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 9:00 a.m. on Tuesday, July 23, 2019.

2. **APPROVAL OF AGENDA**

Resolution PW20190723.001

MOVED: by Councillor K. Adair

that the agenda be accepted as presented.

Carried Unanimously

3. **MINUTES APPROVAL**

3.1 Council for Public Works Minutes, June 24, 2019

Resolution PW20190723.002

MOVED: by Councillor K. Rooyakkers

to approve the minutes for the Council for Public Works meeting held June 24, 2019 as presented.

Carried Unanimously

4. **REPORTS**

4.1 **Service Request Management Report (June 2019)**

The 2019 Municipal Capital and Operating Budget was reviewed and approved by Council at the May 6, 2019 budget meeting. (Ref. Resolution#CG201900506.007)

The Business Plan for Business Unit 3205 PW Maintenance action 1.3.1.1 states “Effectively manage the finances and resources of Public Works Administration”. Therefore, Neil Powell, Director of Public Works presented the Public Works Service Request Management report for the month of June as follows:

Public Works Service Request

Division One:
No SRM’s to Report
Division Two:
No SRM’s to Report

Division Three:
No SRM’s to Report

Division Four:
SRM 1932 - Pending (Under Review)
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 which is endemic in the County.
However, PW is taking measures to address many of the perennial problem areas in
the County.

Division Five:
No SRM’s to Report

Division Six:
No SRM’s to Report

Division Seven:
No SRM’s to Report

Administration recommended that Council accept the Service Request Management
Report for June 2019 as presented.

Discussion ensued regarding a request for a streetlight in the Hamlet of Buck Lake.
Administration will re-enter the SRM on the report, ensuring the streetlight is installed
by Fortis.

Resolution PW20190723.003
MOVED: by Councillor D. Woitt
to accept the Service Request Management Report for June 2019 as presented.
Carried Unanimously


The 2019 Municipal Capital and Operating Budget was reviewed and approved by
Council at the May 6, 2019 budget meeting. (Ref. Resolution#CG20190506.007)

The Business Plan for Business Unit 3201 PW Administration action states “Effectively
manage the finances and resources of Public Works Administration”.

Public Works Budget

-3201 Administration Budget: $4,384,465 with $2,853,597 expended to date (65% of
the budget). Fleet Capital purchases account for large expense items this month.

-3202 Fleet Management Budget: $4,334,740 with $1,357,746 expended to date
(31% of the budget). Operating costs will begin to accelerate with summer activities
and planned projects.

-3203 Funded Projects Budget: $11,433,691 with $624,968 expended to date (5.4%
of the budget). Many of the capital projects will ramp up in July and August.

-3204 Patrol Operators Budget: $2,570,000 with $1,243,847 expended to date
(48.4% of the budget). Tracking as expected even with rain delays in June.

-3205 Road Maintenance Budget: $2,623,248 with $1,298,471 expended to date.
(49.5% of the budget). Tracking as expected. Target projects for the summer include
mini shoulder pulls, deep subgrade repairs, ditching, culvert installations and erosion
repairs.

-3206 Road Construction Budget: $3,258,637 with $421,012 expended to date. (13% of
the budget). Work delayed due to wet weather. Crews working when possible.

-3207 Road Oiling Budget: $402,118 with $1,336 expended to date. (0.03% of the
budget). Work will ramp up with good weather.
-3208 Gravel Budget: $3,272,697. The balance of the 2019 program requires 35,604 tonnes remaining of a budgeted 167,446 tonnes. 80% of the 2019 gravelling program is complete; remaining work includes summer patching to select areas and undesignated gravelling.

Utilities Budget:

-4100 Water Services budget: $355,550 with $228,786 expended to date (64% of the budget). There have been a few unexpected repair costs to deal with at Mulhurst and Winfield water treatment plants and distribution lines.

-4200 Wastewater Services: $2,019,232 with $1,077,801 expended to date (53% of the budget).

-4300 Solid Waste Management budget: $1,336,324 with $553,460 expended to date (41% of the budget).

Administration recommended that Council accept the Public Works and Utilities – Project Costing Report to June 30, 2019 as presented.

Discussion ensued regarding the pumps and the maintenance required.

Resolution PW20190723.004
MOVED: by Councillor L. Seely
that Council approve the Public Works and Utilities – Project Costing Report to June 30, 2019 as presented.

