIL 30, 2020

- March 2020 Road Use Agreement / Roadata Report
- February 2020 GP Road Inspections Report
- March 2020 GP Road Inspections Report
- February 2020 Service Request Management Report
- March 2020 Service Request Management Report
- March 2020 Project Costing Report
- G3 Canada Update

Carried Unanimously

5. NEW BUSINESS

5.1 Road Ban Order – April 13, 2020 - Report

Resolution PW20200430.003
MOVED: by Councillor K. Adair

that Council ratify the decision of the Road Protection Committee to implement 75% Seasonal Road Bans on all graveled surfaces not identified by the annual road bans, and various weight restrictions to select paved roads, effective 8:00 a.m., Monday April 13, 2020.

Carried Unanimously

5.2 Paper Recycling Program - Report

Resolution PW20200430.004
MOVED: by Councillor K. Rooyakkers

that Council terminate the contract with Allied Paper Savers for County of Wetaskiwin Paper Recycling Program effective March 31, 2020, and decline the proposed contract due to the poor benefits received and overall costs of the program.

Carried Unanimously

Resolution PW20200430.005
MOVED: by Councillor K. Rooyakkers

that discussion of solid waste and recycling programs be included in the 2020 Strategic Planning for the 2021 Budget.

Carried Unanimously

5.3 2020 Road Tour with Respect to Covid-19 - Report

Resolution PW20200430.006
MOVED: by Councillor K. Rooyakkers

that the June 2020 Road Tour be postponed until September 14 and 15, 2020.

Carried Unanimously

5.4 Proposed Five-Year Bridge Plan – 2020-2024 - Report

Resolution PW20200430.007
MOVED: by Councillor B. Krahn

that Council approve the Five-Year Bridge Plan for 2020 to 2025 as presented and that a copy be submitted to Alberta Transportation for review.

Carried Unanimously
5.5 Request for Quotes – Supply of Engineered Oilfield Portable Bridges - Report

Resolution PW20200430.008
MOVED: by Councillor K. Adair

that Council approve the procurement of two (2) 14’6” x 80’ – 100-ton portable bridges at $114,000.00 each, for a total cost of $228,000.00 from JimBob Bridges, with delivery to SE 36-45-7 W5M (West Buck Lake Transfer Station).

Carried Unanimously

7. ADJOURN

Resolution PW20200430.009
MOVED: by Councillor J. Bishop

that the Council for Public Works meeting be adjourned at 10:08 am.

Carried Unanimously

________________________________________
REEVE

________________________________________
CHIEF ADMINISTRATIVE OFFICER
PUBLIC WORKS:

The spring melt caused significant problems well into the month of May. This is a particularly bad year due to the snowpack, drifting and ice conditions. To date, there has been several occurrences of road breach and erosion, centreline culvert fail and road washouts.

Much of the effort during April and May was to restore many of the damaged sites. Some of the centreline culvert repairs are temporary in nature and serve only to get the road re-open. Each of the sites will get a comprehensive upgrade to prevent future occurrences.

Following the flood conditions of the spring melt, the frost began to thaw. Due to the wet conditions last year and the long winter conditions, the formation of frost lenses was significant. When these thaw and melt, it renders the road subgrade to an extreme moisture condition where it becomes unstable. The problem is again prevalent across the entire County. The main cause of frost lense formation is low road elevation, soil type (silts, topsoil) and elevation of the water table.

Human Resources:

Public Works conducted interviews during the month of May to fill the vacant Patrol Area No. 3 grader operator position. There were 33 applications in total and eight candidates were interviewed. The interview process included face to face interviews followed by a field test at the County quarter. The field test was an opportunity for the candidate to showcase their skills and knowledge of the equipment while using our construction grader. Of the eight candidates, 4 were excellent and we are in the process of offering the position to the best candidate.

Capital Projects and Operations:

Bridge File 8191 in Division 3 is primarily complete. Remaining work includes site cleanup, grooming and seeding, and will be completed in the Spring. At the time of writing this report, the contractor is remobilizing to finish the site cleanup work.

Bridge File 71375 in Division 7 is 100% complete. A final inspection was conducted on May 19, 2020.
Local Road Construction:

- Work has begun on the Sod Farm Hill drainage and road upgrade project. This work is being done by ROHI Engineering and Prairie North. Following this, Prairie North will move to the Deuce Auto Road (TR 464).
- Work has not yet been reinitiated on the Em-Te-Town road. Central Construction is the contractor for this project held over from 2019.
- Work has not yet been re-initiated on the G3 Resource road. A meeting is scheduled for May 20, 2020 with Public Works, ROHI and Iron Addicts. The purpose of the meeting is to inform Iron Addicts of the Site Occupancy reinstatement. The main purpose of Site Occupancy is to prevent contractors from leaving a construction site in limbo to concentrate on another project. The penalty for each Site O day is $2,000.

Paved Road Upgrades:

- Work has begun on RR 63 with slope and culvert repairs. The project also includes a significant upgrade to the intersection at Lakeshore Drive to Buck Lake. Once all the preparation work is complete, the entire job will receive the pavement overlay.
- Work will initiate near the end of May on the Golf Course Road. A fair bit of grade and base preparation and intersection upgrades will occur before the pavement lifts are applied.
- The preliminary design for RR 11 (Norris Beach Road) is into Public Works for review. Once the detailed design is complete, the project detail and costs will be presented to the Councils of the County of Wetaskiwin and the Summer Villages of Crystal Springs and Norris Beach for approval.

UTILITIES:

2020 Toxic Roundup

The Toxic Roundup held each year at Millet and Lakedell is scheduled for Saturday, June 27, 2020 - 8:00 am - 12:00 noon (4 hours). This effort is considered part of solid waste collection and an essential service. The methods for the collection and disposal should fall in line with COVID-19 physical distancing. The public will be aware of these rules and the collection should proceed without issues. Volunteers are welcome.

South Pigeon Lake Regional Wastewater System

On April 27, 2020, County crews discovered a break on the main force main between Lift Station 1 and Lift Station 2. The repair was conducted the next day. The detail of the break is presented in the Utilities Foreman Report. The cost of the repair which includes County staff time and that of Cobra Plumbing and Gas Fitting is anticipated to be around $13,000. Full clean up of the excavation will be done by County crews once the conditions...
are dry enough to complete the work. Work will include slope texturing, placement of new topsoil and seeding.

Alder Flats Wastewater Collection System Expansion

Work is underway on the Alder Flats Wastewater Collection System Expansion project. Initial work is on the gravity and forcemain installation which will be followed by the lift station.

On May 10, 2020, and during excavation of the trench for sewer main installation, it was discovered that the insitu soil was contaminated with gasoline. A full report regarding this issue is presented separately.
Warranty repairs were completed on the following units:

- MG019 2019 Caterpillar 140M3 Grader
  - Repair defrost fan

- MG0315 Caterpillar 160M MotorGrader
  - Bearing failed in transmission. Finning supplied trucking and loaner grader while MG0315 is being repaired as per the warranty agreement. This repair is not complete yet but the approximate cost if we did not have warranty would be $100,000

As per the Commercial Vehicle Inspection Program (CVIP), the following units were inspected for County Service:

- TR1604 – 2004 K-line T/A Jeep
- T2010 – 2010 International 4300 4x2
- T3507 – 2007 International 9400
- TR1309 – 2009 Sei-tank Trailer
- TR0705 – 2005 Loadline Tridem Pup
• On April 27, 2020 there was a Line break discovered on the wastewater forcemain between South Side Lift Station #1 (Westerose) and South Side Lift Station #2 (Hwy 780). The line had failed sometime between the evening of April 24, 2020 and morning of April 27, 2020. The forcemain is a 250mm PVC DR18 line and is approximately 5 years old. The line break likely occurred from stress due to poor pipe alignment from when the line was drilled. Approximately 462 cubic meters of wastewater was released into the ditch along highway 780. Utilities department notified Alberta Environment and Parks, and the County of Wetaskiwin was given Contravention Reference # 365791. Sampling was performed at the line break site, and 2 downstream ponds along highway 780. Cobra Plumbing performed the excavation and line repair. No further action was required.

• On April 16, 2020, the Winfield Fire Department used a Fire Hydrant at the far end of the water distribution system which stirred up sediment in the line resulting in high turbidity throughout the distribution system. A flush of the water distribution system was completed to clear the high turbidity, and bacteriological samples were taken. Alberta Environment and Parks was notified, and the County of Wetaskiwin was given Contravention Reference # 365323. The Utilities Department has designed a Uni-Directional Flushing Program to help remove additional sediment. The summer of 2020 will be the first year of that program.

• On April 6, 2020, a low chlorine condition was discovered at the Dorchester Water Treatment Plant. Utilities operators determined the Pulsafeeder Chlorine Pump at the Dorchester Water Treatment Plant failed sometime between the evening of April 3, 2020 and April 6, 2020. The chlorine pump was repaired, and a flush of the water distribution system was completed.
Alberta Environment and Parks was notified, and the County of Wetaskiwin was given contravention reference # 365323. Alberta Health Services recommended a boil water advisory and Utilities staff notified the residents of Dorchester of the boil water advisory. Bacteriological samples were taken from various points in the water distribution system. Once the bacteriological sample results were received, the boil water advisory was lifted. Currently there is no alarm call system at the Dorchester Water Treatment Plant to notify Utilities staff of plant conditions such as a low chlorine.

- Peace Hills Transfer Station oil recycling tank was brought up to PTMAA standards (Petroleum Tank Management Association of Alberta). Signage was added to the tank indicating the tank’s contents. No smoking signs were put in place around the tank. Concrete barriers were also added to prevent damage from a vehicle collision.

- Utilities Foreman Robert Boyd returned to work April 21, 2020 after having shoulder surgery.
Division 1-5 (East End Foreman)

- Road maintenance continued to be performed due to quick thaw creating very poor road conditions including frost boils.
- Various PW staff continued cross-training with the Utilities Department (Water Treatment Plants & Sanitary Sewerage Lift Stations) in preparations for anticipation of reduced staff numbers due to the COVID-19 pandemic.
- Implemented evolving protocols with regards to Alberta Health Services COVID-19 recommendations such as physical distancing, covering coughs/sneezes, disinfection of common surfaces/equipment/trucks, stay-at-home requirements, etc.
- Various staff assisted the Heavy-Duty Mechanic with CVIP procedures to several County fleet truck/trailer units.
- Several staff located frozen culverts & opened inlets/outlets as applicable with the rapid thaw event due to excessive seasonal snow accumulation.
- Multiple road/culvert washouts due to spring melt were temporarily repaired and/or failed culverts were replaced with more adequate sizes. Many roads were closed during this period; most have been reopened. Some washouts requiring more extensive road repairs are being designed in-house for future remedies.
- Commenced 500 tonne 40mm minus crushed limestone aggregate stockpiling for Spring Road Repair use.
- Ongoing signage installation, garbage pick-up, hand-brushing, tree removal, etc.
Division 6-7 (West End Foreman)

- Snowplowing and sanding.
- Thawed many culverts on various roads using mostly county equipment.
- Hauled gravel and shale to washouts.
- There were a few beaver dams to dig out.
- We dug out a soft hole and filled with shale on RGE RD 41 south of TWP RD 464.
- Culverts were replaced due to washouts at the following locations:
  - RGE RD 75 and TWP RD 462,
  - RGE RD 71 south of TWP RD 464,
  - TWP RD 454 east of RGE RD64,
  - and 2 culverts on RGE RD 64 north of TWP RD 454.
- Patched washouts and culverts at the following locations:
  - RGE RD 63 north of TWP RD 464,
  - RGE RD 60 south of TWP RD 454,
  - RGE RD 75 south of TWP RD 454,
  - RGE RD 75 north of TWP RD 472,
  - RGE RD 73 south of TWP RD 454,
  - TWP RD 465 west of RGE RD53,
  - RGE RD 25 south of TWP RD 454,
  - TWP RD 454 west of RGE RD75,
  - TWP RD 470 west of HWY 761,
  - RGE RD 73 south of HWY 13,
  - RGE RD 42 south of HWY 13,
  - RGE RD 73 north of TWP RD 470,
  - RGE RD 74 south of TWP RD 464,
  - RGE RD 50 north of TWP RD 472,
  - RGE RD 75 north of TWP RD 460,
  - RGE RD 43A south of TWP RD 463,
  - RGE RD 64 south of HWY 13,
  - RGE RD 73 north of TWP RD 462.
- We also closed RGE RD 50 south of HWY 13 and RGE RD 15 north of HWY 13 due to being too soft to get through without four-wheel drive.
The following Right of Entry Agreement was signed in the month of April:

- Lawrence A. Johnson – NW 3-46-23 W4M – for the purpose of completing gravel source testing, including testing by drill rig or excavator.
### WEST DRIEDMEAT LAKE
**Data Compilation - Transfer Stations**
January 1 – April 30, 2020

<table>
<thead>
<tr>
<th></th>
<th>Bearhills</th>
<th>Hilgartner</th>
<th>Lakedell</th>
<th>Millet</th>
<th>Peace Hills</th>
<th>Recycling-Ag Plastics</th>
<th>OTHER</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Users</td>
<td>Loads</td>
<td>Weight</td>
<td>Users</td>
<td>Loads</td>
<td>Weight</td>
<td>Users</td>
</tr>
<tr>
<td><strong>January</strong></td>
<td>240</td>
<td>3</td>
<td>8450</td>
<td>144</td>
<td>3</td>
<td>7,980</td>
<td></td>
</tr>
<tr>
<td><strong>February</strong></td>
<td>177</td>
<td>2</td>
<td>6,660</td>
<td>177</td>
<td>1</td>
<td>3540</td>
<td></td>
</tr>
<tr>
<td><strong>March</strong></td>
<td>200</td>
<td>3</td>
<td>10,920</td>
<td>164</td>
<td>2</td>
<td>6010</td>
<td></td>
</tr>
<tr>
<td><strong>April</strong></td>
<td>266</td>
<td>3</td>
<td>10,060</td>
<td>193</td>
<td>2</td>
<td>7,610</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Winfield</th>
<th>Buck Lake</th>
<th>Gwynne</th>
<th>Mulhurst</th>
<th>Crossroads Waste</th>
<th>TOTALS</th>
<th>Mattresses</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Users</td>
<td>Loads</td>
<td>Weight</td>
<td>Users</td>
<td>Loads</td>
<td>Weight</td>
<td>Users</td>
</tr>
<tr>
<td><strong>January</strong></td>
<td>263</td>
<td>7</td>
<td>22,429</td>
<td>636</td>
<td>12</td>
<td>44,506</td>
<td>263</td>
</tr>
<tr>
<td><strong>February</strong></td>
<td>293</td>
<td>4</td>
<td>15,053</td>
<td>679</td>
<td>8</td>
<td>24,312</td>
<td>309</td>
</tr>
<tr>
<td><strong>March</strong></td>
<td>277</td>
<td>8</td>
<td>23,963</td>
<td>694</td>
<td>11</td>
<td>38,846</td>
<td>303</td>
</tr>
<tr>
<td><strong>April</strong></td>
<td>408</td>
<td>9</td>
<td>28477</td>
<td>936</td>
<td>14</td>
<td>47,750</td>
<td>490</td>
</tr>
</tbody>
</table>