Carried Unanimously

4.3 Public Works Report - June 2019

The 2019 Municipal Capital and Operating Budget was reviewed and approved by Council at the May 6, 2019 budget meeting. (Ref. Resolution#CG20190506.007)

The Business Plan for Business Unit 3201 PW Administration action states “Effectively manage the finances and resources of Public Works Administration”. Therefore, Neil Powell, Director of Public Works presented the Public Works Report for the month of June as follows:

DIRECTORS REPORT

Public Works

The last twenty days of June were consistently wet. This delayed many of the project initiatives planned for the month. Some progress was made on repairing perennial soft spots with the work involving excavation to 200 mm deep, application of limestone, backfill and compaction and re-gravelling.

The road construction projects on TWP RD 472 and Battle Lake Trail had some progress, but constant rains are delaying the work considerably. ROHI is the engineer for these projects.

Public Works is continually working with the County’s engineering consultants. Projects that are near design completion, or have been tendered but awaiting construction, are:

- G3 Resource Road – Grading 6.4 km and replacing 3 bridges. Contract awarded to Iron Addicts Ltd. Work should begin in late July. ROHI is the engineer.
- The preliminary engineering surveys and assessment has started on TR 472 and RR 235 as well as the Hamlet Infrastructure Plan. WSP is assigned this work and is to deliver reports this fall.
- Alder Flats Wastewater Collection. Tendered in June for closing on July 18, 2019. WSP is the engineer for this project.
- Remaining work and deficiencies related to Phase 2 of the South Pigeon Lake Regional Wastewater System. Work includes site cleanup, site repair at Lift Station 3 and commissioning. WSP is the engineer for this project.
Working with WSP on various bridge replacements scheduled for this year as well as the 2019 Bridge Maintenance Contract.

**Shop Foreman Report**

Warranty repairs were completed on the following units:

- MG1017 – Caterpillar 160M Grader – Air Conditioning
- MG1416 – Caterpillar 160M Grader – Replace leaking oil line

The following new vehicles were prepared for County service:

- EX0418 – 2018 M317F Wheel Excavator
- MG0519 – 2019 Caterpillar 140M3 Grader – on display for PW meeting
- MG0919 – Caterpillar 140M3 Grader
- T7719 – 2019 Ford F150 4x4
- T7819- 2019 Ford F150 4x4
- T7919 – 2019 Ford F150 4x4
- T8219 – 2019 FordEdge SE AW
- T8319 – 2019 Kenworth T880
- TR2620 – 2020 Cross Country Cross Clam Trailer
- BT0114 – 2019 Karavan 1250 Boat Trailer

**Utilities Foreman Report**

- The County had a walk-through of Crystal Springs and Village Creek Estates with MPE Engineering. Minor repairs required were noted. The wastewater lines are now in service, and operators are receiving notices to turn services on in the area.

- Operators discovered that the Winfield Water Treatment Plant building is leaking, allowing water to pool on the floor. Aquatech Diving Services was out in 2017 and did not find any major cracks in the reservoir. Sampling was performed to ensure that the building leak is not entering the reservoir and Utilities is waiting for test results. Alberta Environment and Parks was notified of the situation and Utilities was given reference # 354438.

- Utilities has developed a hydrant maintenance program for the Hamlet of Winfield. Hydrant inspections will be completed in the spring and fall. Operators attended a Hydrant Maintenance Course and will be prepared to perform any type of hydrant repairs required. Utilities will be ordering a stock of parts for emergencies.

- Utilities has completed their first valve exercise in the Hamlet of Winfield. Moving forward, water main valves will be exercised on an annual basis. A valve north of the Post Office was found to be leaking. Utilities Operators with the assistance of Cobra Plumbing were able to isolate the main and perform the repair. Temporary water was supplied to the restaurant and the Alberta Health Services Clinic during the shutdown. All the sampling results came back with excellent results from the repair. AEP Reference # 355177

- Utilities, with the assistance of Cobra Plumbing were able to clear out the recirculation lines at South Side Pigeon Lake Lift Station Site 1 & 2. These lines are used to scour the wet well to prevent sludge build up. Rocks from construction and pieces of HDPE pipe were found to be the reason for the line blockages. The County is working with WSP to recover the cost of unplugging the lines.

- The new distribution pump for the Gwynne Pump House arrived and was installed on June 13, 2019 by ECM.

- Aquatech Diving Services was out to clean the reservoirs at Sunset Harbour Water Treatment Plant and the Gwynne Pump House.
• Argentia Lift Station continued to have problems through the month of June. The Telus phone line requires repair as the cable is faulty. Telus crews are scheduled to complete the repair July 11, 2019. Xylem was also out to inspect the Flygt Controller for the lift station as it was also having issues. Xylem determined the flygt bulbs will need to be set up on a timer to prevent a fault condition from happening.