**Note:**
Crystal Hofforth, Bear Hills Transfer Station Attendant, was given additional duties at the end of March to monitor all transfer stations to ensure COVID messaging & supplies are present at each site and safety compliance is being met.
ROAD USE AGREEMENTS – APRIL 2020

The following Road Use Agreements were processed by PW Administration:

<table>
<thead>
<tr>
<th>Activity</th>
<th>Initiated</th>
<th>Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farming</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Gravel Pit</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Hauler</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Integrity Dig</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Pipeline</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Tele Com</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Wellsite</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>10</strong></td>
<td><strong>11</strong></td>
</tr>
</tbody>
</table>

ROADDATA – APRIL 2019

There were 214 permits issued by Roadata regarding the use of County of Wetaskiwin roads. There were 11 Travis MJ permits issued for a total amount of $159.50 and two Non-Travis MJ Permits issued for a total of $50.00.
No inspections were reported by Chris Patten of GP Road Inspections for the month of April 2020.
### Request Report

Business Unit: 3200 Public Works  
Activity: All  
Status: Not Closed  
Assigned To: All  
Category: All  
Priority: All  
To April 30/20

<table>
<thead>
<tr>
<th>Requested</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>1587</td>
<td>Assigned</td>
</tr>
<tr>
<td>1856</td>
<td>Closed</td>
</tr>
<tr>
<td>1932</td>
<td>Assigned</td>
</tr>
<tr>
<td>1980</td>
<td>Assigned</td>
</tr>
<tr>
<td>1993</td>
<td>Assigned</td>
</tr>
<tr>
<td>2051</td>
<td>Closed</td>
</tr>
</tbody>
</table>

**PW Comment**

**PW Comment**

**PW Comment**
<table>
<thead>
<tr>
<th></th>
<th>Assigned</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2066</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PW Comments</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2085</td>
<td>Assigned</td>
<td></td>
</tr>
<tr>
<td>PW Comments</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2087</td>
<td>Assigned</td>
<td></td>
</tr>
<tr>
<td>PW Comments</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2125</td>
<td>Assigned</td>
<td></td>
</tr>
<tr>
<td>PW Comments</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2208</td>
<td>Closed</td>
<td></td>
</tr>
<tr>
<td>PW Comments</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2214</td>
<td>Closed</td>
<td></td>
</tr>
<tr>
<td>PW Comments</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2216</td>
<td>Assigned</td>
<td></td>
</tr>
<tr>
<td>PW Comments</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2218</td>
<td>Closed</td>
<td></td>
</tr>
<tr>
<td>PW Comments</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Request

Requested by Councillor L. Seely to extend the street lighting to the intersection of RGE RD 63 and Lakeshore Drive in the Hamlet of Buck Lake as per Strat Plan discussions.

**Documents have been sent to Fortis to proceed with the installation. The project will cost of $8,000. Fortis RGE RD 254 South of HWY 616 had been graded and Councillor J. Bishop travelled the road the next morning. It was in better shape but still appears to have the same issues it did when the work order was put in during the spring. That being the fact that the pot holes and washboard are not being removed but cut half way down and then filled in. It takes very little time before the loose gravel comes out of the holes and returns to the same condition. Some areas looked as though they were**

An issue prevalent in the Pipestone area with boulders in the road subgrade. The Patrol Operator also commented that the road is in poor condition. Another solution is to bench the road down 400 mm and cover with a clay cap. The clay cap would prevent water from seeping through the subgrade. It will be considered during the 2020 budget process. Previously, PW has scarified and removed rocks on this road and this could be done again in 2020.

Councillor J. Bishop reported that east from Pipestone School the road has major frost boil issues with black dirt mounds developing along the road. Administration is to advise Council of the plan to address this problem.

Councillor Rooyakkers has a concern with TWP472 west of Hiway 20 then south on RR42, all the recent gravel is in the ditch (there is no crown) and consequently the road is in very poor shape due to the amount of rain. Secondly, the culvert on TWP470 east of RR42 which was just replaced is washing out. Please investigate and report to me as soon as time permits.

Councillor Woitt was approached by Clarence Claerhout (NW-29-46-24W4) about RR245. He thinks the road is too narrow as a Triple A painting truck went in the ditch. Also he reported that a grader operator had hit the ditch in the winter. Please investigate as time permits.

Councillor Adair received the following email: Regarding my tax dollars wasted on marking the road for repairs last year and still nothing has been done. On April 25th, May 22 I sent e-Mails to you in regards repairing the road, I then called you on June 26 and you stated you would get back to me. It is now August 6th and I am still waiting. I find your attitude Very unprofessional and this is a blatant disregard for a voting member of this community. I would appreciate some sort of response out of your duty as My councillor. I have cc’d this to the Reeve in hopes that maybe Terry can respond as you require more substantial re-construction rather than spot-fixes.

N.Powell had mentioned that we will sub-let this project to outside contractors as County staff may not be available.

The culvert on RGE RD 42 south of TWP 470 will not be repaired until 2020 due to wet conditions.

Councillor Woitt was approached by Clarence Claerhout (NW-29-46-24W4) about RR245. He thinks the road is too narrow as a Triple A painting truck went in the ditch. Also he reported that a grader operator had hit the ditch in the winter. Please investigate as time permits.

D. Vikse, East-end Foreman reports that he measured the road surface width and it meets county standards (7.3m wide). County crews are planning to repair the ditch & bring the sideslope to current standards. This was not completed in 2019 due to weather and staffing resources. We still have to address emergent issues prior to tending to the sideslopes as per this SRM complaint.

Councillor Adair received the following email: Regarding my tax dollars wasted on marking the road for repairs last year and still nothing has been done. On April 25th, May 22 I sent e-Mails to you in regards repairing the road, I then called you on June 26 and you stated you would get back to me. It is now August 6th and I am still waiting. I find your attitude Very unprofessional and this is a blatant disregard for a voting member of this community. I would appreciate some sort of response out of your duty as My councillor. I have cc’d this to the Reeve in hopes that maybe Terry can respond as you require more substantial re-construction rather than spot-fixes.

D. Vikse was informed by N.Powell & B.Anderson to hold off on completing these repairs with pavement; as much of the subdivision is rapidly deteriorating & the entirety of it will likely require more substantial re-construction rather than spot-fixes.
Mr. Buskas contacted Councillor Krahn again about a culvert within an approach north of his farmsite (roll #7201; SW-18-44-22W4 - that has rotted and needs replacing. It is possible that Dallas tried to inspect earlier this year but the approach/culvert may have been under water. Please create SRM and

Subsequent inspection completed (with Mr. Buskas). He was "okay" with the culvert as-is; understanding dictates. County has this approach culvert on the list for replacement.

October 8, 2019 Councillor Adair contacted by Cliff Stone Email from Rod: Councillor Adair was contacted by Cliff Stone about stumps and rocks in ditch in the area where road work was completed. The location is NW-24-45-28W4 and there was a possible right of entry agreement. Please

D. Vikse inspected this area. The stumps in-fact are on County property. I have discussed with Mr. Stone with the intent of County Crews to remedy the situation approx. mid-June 2020.

October 10, 2019 Councillor Seely contacted Rod; email from Rod as follows: Councillor Seely attended the Sunset Bay Community Group meeting last night and the following item came out of it: Roll # 409524; Lot 3, Block 11 (Kary Picklyk) complained that the MR on the north of his property was not draining to the west and as a result, the water was flooding his property. Please investigate and

Councillor Bill Krahn received a complaint from Laverne Buchert (see SRM 1987) about no gravel on road and trucks are hauling to G3. Please investigate the need for gravel and contact Mr. Buchert with plan of action for that road. In July, the grader operator was supposed to do a lip pull to help

With the G3 "Resource Road" still in under construction, much truck traffic is taking alternate routes to/from negatively impacted. We are continuing to perform maintenance on these corridors, with the understanding that the Resource Road has been completed.

Councillor B. Krahn informed that he received a request/inquiry from Ryan Reeves about the condition of TWP 450 near the Reeves property for about half a mile. Mr. Reeves would like to see a couple of loads of gravel placed on the road. Map of the area attached

2 culverts; installed & reinstalled by Netook still had significant settling due to poor compaction; on TWP 4 compacted with new clay on 2020-05-19 by County PW crew. Gravels subsequently reapplied to both locations. We will monitor for future settling.

Please investigate a report from Councillor B. Krahn that Township Road 442 may be cratering in spots about 1/2 mile west of Malmo Church.

Failed (undersized & rotten) Centerline culvert was replaced by PW with an increased capacity 800mm

Councillor K. Rooyakkers received a call from Mike Hussey regarding drainage issues at 510 4 Ave E, in Winfield. This is an ongoing problem that has been inquired about numerous times over the years.

Councillor Krahn called in with respect of a request from Gregory Reeves about the installation of a culvert on Township Road 450 east of Highway 822. Mr. Reeves is concerned that the culverts on the road are in the wrong location. Please investigate and report back. This is in relation to SRM 2208.

2 culverts; installed & reinstalled by Netook still had significant settling due to poor compaction; on TWP 4 compacted with new clay on 2020-05-19 by County PW crew. Gravels subsequently reapplied to both locations.
<table>
<thead>
<tr>
<th>Location</th>
<th>AssignedToName</th>
<th>DateReported</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamlet of Buck Lake</td>
<td>Murfitt, Daryn</td>
<td>01/09/18 10:15AM</td>
</tr>
<tr>
<td>RGE RD 254 South of HWY 616</td>
<td>Vikse, Dallas</td>
<td>10/17/18 2:00PM</td>
</tr>
<tr>
<td>East of Pipestone School on TWP RD 472.5</td>
<td>Vikse, Dallas</td>
<td>05/06/19 2:15PM</td>
</tr>
<tr>
<td>RGE RD 42 south of TWP RD 472</td>
<td>Murfitt, Daryn</td>
<td>07/11/19 8:45AM</td>
</tr>
<tr>
<td>RGE RD 245, South of TWP RD 470</td>
<td>Vikse, Dallas</td>
<td>07/25/19 9:00AM</td>
</tr>
<tr>
<td>39th street Mulhurst Estates</td>
<td>Vikse, Dallas</td>
<td>08/06/19 2:30PM</td>
</tr>
</tbody>
</table>

An issue prevalent in the Pipestone area with boulders in the road subgrade. The Patrol Operator also complains about the presence of boulders that make it difficult to blade and shape. It would provide a suitable base to blade and help to suppress the boulders from rising. *Boulders on the road and this could be done again in 2020.*

N. Powell had mentioned that we will sub-let this project to outside contractors as County staff may not be able to perform the works in 2020 due to other imminent works required.

The culvert on RGE RD 42 south of TWP 470 will not be repaired until 2020 due to wet conditions.

D. Vikse, East-end Foreman reports that he measured the road surface width and it meets county standards (7.3m wide). County crews are planning to repair the ditch & bring the sideslope to current standards. This was not completed in 2019 due to weather and staffing resources. We still have this project on the books, but have experienced multiple road/culvert issues this year (washouts, etc). We will address the emergent issues prior to tending to the sideslopes as per this SRM complaint.

D. Vikse was informed by N. Powell & B. Anderson to hold off on completing these repairs with pavement; as much of the subdivision is rapidly deteriorating & the entirety of it will likely require more substantial re-construction rather than spot-fixes.
<table>
<thead>
<tr>
<th>Location</th>
<th>Inspector</th>
<th>Date/Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>SW-18-44-22 W4</td>
<td>Vikse, Dallas</td>
<td>09/17/19 3:00PM</td>
</tr>
<tr>
<td>NW 24-45-28 W4M</td>
<td>Vikse, Dallas</td>
<td>10/08/19 4:15PM</td>
</tr>
<tr>
<td>340, 461032 Hwy 13, Sunset Bay</td>
<td>Murfitt, Daryn</td>
<td>10/10/19 9:30AM</td>
</tr>
<tr>
<td>TWP RD 460 - G3 Route</td>
<td>Vikse, Dallas</td>
<td>12/09/19 9:00AM</td>
</tr>
<tr>
<td>TWP RD 450 at RGE RD 231</td>
<td>Vikse, Dallas</td>
<td>04/13/20 12:00PM</td>
</tr>
<tr>
<td>SE 18-46-3 W5M; 510 4 Ave E, Winfield; Mike Hussey Property</td>
<td>Murfitt, Daryn</td>
<td>04/27/20 11:45AM</td>
</tr>
<tr>
<td>TWP RD 450 - East of HWY 822</td>
<td>Vikse, Dallas</td>
<td>04/28/20 3:45PM</td>
</tr>
</tbody>
</table>

*That we have more important culverts & road issues to deal with as priority*

With the intent of County Crews to remedy the situation approx. mid-June 2020.

2 culverts; installed & reinstalled by Netook still had significant settling due to poor compaction; on TWP 450 (1 west of SH 822, & 1 east of RR 235). Both locations were dug up & recompacted with new clay on 2020-05-19 by County PW crew. Gravels subsequently reapplied to both locations. We will monitor for future settling.

Subsequent inspection completed (with Mr. Buskas). He was “okay” with the culvert as-is; understanding that we have more important culverts & road issues to deal with as priority dictates. County has this approach culvert on the list for replacement.

D. Vikse inspected this area. The stumps in-fact are on County property. I have discussed with Mr. Stone with the intent of County Crews to remedy the situation approx. mid-June 2020.