**Road Foreman Reports**

**Division 1-5**
Dallas Vikse has assumed the role of the East End Foreman in the interim while Tim Perrin is covering the West End Foreman.

This has been a very rainy month causing some frustrations.

- Various Culvert & Drainage improvements
- Wetaskiwin Ag Society road - 98% complete. Seeding and gravel, pending budget
- Completion of calcium spots, slower this year due to heavy rains; touch-ups may be required
- Street sweeping completed
- Culvert cleaning; clean the ends and repair if required, area from Highway 2A to Highway 822 and from Highway 13 to TWP RD 450
- Repair drainage concern at front door of Public Works shop
- Dig out and placement of limestone on RGE RD 252 just south of TWP 470
- Delivery of gravel to community halls (some but not all yet)
- Delivery of roll-off bin and water tanker as per request from Wetaskiwin Rawhide Rodeo
- Cleaning/Weed eating of bridge guardrails
- Crews continuing to address work orders, brushing, sign maintenance, pothole patching and roadside cleanup.

**Division 6-7**
Daryn Murfitt experienced a significant medical event in late June. Daryn is expected to make a full recovery but will be on medical leave for at least 4 months. Tim Perrin has assumed the interim role of West End Foreman.

- Repaired washout on RGE RD 35 south Highway 13
- Continually attempted to keep ahead of the beavers plugging culverts
- Help to bring in 3” minus limestone to help fix soft spots
- Calcium is about 80% complete
- Heavy rain affected the west as it has in the east, making it difficult to get much traction in getting a lot done.
- West end was without a gravel truck for several weeks due to breakdowns.

**Right of Entry Agreements**
There were no Right of Entry Agreements reported for the month of June.

**Solid Waste Report**
The June 2019 Solid Waste Haul Totals were presented for Council review.

**Road Use Agreements**
The June 2019 Road Use Agreement totals are as follows:

<table>
<thead>
<tr>
<th>Category</th>
<th>Initiated</th>
<th>Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concrete</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Contaminated Haul</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Hauler</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Integrity Dig</td>
<td>9</td>
<td>8</td>
</tr>
<tr>
<td>Log Haul</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Pipeline</td>
<td>2</td>
<td>2</td>
</tr>
</tbody>
</table>
There were 313 permits issued by Roadata regarding the use of County of Wetaskiwin roads within the month of June. There were 155 TRAVIS-MJ permits issued in June 2019 for a total of $2,247.50.

**GP Road Inspections**

There were 6 pre, 4 post inspections reported by Chris Patten for the month of June 2019. Additional grading was requested at numerous approaches by Ms. Patten due to the wet weather.

Administration recommended that Council approve the Public Works Report for June 2019 as presented.

A pre-construction meeting for the G3 Resource Road project was held with the contractor, Iron Addicts. This project will span over two years; starting in 2019 and to be completed in 2020.

The recent rain has caused a lot of damage throughout the County. RGE RD 74A between TWP RD 470 and TWP RD 472 washed out due to a plugged culvert which was reported to staff by the Contract Grader Operator at the beginning of July. County staff investigated the problem by going into the deep water to locate the cause, which is potentially a dangerous situation. A Temporary Road Closure was issued for July 22 through the 23rd to conduct repairs. Council was concerned about the response time in repairing this culvert, noting that due to the severity of the damage, the cost of repairs is now greater. Upon inspection of other problem areas, it was determined numerous culverts are bent or too small causing washouts, by first washing out the sides of the road and then crossing over the road. Beaver dams are also an issue. The rain storms have created additional work beyond what was already required.

Construction work on RGE RD 240, (John Deere Road) will commence once the Black Bull road is complete.

The question was asked if the grader operators have been using the packers that are attached to the graders. Administration informed that five of the operators are now rigged up with the packers, and the other three will be done in the next month. The packer is a mobile attachment that has controlled movements up and down. The operator in Division 2 has reported that the packer provides excellent results.

Interim staffing will be required to cover the West-end Foreman position when T. Perrin retires in September and prior to D. Murfitt returning from medical leave. This position may be offered to more experienced lead hands, but some do not want the additional responsibilities involved with a management role, which includes dealing with staff and ratepayer concerns.

Discussion ensued on Fleet Capital purchases, noting that a boat and boat trailer were purchased by the Department of Parks and Recreation, in conjunction with Public Works, Utilities and Ag Services. This boat and trailer will be used by all four of these departments.