With the G3 “Resource Road” still in under construction, much truck traffic is taking alternate routes to/from the grain terminal. All adjacent roads in the area are being significantly & negativley impacted. We are continuing to perform maintenance on these corridors, with the understanding that future works will likely be required to bring them back to “standard” after the Resource Road has been completed.

2 culverts; installed & reinstalled by Netook still had significant settling due to poor compaction; on TWP 450 (1 west of SH 822, & 1 east of RR 235). Both locations were dug up & recompacted with new clay on 2020-05-19 by County PW crew. Gravels subsequently reapplied to both locations. We will monitor for future settling.
PROJECT COSTING REPORT – MAY 19, 2020

To the middle of May 2020 represents 38% of the budget year. The overall PW and UT budget expenditures reported below total $5,308,513 or 14.6% of the $36,345,141 (2020 budget).

Public Works Budget

3201 Administration Budget: $2,663,546 with $630,094 expended to date (23.7% of the budget). Tracking as expected with Fleet Capital expenditures starting to accrue and new equipment tenders prepared and posted.

3202 Fleet Management Budget: $4,454,000 with $710,425 expended to date (16.0% of the budget). Tracking as expected.

3203 Funded Projects Budget: $8,985,047 with $1,246,364 expended to date (13.9% of the budget). Work has begun on RR 63 from Hwy 13 to Buck Lake.

3204 Patrol Operators Budget: $2,574,000 with $551,069 expended to date (31.2% of the budget). Tracking as expected.

3205 Road Maintenance Budget: $2,668,399 with $826,494 expended to date (31.0% of the budget). Tracking as expected.

3206 Road Construction Budget: $3,496,500 with $37,162 expended to date (1.1% of the budget). Work will re-initiate on Em-Te-Town Road as soon as the conditions permit (Central Const.). Work has begun on the Sod Farm Hill (Prairie North).

3207 Paved Roads Budget: $1,332,200 with $8,300 expended to date. (0.6% of the budget). Work on RR 63 has begun with sideslope improvements and culvert work. Work on the Golf Course Road will begin by the end of May. Some pothole patching of paved roads has been completed by County crews.

3208 Graveling Budget: $2,708,105 with $72,657 expended to date. Work will begin in early June with the summer gravelling program. The main gravelling program is scheduled for the beginning of September.

Public Works Summary: Total Budget of $28,881,797 with $4,333,426 expended to date, or 15.0% of the budget.
Utilities Budget: **4100 Water Services Budget**: $1,899,157 with $133,903 expended to date (7.1% of the budget).

**4200 Wastewater Services Budget**: $4,262,105 with $469,556 expended to date (11.0% of the budget). Alder Flats Sewer Expansion capital project is underway and is proceeding satisfactorily.

**4300 Solid Waste Management Budget**: $1,302,082 with $371,628 expended to date (28.5% of the budget). Tracking as expected.

*Utilities Summary*: Total Budget of $7,463,344 with $975,087 expended to date, or 13.1% of the budget.
# County of Wetaskiwin

## 1-PW and UT Expense Report for Council

To May 19, 2020

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Budget 2020</th>
<th>Actual 2020</th>
<th>YTD Variance</th>
<th>%YTD</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-3201-00</td>
<td>PW Administration</td>
<td>2,663,546</td>
<td>630,094</td>
<td>2,033,452</td>
<td>23.7%</td>
</tr>
<tr>
<td>1-3202-00</td>
<td>PW Fleet Management</td>
<td>4,454,000</td>
<td>710,425</td>
<td>3,743,575</td>
<td>16.0%</td>
</tr>
<tr>
<td>1-3203-00</td>
<td>PW Funded Projects</td>
<td>8,985,047</td>
<td>1,246,364</td>
<td>7,738,682</td>
<td>13.9%</td>
</tr>
<tr>
<td>1-3204-00</td>
<td>PW Patrols</td>
<td>2,574,000</td>
<td>801,929</td>
<td>1,772,072</td>
<td>31.2%</td>
</tr>
<tr>
<td>1-3205-00</td>
<td>PW Maintenance</td>
<td>2,668,399</td>
<td>826,494</td>
<td>1,841,905</td>
<td>31.0%</td>
</tr>
<tr>
<td>1-3206-00</td>
<td>PW Road Construction</td>
<td>3,496,500</td>
<td>37,162</td>
<td>3,459,338</td>
<td>1.1%</td>
</tr>
<tr>
<td>1-3207-00</td>
<td>PW Oiling</td>
<td>1,332,200</td>
<td>8,300</td>
<td>1,323,900</td>
<td>0.6%</td>
</tr>
<tr>
<td>1-3208-00</td>
<td>PW Gravelling</td>
<td>2,708,105</td>
<td>72,657</td>
<td>2,635,447</td>
<td>2.7%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>28,881,797</strong></td>
<td><strong>4,333,426</strong></td>
<td><strong>24,548,371</strong></td>
<td><strong>15.0%</strong></td>
</tr>
<tr>
<td>1-4100-00</td>
<td>UT Water Services</td>
<td>1,899,157</td>
<td>133,903</td>
<td>1,765,254</td>
<td>7.1%</td>
</tr>
<tr>
<td>1-4200-00</td>
<td>UT Wastewater Services</td>
<td>4,262,105</td>
<td>469,556</td>
<td>3,792,549</td>
<td>11.0%</td>
</tr>
<tr>
<td>1-4300-00</td>
<td>UT Solid Waste Management</td>
<td>1,302,082</td>
<td>371,628</td>
<td>930,454</td>
<td>28.5%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>7,463,344</strong></td>
<td><strong>975,087</strong></td>
<td><strong>6,488,257</strong></td>
<td><strong>13.1%</strong></td>
</tr>
</tbody>
</table>

**GRAND TOTALS**

<table>
<thead>
<tr>
<th>Budget 2020</th>
<th>Actual 2020</th>
<th>YTD Variance</th>
<th>%YTD</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>36,345,141</strong></td>
<td><strong>5,308,513</strong></td>
<td><strong>31,036,628</strong></td>
<td><strong>14.6%</strong></td>
</tr>
</tbody>
</table>

38% OF YEAR COMPLETE
Land Acquisition Agreement – Wetaskiwin Stock Car Club - Report

Meeting Date (Report Reference Only): May 26, 2020

Meeting (Report Reference Only): Council Public Works

Background
At the January 29, 2020 Council General meeting Council approved the Operating & Capital Budget which included $800,000 under Oiling Projects for the pavement overlay on TWP RD 464 from Peace Hills entrance to RGE RD 245 (Golf Course Road - PW73032). (Ref. Resolution CG20200129.008)

To facilitate upgrades and improved site access, and to balance the road right of way width along the road alignment, Administration has negotiated a Land Acquisition Agreement with the Wetaskiwin Stock Car Club for the purchase of an estimated 0.30 acres from NW 20-46-24 W4M.

As per the County’s Assessment and Taxation department, the land is valued at $45,000/per acre; therefore, the total purchase price will be $13,500.00 plus GST. Payment will be made once the Road Plan is registered with Alberta Land Titles.