Council requested CAO Rod Hawken to explain the purchasing process. Mr. Hawken informed that the 10 Year Capital Plan is typically approved in December and anything outside that approval should be coming back to Council as an amendment to the Plan. Council requested a review of the purchase and tendering process.

**Resolution PW20190723.005**

MOVED: by Councillor J. Bishop

that the Chief Administrative Officer investigate the history of the purchase process of the boat and boat trailer, including if there was a tendering process and report back to Council.

**Carried Unanimously**
Resolution PW20190723.006
MOVED: by Councillor K. Adair
to approve the Public Works Report for June 2019 as presented.
Carried Unanimously

5. **DELEGATION - 9:30 AM - WSP Engineering**

5.1 **Tender Results for Alder Flats Wastewater Collection System - Report**

A delegation of Mike Minshall, WSP Director of Infrastructure, Central Region and Frank Colosimo, WSP Director of Infrastructure entered the meeting at 9:45 a.m. Councillor introductions were made, and N. Powell provided a brief overview of the tender regarding the Hamlet of Alder Flats Wastewater Collection System.

At the June 19, 2018 Council for Public Works meeting Council was informed of a funding confirmation from Alberta Transportation, noting that the 2018/19 allocation of the Small Communities Fund (SCF) grant for the County of Wetaskiwin’s Alder Flats Lagoon expansion is $176,583.00. (Ref. Resolution # PW20180619.1021)

At the August 14, 2018 Council for Public Works meeting Council approved the local improvement plan for local wastewater collection lines for Alder Flats as presented. (Ref. Resolution #PW20180814.1009)

At the May 6, 2019 Council General Meeting, Council approved the 2019 Municipal Budget which included $1,104,220.00, under Capital Projects for the Hamlet of Alder Flats Wastewater Collection System (UTSC07102). (Ref. Resolution PW20190506.007)

WSP Engineering Ltd. prepared tender documents for the construction and commissioning of a wastewater gravity collection system and lift station. The work includes earthworks, gravity main installation, force main installation, manhole installation, construction of a sewage lift station and twelve residential service connections.

The tender was advertised on Alberta Purchasing Connection (APC), the local newspaper and the County website, closing July 18, 2019 at 2:00 pm. One bid was received:

<table>
<thead>
<tr>
<th>Company Name</th>
<th>Amount Bid</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parkway Enterprises Ltd.</td>
<td>$2,166,415.26</td>
</tr>
</tbody>
</table>

WSP has reviewed the tender documents and have enclosed a tender summary letter and options to consider if moving the project forward.

**DISCUSSION:**

In the summer of 2016, WSP Engineering Ltd. completed the *Hamlet of Alder Flats Wastewater Collection System – Preliminary Engineering Study, July 2016*. Contained within the study was a preliminary engineering analysis of methods and options to expand the sewage collection system to the east end of the Hamlet of Alder Flats.

The Preliminary Engineering Study report spoke to two viable options that included installing a low-pressure system or a gravity system. The report provided costs for each option and included construction, engineering, contingencies and service connections. The costs were presented as follows:

1. **Gravity Collection System:** $1,104,220 for engineering and construction, and *$164,500 for service connections. A project total of $1,268,720.
2. **Low Pressure System:** $518,180 for engineering and construction, and $658,000 for service connections. A project total of $1,176,180.

The Gravity Collection System was selected as the preferred option by Administration and funding was structured as follows:

**Total Project Cost: $1,104,200**

BCF 2/3 Remaining Funding: $176,583
MSI: $575,788
Local Improvement: $351,849

*The costs of the residential sewer services under option 1 (i.e. from property to residence) were to be handled by a special tax and was set at $3,500 per service connection; a value provided in the WSP 2016 preliminary engineering report.

The Gravity Collection System was presented as the most preferred option to the Hamlet of Alder Flats community and was approved by petition in August 2018. Due to lateness of the year, the project was scheduled for design, tender and construction in early 2019.

Throughout 2018 and 2019, Administration worked with WSP to finalize the design of the gravity system and lift station. During the process, there were two notable scope changes that included the inclusion of a four-post structure and roof, and a custom designed communication panel for the Xylem lift station operating system, which in turn links to the County’s SCADA system.

The project was tendered in June 2019 with a close date of July 18, 2019; received was one bid of $2,166,415.26. In addition, WSP has revised their engineering budget to $317,743.38 which presents a project total of $2,484,158.64. Obviously, the total expected project costs of $2,484,158.64 far exceeds the values of $1,104,200 initially presented to the community of Alder Flats as part of the petition approval process.