Recommended Resolution
That Council approve the Land Acquisition Agreement between the County of Wetaskiwin and Wetaskiwin Stock Car Club for the purchase of 0.30 acres from NW 20-46-24 W4M for ditch upgrades, for a total cost of $13,500.00 plus GST, for completion of the TWP RD 464 (Golf Course Road) Pavement Overlay Project (PW73032).
2020 Funded Projects

PW73032
Pavement Overlay
$800,000
Memorandum of Agreement
As per Section 62 of the Municipal Government Act, Governed by Alberta Law

entered into this ________day of _____________, A.D. 20______.

BETWEEN:
The County of Wetaskiwin No. 10
A Municipal Corporation pursuant to the laws
Of the Province of Alberta
(hereinafter referred to as “the County”)

OF THE FIRST PART

AND: Wetaskiwin Stock Car Club
Box 7077
Wetaskiwin, AB T9A 2Y9
(hereinafter referred to as “the Owners”)

OF THE SECOND PART

LAND ACQUISITION AGREEMENT

WHEREAS the Owners are the registered Owners of the following lands:

NW 20-46-24 W4M

as more particularly described and set forth in Certificate of Title Number 227M280
registered in the North Alberta Land Registration District Office, hereinafter referred to as
"the Lands"; a copy of which is hereto attached as Schedule “B”,

AND WHEREAS THE COUNTY wishes to acquire a portion of the Lands from the
Owners for the purpose improving ditching prior to the payment overlay project on TWP
RD 464 (PW73032),

AND WHEREAS THE OWNERS are prepared to sell a portion of the Lands to the
County for the above noted purpose on the terms and subject to the conditions
hereinafter set forth.

NOW THEREFORE THIS AGREEMENT WITNESSETH THAT in consideration of the
covenants and agreements hereinafter contained the Owners and the County covenant
and agree, each with the other as follows:

The Owners hereby assign, transfer and convey to the County and the County
hereby purchases from the Owners the fee simple interest in that Portion of the
lands free and clear of all encumbrances, and described as:
THE RIGHT OF WAY IS SHOWN ON SCHEDULE "A" ATTACHED TO THIS
AGREEMENT, and more particularly described in a survey to be registered in the
Land Titles Office for the North Alberta Registration District by or in conjunction
with the County ((hereinafter defined as "the Right of Way").

The Owners agree to accept the sum of Forty Five Thousand Dollars
($45,000.00) per acre based on an acreage of an estimated 0.30 acres
(for a total of $13,500.00, plus GST) in full and final settlement for the
Right of Way being acquired by the County. Payment will be made once the
Road Plan is registered with Alberta Land Titles. If the County registers a Road
Plan for Right of Way showing an acreage greater than the acreage set forth
herein, the County shall pay to the Owners compensation for the additional
acreage on the basis as agreed upon above.

1. The Owners will be responsible for the payment of taxes on the portion of land to
be taken, for the period of the signing of this agreement until the removal of the
right of way from the lands, and the assessment change recorded on the County's
tax roll.

2. The consideration will not be due or payable until a Postponement to this
Agreement has been obtained and registered from the all prior encumbrances
registered against the Lands and affecting the right-of-way, and the County has
registered a Caveat protecting its interest as a first charge against the Lands
pursuant to this Agreement as contemplated by paragraph 8 herein, but in any
event not later than commencement of construction.

3. The Owners warrant that he/she is lawfully seized of the lands and has a good
right to enter into this Agreement and the Owners will warrant and defend the
same unto the County against the lawful claims and demands of all persons
whomsoever; the Owners further warrant that he/she is not aware of any
mortgages or encumbrances affecting the land, or that any other person has an
estate or interest therein, at law or at equity, in possession, remainder, reversion or
expectancy other than those noted on the Certificate of Title.

4. The Owners have either obtained or waived legal advice.

5. The Owners provide confirmation of no tenancies.

6. From and after the date of execution of the Agreement by the Owners and the
County, the County shall be at liberty to enter upon the Lands with surveyors,
workmen and contractors, for the purpose of improving ditching prior to the
pavement overlay project on TWP RD 464.

7. The County shall be at liberty to file a Caveat against the title to the Lands to
protect its interest in the Lands under this Agreement and the Owners
acknowledge and agree that the County shall not be required to file a plan of
survey for the Right-of-Way at the Land Titles Office for the North Alberta Land
Registration District, until such time as the County considers that the said
construction, extension or widening of the public roadway or ditch is necessary.
The Owners further acknowledge that the Municipal Secretary of the County is at
liberty to execute the affidavit and file the plan of survey at Land Titles Office for
North Alberta Land Registry District with respect to the Right-of-Way. The County
shall discharge the caveat registered against the Lands following the filing of a plan
of survey for the Right-of-Way.

8. The County shall provide landscaping, fencing, back sloping or grading.

9. The Owners hereby agree to indemnify and save harmless the County of and from
any loss, cost, claims, expenses, actions or demands arising out of the County's
acquisition of the Right-of-Way from the Owners pursuant to this agreement.

10. This Agreement is not binding upon the County of Wetaskiwin No. 10 until
accepted by resolution of the Council of the said County at a regular meeting.
11. This Agreement shall enure to the benefit and be binding upon the parties, and their heirs, executives, administrators, transferees, employees, agents, servants and assigns.

IN WITNESS WHEREOF the Owners have affixed their hand and seal and the County has affixed its seal as witnessed by the hands of its proper officers duly authorized in that behalf all as the day and year first above written.

Witness

Witness

Witness

WITNESS

WITNESS

WITNESS

WETASKIWIN STOCK CAR CLUB

WETASKIWIN STOCK CAR CLUB

WETASKIWIN STOCK CAR CLUB

COUNTY OF WETASKIWIN NO. 10

REEV

COUNTY ADMINISTRATOR

Collection of Personal Information:
The personal information on this form is collected under the authority of Section 32 (c) of the Alberta Freedom of Information and Protection of Privacy Act. The information will be used to process your application(s) and your name and address may be included on reports that are available to the public. If you have any questions on the collection and use of this information, please contact the FOIP Coordinator at (780) 352-3321.

Information submitted to County Council:
All pertinent information included in a written submission received from the public that is presented to a Council, Committee or Board meeting of the County of Wetaskiwin becomes part of the public meeting minutes, unless otherwise requested by the individual in writing. Any personal information pertinent to the issue (including but not limited to, name and legal land description) could be recorded in the public minutes of the meeting.
RIGHT-OF-WAY REQUIRED SHOWN THUS .......

TOTAL REQUIRED R/W = 0.12 ha (0.30 Ac)
Background

Work began on the Alder Flats Wastewater Collection System Expansion in March 2020. The project has progressed satisfactorily with the installation of gravity and force mains.

On May 11, 2020, the Contractor (UG Excavating) was working along the west ditch of Range Road 73, approximately 100 m north of Hwy 13. The workers detected a strong gasoline smell and stopped work immediately. A sample of the suspected contaminated soil was collected and sent away for laboratory testing. The discovery of the contaminated soil was immediately reported to Alberta Environment and Parks (AEP) by UG Excavating and WSP Engineering.

On May 12, representatives from UG, WSP and the County met to discuss the options moving forward. It was decided to formulate a plan to deal with the contaminated soil through the process of identification, implementation of safe work procedures, isolation, monitoring, removal of contaminated soil and import of clean material. Throughout all of this, the WSP environmental team maintained constant communication with AEP with respect to lab results and proposed mitigation.