It is the opinion of Administration that project costs presented in the Hamlet of Alder Flats Wastewater Collection System – Preliminary Engineering Study, July 2016 were far too low for the work required. Particularly so for the gravity system option. It is felt that not enough thought and consideration was provided in the report thereby presenting unrealistic values for the County to consider. A good preliminary engineering report should include exactly as the name implies, a thorough site reconnaissance, surveys, modeling, materials take off, probable utility relocations, possible work sequencing and schedules, land and easement requirements, known site difficulties and Class B cost estimates. Class B estimates should anticipate all the work required and provide very conservative values for grant applications, local improvement plan presentations and budgeting purposes. If it is well thought out and conservative, there should be no surprises as the tendered work typically falls below these original project estimates.

It is not expected that a re-tender of the project in its current specification will yield project totals nearing the estimated values presented for petition. However, there are some alternatives to consider:

1. Award the contract to the lone bidder (Parkway) and proceed to construction in 2019 at a cost of $2,484,158. Additional funding would need to be sourced and identified;

2. In an effort to reduce project costs, negotiate with the lone bidder (Parkway). Includes extending the contract completion date and revision of some work items;

3. Re-tender the project in August 2019 as currently designed and for completion in 2019/2020. e.g. extending the substantial completion date to September 2020;

4. Amend the current design by reducing or eliminating items, then re-tender for completion in 2020; or

5. Re-design the project to a Low-Pressure System which will likely be substantially lower than the gravity and lift station system.

Administration recommended that Council direct Administration to revise the tender submitted by Parkway Enterprises Ltd. to find possible cost reductions and to negotiate lower unit and lump sum prices, then bring back total project costs to Council for approval.

Councillor K. Rooyakkers questioned WSP representatives why the tender documents took from August 2018, when Council first decided to proceed with the project, to July 2019 to have the design package ready to tender out. The tender results presented before Council do not include the unit prices bid by the contractors as contract pricing is proprietary. N. Powell informed that he has never disclosed unit pricing or costs and commented that if Council wishes to have this information prior to making a financial decision on awarding contracts, they are welcome to view the bids prior to the
meeting date or alternately, the information could be presented as a “Closed to Public” issue.

M. Minshall replied to the comment regarding the tender delay, noting that the scope of work changed with respect to the lift station, the Scada system and Gen Set. Each change delayed the progress. M. Minshall admitted error when reviewing the preliminary design, as he was not reviewing the most current design version of the location of the lines.

F. Colosimo discussed the changes which were made to include the Scada tie-in. Without having to complete the requested changes to the scope of work and project design, this project could have been tendered earlier, with more contractors interested. Parkway Enterprises Ltd. was the only contractor who bid the project; therefore Mr. Colosimo investigated as to why more contractors did not bid this project. He was informed that it is difficult to get sub-trades and suppliers.

The last change made to the tender design was made in March 2019, at approximately 70% of the review stage. At this point the lift station changes were requested. There were changes made to upgrade the roof as well.

M. Minshall recognizes the issues caused in the delay of this tender; making timelines unreasonable for a contractor. The pricing quoted by the contractor are 100% higher than what was provided in the 2016 Preliminary Design.

F. Colosimo extended the offer that WSP would work with Administration to re-issue this tender at no cost the County.

Discussion ensued on re-tendering the project in late 2019 with work to commence early spring.

Reeve T. Van de Kraats thanked the delegation for attending and they left the 10:55 a.m.

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 Unanimously

6. UNFINISHED BUSINESS

6.1 Fall Gravelling versus Winter Gravelling – Cost and Operations Analysis - Report

At the September 11, 2018 Public Works Council meeting, Council approved proceeding with an experimental Fall Gravelling program for Divisions 1 through 4, work scheduled for 2019. (Ref. Resolution No.PW20180911.1011). Funding was provided by a transfer of $628,827.96 from Operating Reserves in 2018 which was returned to reserves as an operating expense within the 2019 budget.

The Fall Gravelling Program was an initiative to examine the feasibility of changing the scheduling of the main gravelling program from a Winter program to a Fall program. To conduct a fair analysis of cost and operations, the Fall gravelling was to mirror the Winter gravelling effort which was conducted in the months of January and February 2018. This included County labour and equipment, hired trucking and using identical gravel sources (i.e gravel pits). The only exception, obviously, is that different roadways were selected within Divisions 1-4. The Fall gravelling program was conducted in the months of October and November 2018.