DISCUSSION

The source of the contamination is likely attributed to a number of former adjacent fuel stations which used buried steel fuel storage tanks - which over time, corroded and leaked fuel into the soil. The movement of groundwater would then migrate the fuel through the soil in its natural underground conveyance of grade, sand and gravel seams.

The current mitigation efforts are to only deal with excavated material as part of the wastewater expansion project. As this situation evolves daily and hourly, the extent of the contamination is still unknown.

The process to deal with the contaminated soil is as follows:

- Sampling and identification of contaminated soil; requires a soil sampling technician to be on site at all times. This service is being provided by WSP Engineering.
- Development of a mitigation plan, AEP liaison communication and reporting, WSP Engineering.
- Removal of contaminated soil to an approved toxic waste handling facility. The closest facility is Willesden Green Landfill which is located approximately 60 km southeast of Alder Flats. UG Excavating is undertaking this task.
- Installation of a nonpermeable plastic liner within the trench walls to protect the backfill of clean material. UG Excavating is undertaking this task.
- Import of clean clay from the Alder Flats lagoon site. UG Excavating is undertaking this task.
The scope of work described above comes with a significant cost which is unexpected and currently unfunded. To date, the expected mitigation costs for the work along RR 73 is provided in the following table.

<table>
<thead>
<tr>
<th>WORK DESCRIPTION</th>
<th>ESTIMATED COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental Engineering - includes consultation, sampling, lab testing, AEP</td>
<td>$45,000</td>
</tr>
<tr>
<td>liaison, monitoring and reporting to AEP.</td>
<td></td>
</tr>
<tr>
<td>Soil removal: excavation and transport to landfill. Current estimates of</td>
<td>$27,540</td>
</tr>
<tr>
<td>contaminated soil along RR 73 is 2,000 tonne. Cost to isolate, load and haul to</td>
<td></td>
</tr>
<tr>
<td>Willesden Green Landfill is $13.77 per tonne.</td>
<td></td>
</tr>
<tr>
<td>Liquid disposal of contaminated water at Willesden.</td>
<td>$5,100</td>
</tr>
<tr>
<td>Landfill tipping fees: based on 2,000 tonne mass of material received at a cost</td>
<td>$32,000</td>
</tr>
<tr>
<td>of $16.00 per tonne.</td>
<td></td>
</tr>
<tr>
<td>Excavation and haul of clean material from the Alder Flats lagoon site. Excavate</td>
<td>$35,940</td>
</tr>
<tr>
<td>and haul 2,000 tonne at $17.97 per tonne.</td>
<td></td>
</tr>
<tr>
<td><strong>ESTIMATED TOTAL FOR RR 73 SOIL MITIGATION</strong></td>
<td><strong>$145,580</strong></td>
</tr>
</tbody>
</table>

**FINANCIAL**

The decision by Administration to immediately proceed with the soil mitigation was based on the knowledge that halting the Work to determine fault, or to debate options on how to mitigate the contaminated soil - only would have added additional expense to the wastewater project and to the County. The reality of the contaminated soil would need to be addressed regardless of delay or debate.

The cost of the soil mitigation should not be a part of the Alder Flats Wastewater Expansion project as these costs were unexpected and unplanned, therefore, the mitigation costs are being tracked separate to the wastewater project. This is necessary to detail the actual costs which provides a basis for burden of proof, detail of eligible costs and future funding options.

The options for funding may include the following:

1. Include as part of the Alder Flats Wastewater Expansion Project contract and fund through MSI. This can be done by increasing the current MSI funding allocation of $479,121 to match the actual mitigation costs. The cost of the mitigation may exceed $200,000.
2. Fund through the Federal Gas Tax Fund. Clean up of old fuel station sites qualifies as approved work under the FGT.
3. Search for available grant funding specific to site cleanup of fuel station sites. The Alberta Government promoted this type of program twenty years ago but has since discontinued the grant program. Administration can search for what is currently available.
4. The County can seek compensation from the former owners of the fuel stations that may have contributed to the soil contamination. This can be tricky with respect to identifying the source...
or sources, tracing back a history of several decades, and investigating former mitigation efforts. Alberta Environment has a past history here too. The County also has a role as there were opportunities to remediate the site two decades ago when the province supported the cleanup program.

**DISCUSSION (PART 2)**

The efforts to deal with the immediate soil contamination will continue unless otherwise directed by Council. The reality is that the soil in and around the sewer line excavation will remain contaminated and only the backfill of the imported clay material within the excavated trench will be protected by a liner. At the time of writing this report, further direction from Alberta Environment and Parks with respect to ongoing remediation of all contamination - remains to be determined.

Of concern to Public Works is the presence of hydrocarbons in the soil and groundwater which may affect the well water quality of nearby residences. It is recommended that a sample of their well water supply be tested for hydrocarbon contaminants as it may be a drinking water source.

**Recommendations**

Administration recommends that Work proceed on the Alder Flats Wastewater Expansion project and that all soil remediation costs be tracked separate to the original approved project costs. Once all the remediation work is done, the full cost will be presented to Council for further discussion of possible funding sources. At that time, there should be additional information provided from AEP with respect to legislated environmental orders regarding the contaminated site. The County and AEP will also undertake efforts to sample the well water of the businesses and residences located within the vicinity of the contamination.

**Recommended Resolution**

THAT Council accept the recommendation of Administration that Work proceed on the Alder Flats Wastewater Expansion project and that all soil remediation costs be tracked separate to the original approved project costs. Once all the remediation work is done, the full cost will be presented to Council for further discussion of possible funding sources. At that time, there should be additional information provided from AEP with respect to legislated environmental orders regarding the contaminated site. The County and AEP will also undertake efforts to sample the well water of the businesses and residences located within the vicinity of the contamination.
Background

Since 2016, efforts have been in place to expand the wastewater collection system in the Hamlet of Alder Flats. Initial plans included obtaining funding under the Building Canada Fund (BCF) and completing an engineering study to obtain a probable estimate of project costs necessary for petition and approval of a local improvement plan.

The project was tendered July 2019 for a construction completion date of late October 2019. Due to the timing of the listing and the poor weather (rain days), only one bid was received (Parkway Enterprises Ltd). The bid was evaluated for value and considering that the construction and engineering (i.e. total project costs) far exceeded the values presented at the Open House and subsequent signing and acceptance of the petition, it was thought that the best recourse was to re-tender.

Resolution PW20190723.007
MOVED: by Councillor L. Seely
to reject the bid from Parkway Enterprises Ltd and to re-tender the Alder Flats Wastewater Collection System project in November 2019, with construction to begin Spring 2020 and a project completion date of September 1, 2020. CARRIED

Following the rejection of the first tender and bid, the project was re-tendered on the Alberta Purchasing Connection (APC) and local newspaper, October 30, 2019. The tender closed on November 27, 2019 at 2:00 pm with the following ten bids received:

<table>
<thead>
<tr>
<th>Bidder</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>UG Excavating Ltd</td>
<td>$1,711,170.96</td>
</tr>
<tr>
<td>Elite Site Services</td>
<td>$1,870,084.00 – NON-Compliant</td>
</tr>
<tr>
<td>Urban Dirtworks Inc.</td>
<td>$1,990,556.12</td>
</tr>
<tr>
<td>Parkway Enterprises Ltd.</td>
<td>$2,272,587.82</td>
</tr>
<tr>
<td>PME Inc.</td>
<td>$2,423,713.79</td>
</tr>
<tr>
<td>PSA Construction</td>
<td>$2,507,743.97</td>
</tr>
<tr>
<td>Pidherney’s Inc.</td>
<td>$3,641,979.50</td>
</tr>
<tr>
<td>Thompson Infrastructure Ltd</td>
<td>$3,661,819.22</td>
</tr>
<tr>
<td>Pipe Quest Projects Ltd.</td>
<td>$3,754,937.34</td>
</tr>
<tr>
<td>GS Construction Underground</td>
<td>$6,105,872.85</td>
</tr>
</tbody>
</table>

The above totals include GST
Using the low bid and engineering costs, the following table illustrates the estimated total project costs:

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract Amount (Less Site Occ.)</td>
<td>$1,391,533.30</td>
</tr>
<tr>
<td>Contingency (10%)</td>
<td>$139,153.33</td>
</tr>
<tr>
<td>Estimated Site Occ. Bonus (6 Days)</td>
<td>$9,000</td>
</tr>
<tr>
<td>Estimated Engineering</td>
<td>$317,743.38</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>$1,857,430.01</strong></td>
</tr>
</tbody>
</table>

*The above totals do not include GST.*

**DISCUSSION:**

On October 10, 2019, WSP provided a pre-tender Engineer’s estimate of $1,666,320 (GST incl.) which was considered fair and conservative given the current market and recent tenders received on similar projects in central Alberta. The low bid of $1,711,171 (GST incl.) provided by UG Excavating Ltd. is approximately 2.7% higher than the Engineer’s estimate.

Considering that ten bids were received, it is felt that this tender is a true representation of the current market value of the proposed work and that contractors are suitably factoring in appropriate risk and reasonable expectation of profit. In looking at the bid prices, with a median of $2,465,729 and a mean of $2,994,017, it would appear that the submitted low bid of $1,711,171 provides value.

**FINANCIAL:**

Based on the current revenues from various approved sources and probable project costs, the financial breakdown of the project is as follows:

**Existing Approved Revenues:**

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building Canada Fund (BCF)</td>
<td>$140,680</td>
</tr>
<tr>
<td>MSI</td>
<td>$625,000</td>
</tr>
<tr>
<td>Local Improvement Tax (LIT)</td>
<td>$407,629</td>
</tr>
<tr>
<td>On Lot Costs (13 lots at $4,000)</td>
<td>$52,000</td>
</tr>
</tbody>
</table>

Total: $1,225,309

**Project Expenses:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract Costs</td>
<td>$1,539,687</td>
</tr>
<tr>
<td>Engineering</td>
<td>$317,743</td>
</tr>
</tbody>
</table>

Total: $1,857,430

**Funding Shortfall**  
($632,121)
The following is a proposed revenue stream to fund the project:

**Proposed Revenues:**

<table>
<thead>
<tr>
<th>Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building Canada Fund (BCF)</td>
<td>$140,680</td>
</tr>
<tr>
<td>MSI (CAP-9703)</td>
<td>$625,000</td>
</tr>
<tr>
<td>MSI (supplement to CAP-9703)</td>
<td>$479,121</td>
</tr>
<tr>
<td>Local Improvement Tax (LIT)</td>
<td>$407,629</td>
</tr>
<tr>
<td>On Lot Costs</td>
<td>$52,000</td>
</tr>
<tr>
<td>Alder Flats Wastewater Reserve</td>
<td>$153,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$1,857,430</td>
</tr>
</tbody>
</table>

**Project Expenses:**

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract Costs</td>
<td>$1,539,687</td>
</tr>
<tr>
<td>Engineering</td>
<td>$317,743</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$1,857,430</td>
</tr>
</tbody>
</table>

**Project is Funded** - -

**Other Financial Considerations:**

There is potential to further reduce overall project costs that includes elimination of the backup power generation and roof structure covering the lift station and control systems. This would reduce overall costs by approximately $85,000. Other possibilities of an overall project cost reduction are if contingencies are limited to two or three percent instead of the provided ten percent. This can reduce the overall project cost by a further $97,000 if the project goes well and all planned work is accounted for.

It is recommended to keep the backup power generation and the protective roof structure over the lift station. Backup power generation is a crucial component of a lift station when tied to a gravity collection system. Should the power fail, there would be an immediate sewer backup to the users of the system.

It is important to note that Schedule E of the Tender provided for “on lot” costs. This totaled $127,156 which is significantly more than the $52,000 provided under the petition and special tax per lot. Part of the reason the costs are driven higher, is to service the most northern property where the most economical solution was to construct a holding tank, pump and forcemain service on property. This “on lot” cost for this one property is $42,000.
ALTERNATIVES:

1. Cancel the project;
2. Reject the low bid from UG Excavating Ltd and re-tender;
3. Using the established project costs - submit a new petition to the residents of Alder Flats to increase the Local Improvement Tax from $407,629 to $964,594 (i.e. from $9,942.17 per lot to $23,526.68 per lot); and increase the Special Tax from $52,000 to $127,156 (i.e. from $4,000 per service to $9,781 per service); or
4. Approve the project and award the contract to UG Excavating Ltd; keep the existing petition funding in place and fund the revenue shortfall through a combination of $153,000 from the Alder Flats Wastewater Reserve and boost the funding of MSI CAP-9370 to total $1,104,121.

Recommendations

Administration recommends that Council award the contract for the 2020 Alder Flats Wastewater Collection System Expansion to UG Excavating Ltd.; approve project costs up to $1,857,430; keep the existing petition funding of $459,629 in place and fund the revenue shortfall through a combination of $153,000 from the Alder Flats Wastewater Reserve and boost funding of MSI CAP-9370 to $1,104,121.

Recommended Resolution

THAT Council award the contract for the Alder Flats Wastewater Collection System Expansion to the low bid of $1,711,170.96 from UG Excavating Ltd and approve project costs up to $1,857,430 which is inclusive of contract, contingencies, bonuses and engineering costs; and that funding for the project include a combination of grants totaling $1,244,801, Local Taxes totaling $459,629 and a $153,000 transfer from the Alder Flats Wastewater System reserve.
Background
At the December 10th, 2019 Council General meeting, Council reviewed and approved the 2020 Fleet Capital Plan (CG20191210.011) and on January 29, 2020 Council approved the 2020 Municipal Budget (CG20200129.008).

Due to unforeseen circumstances, Unit #T2111, a 2011 Ford Ranger now needs to be replaced ahead of its scheduled replacement date. It was reported that the engine was blown on this unit which had 157,900 km and it would not be economical to repair. This truck has very high engine hours due to its use as a gravel checker truck with lots of idling throughout the winter. This truck was not in the approved Fleet Capital Budget for 2020.

This unit has accrued $37,847 in its Capital Asset Reserve.

Recommended Resolution
That Council approve the Fleet Department’s request to solicit bids for the replacement of T2111 by purchasing one (1) new or used ½ ton 4x4 four door pick-up truck with a maximum budget of $35,000.