The results are as follows:

Winter 2018 Program: A total of 131.77 miles were graveled at an average cost of $5,801.39 per mile; $19.64 per tonne.
Fall 2018 - 2019 Program: A total of 122.85 miles were graveled at an average cost of $5,192.3 per mile; $18.11 per tonne.

The work conducted in the Fall of 2018 went well. At that time of year, nighttime temperatures fall below zero degrees Celsius which stiffens the road subgrade and reduces wear to the road network. Also, there was not much need for a water truck as morning dews and cooler temperatures did help to reduce dust. However, on some days, there were complaints regarding the haul and resulting dusty conditions, therefore a County water truck was employed where needed.

Gravelling in warmer months has its benefits. The impact to men and equipment is less severe resulting in greater productivity and fewer breakdowns. Gravel is much easier to spread because the material is not frozen and wet. When loading at the pit, the loader operator does not have to deal with frozen stockpiles and daily production is increased due to longer workdays and use of available sunlight. The negatives include wear to the road network and extra costs associated with dust control (i.e. water truck).

Gravelling in Winter has its benefits. Frozen roads are not vulnerable to the haul and there is no need for dust control. The negatives to winter gravelling include additional wear and tear to equipment, reduced daylight hours, more difficult to spread (i.e. frozen material), frozen stockpiles and unpleasant conditions for personnel working outside.

The cost comparison and operational benefits acknowledges that gravelling during the warmer months proves to be more cost effective (approximately $1.50 per tonne). If you were to extrapolate that to a total year’s program of 64,000 tonnes (Divisions 1-4), the annual savings could possibly approach $96,000, or the ability to gravel an additional 18 miles of road per year.

SUMMARY AND CONCLUSIONS:
Over the past few years, Council has discussed the possibility of gravelling during non-winter months. The cost and operational analysis conducted in 2018 would support moving away from winter gravelling to a fall gravelling program. To do this, Public Works will need to adjust seasonal activities and reschedule annual maintenance programs to accommodate. In addition, all forward gravel hauls and supply contracts will need to be negotiated to reflect the timing of the supply and haul. Because of the expected transition to Fall gravelling, these changes are in place with newly negotiated private hauler contracts and the issuance of a new Gravel Supply Tender. The new Gravel Supply Tender has provisions to allow for a haul during any month of the year and is not restricted to winter months.

Public Works will be ready to transition and implement a Fall Gravelling Program in 2020 and will have the necessary labour, equipment and supplies ready to go. If approved, the 2020 gravelling program will initially begin with typical summer patching to select areas followed by the main gravelling program in the Fall.

As always, the cost per mile and cost per tonne will be tracked to further assist in budgeting decisions and resource allocation. The goal is always to source the highest quality gravel at the lowest cost per tonne and unit cost per mile to haul and place.

Administration recommended that Council approve the transition to Fall Gravelling from Winter Gravelling and that the transition initiates for the 2020 Gravelling Program.

Discussion ensued regarding stockpiling, noting that the costs are associated with contracted stockpiling. Hopkins tender is site specific.

Resolution PW20190723.008
MOVED: by Councillor J. Bishop

THAT Council approve the transition to Fall Gravelling from Winter Gravelling and that the transition initiates for the 2020 Gravelling Program.

Carried Unanimously
6.2 Proposed Speed Rate Bylaw 2019/40 - Repealing Bylaw 2017/05 - Report

At the June 24, 2019 Council for Public Works meeting, Council approved a speed reduction on TWP RD 462 (from HWY 761 to RGE RD 60), reducing the speed from 80km/hr to 60km/hr and reducing the speed limit within Evergreen Estates and Maywood subdivision from 50km/hr to 30km/hr, and that the amended Speed Rate Bylaw be brought back for first reading. (Ref. Resolution PW20190624.031)

The content of the Speed Rate By-law has not changed. However, Appendix A has been amended numerous times and with the addition of the above approved speed reductions, Administration is of the opinion that Bylaw 2017/05 and all amending bylaws be repealed in their entirety.

During the East End County Road Tour, Council drove the Snake Trail, west of Millet and suggested that the speed limit be reduced for safety reasons.

Public Works drove the road in each direction and noted that 80 km/hr was not a comfortable speed. A speed of 50 km/hr was comfortable for most of the road except for the first three curves heading west from the Town of Millet boundary, where a speed of 30 km/hr felt most comfortable.

An AutoCAD check of these three curves indicated radii of between 70 and 90 m. Under Alberta Transportation Geometric Design Guidelines, radii at these measurements is acceptable for speeds of 40 km/hr or less, with the condition that a 40 km/hr design speed be implemented only if there is a constructed super elevated curve of 8% to offset centrifugal forces. Public Works recommendation is to post the entire Snake Trail at 50 km/hr and post advisory speeds of 30 km/hr for curves with a measured radius of 100 m or less.

The proposed new Speed Rate Bylaw 2019/40 and Appendix A is provided for Council's review and approval, with the addition of the following:

- Schedule A (Section I) Hamlets and Subdivisions
  - Evergreen Estates
    - TWP RD 462 within the subdivision; Posted at 30 km/hr
  - Maywood Subdivision
    - TWP RD 462 within the subdivision: Posted at 30 km/hr

- Schedule A (Section II) Range and Township Roads
  - RGE RD 245A (Snake Trail) – From TWP RD 475A to TWP RD 480, a distance of 725m; Posted at 50 km/hr
  - TWP RD 462 – From RGE RD 60 to HWY 761, a distance of 816m; Posted at 60 km/hr
  - TWP RD 475A (Snake Trail) – From the West boundary of the Town of Millet to RGE RD 245A, a distance of 885m: Posted at 50 km/hr.

Upon review of Bylaw 2017/05, Administration noted that Schedule A, Section I, Hamlets and Subdivisions, #8. Wizard Heights currently reads 12km/hr. This has been in the Bylaw since inception and is likely a typo. The East End Foreman drove the subdivision noting that there is a 30km/hr sign posted at both entrances into Wizard Heights and there are no other speed rate signs posted within the subdivision. J. Chipley, Assistant CAO, believed the 12km/hr rate will not be enforced; therefore,
Administration is recommending deleting the following from Schedule A, Section I, Hamlets and Subdivisions:

- 8. Wizard Heights SE 5-48-27 W4M
  - e) Areas within Wizard Lake under jurisdiction of County of Wetaskiwin No. 10; Posted at 12km/hr.

Bylaw 2017/05 under Section 3. General; 3.3 states: “Speed limit signs shall be posted concurrently with a “Subdivision Entrance Sign,” as outlined in County’s Policy.

Administration recommended that Council approve three readings of Speed Rate Bylaw 2019/40.

N. Powell reviewed the additions to the Speed Rate Bylaw previously requested by Council, as well as the speed reduction on the Snake Trail, which was determined as a requirement during the 2019 Road Tour. Brushing will be required for visibility of the new signage.

It was suggested that an advisory of 30km/hr be posted for the curves on TWP RD 475A, (Snake Trail) with a posted speed of 60km/hr for RGE RD 245A north of TWP RD 475A, and west of the Town of Millet boundary on TWP RD 475A.

Discussion ensued on #8. Wizard Heights SE 5-48-27 W4M; e) Areas within Wizard Lake under jurisdiction of County of Wetaskiwin No. 10, which was posted at 12km/hr and shall now read 30 km/hr.

By-law 2019/40 is a bylaw of the County of Wetaskiwin No. 10, in the Province of Alberta, to authorize the speed rates for highways under the jurisdiction of the County of Wetaskiwin No. 10 and this bylaw repeals Bylaw 2017/05 in its entirety and all amending bylaws.

Resolution PW20190723.009
MOVED: by Councillor K. Rooyakkers
that Bylaw 2019/40 be given First Reading.

Carried Unanimously

Resolution PW20190723.010
MOVED: by Councillor J. Bishop
that Bylaw 2019/40 be given Second Reading.

Carried Unanimously

Resolution PW20190723.011
MOVED: by Councillor K. Adair
that Bylaw 2019/40 be presented for Third Reading.

Carried Unanimously

Resolution PW20190723.012
MOVED: by Councillor D. Woitt
that Bylaw 2019/40 be given Third Reading and it be declared finally passed and the Reeve and Chief Administrative Officer be authorized to sign same and affix thereto the corporate seal of the County of Wetaskiwin No. 10.

Carried Unanimously

7. NEW BUSINESS

7.5 Traffic Control Device Amendments – Range Road 263: REPORT

Through the Service Request Management (SRM) System, Councillor J. Bishop requested the following signage:
• An opposing yield sign be posted at the intersection of TWP RD 472 and RGE RD 263 for northbound traffic (SRM 1854);
• A Stop sign to be posted at the intersection of TWP RD 474 and RGE RD 263. (SRM 1895).

Tim Perrin, East-end Foreman investigated the intersections and concurs with the recommendation from Councillor Bishop for signage at the intersection of TWP RD 472 and RGE RD 263. Due to the low volume of traffic heading east on TWP RD 474, T. Perrin was of the opinion that no additional signage was required at the intersection of TWP RD 474 and RGE RD 263.

The CPO D. Rabel investigated the intersection of RGE RD 263 & TWP RD 472 at 1516 hrs. on Wednesday, February 6, 2019. The crossroad was driven from all four directions of travel and the following observations were made:

-There is a tree line in the south ditch of TWP RD 472, parallel to the roadway, east of the a/n intersection, which currently obstructs vision when travelling northbound on RGE RD 263 into the intersection. This will only further deteriorate line of sight in the summer months when the tree line is in foliage.

-There is also a scattered tree line in the east ditch of RGE RD 263, running parallel to the roadway, south of the a/n intersection. This tree line, when between a northbound vehicle on RGE RD 263 and the tree line on TWP RD 472, further compounds visibility and would make it difficult to detect a west bound vehicle(s) on TWP RD 472.

CPO Rabel concludes that at minimum, a yield sign may be placed in the intersection of RGE RD 263 & TWP RD 472, for traffic control of north bound vehicles on RGE RD 263. There is an existing yield sign currently in place for southbound traffic on RGE RD 263.

DISCUSSION:
As previously reported, Public Works has undertaken an intersection review of all intersections in the County. The review is comprised of two parts: a desktop review and a field review. The desktop review included the use of Webmap GIS and ortho photos to ascertain existing conditions. The GIS provides a visual reference regarding traffic control signs (e.g. STOP and YIELD) which was further referenced against the current database included in the Traffic Control Bylaw. The field review serves to verify and further inspect each intersection to examine its condition. This includes experiencing the intersection while driving, noting sight distances, poor geometrics in the intersection, presence and condition of existing signs, fencelines, illegal approaches and treelines.

For the purposes of establishing traffic control, the following general guidelines apply for the purposes of public safety and efficient traffic flow.

1. Each intersection should be controlled; uncontrolled intersections are considered a lower standard.
2. Traffic control signs should stay consistent and shall remain opposing unless there are special circumstances.
3. When two-way traffic control is imposed at a 4-Leg intersection, the road with the greatest volume of traffic should be the flow through road; and
4. 4-way stop control should only be considered when each leg is of equal traffic volume.

The intent of bringing forward a group of intersections is to streamline the process of amending the Traffic Control Device Bylaw. It is understood that many intersections need attention, however bringing forward 200+ intersections at one time would be too onerous to process on an administrative and council level. Moving forward, each Range Road in its entirety will be brought forward with recommendations until such time as all Range Roads have been processed.

There is a total of fifteen intersections along Range Road 263. Of the fifteen, it is recommended that nine of the intersections receive new traffic control devices.
Administration recommended that Council approve the recommended new traffic control changes to the following intersections:

Discussion ensued on the placement of signage at the intersection of RGE RD 263 and TWP RD 474. Councillor Bishop indicated that the initial request was for a Stop sign for east bound traffic on TWP RD 474.

**Resolution PW20190723.013**

MOVED: by Councillor K. Rooyakkers

THAT Council approve the following recommended changes to the listed intersections along Range Road 263 and that these new traffic control devices be added to the Traffic Control Device Bylaw for Council review and approval:

1. RGE RD 263 and TWP RD 480: install STOP sign at intersection for north bound traffic;
2. RGE RD 263 and TWP RD 474: install YIELD sign at T-intersection for north bound traffic;
3. RGE RD 263 and TWP RD 473: install YIELD sign at T-intersection for east bound traffic;
4. RGE RD 263 and TWP RD 472: install YIELD sign at intersection for north bound traffic;
5. RGE RD 263 and TWP RD 471A: install YIELD sign at T-intersection for west bound traffic;
6. RGE RD 263 and TWP RD 470: install YIELD sign at intersection for north bound traffic;
7. RGE RD 263 and TWP RD 464A: install YIELD sign at T-intersection for east bound traffic;
8. RGE RD 263 and TWP RD 464: install YIELD signs at intersection for east and west bound traffic;
9. RGE RD 263 and TWP RD 451: install YIELD sign at T-intersection for west bound traffic.

**Recorded**

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<td>Councillor B. Krahn</td>
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<td>Councillor D. Woitt</td>
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<tr>
<td>Councillor K. Adair</td>
<td>X</td>
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<tr>
<td>Councillor K. Rooyakkers</td>
<td>X</td>
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<tr>
<td>Councillor L. Seely</td>
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</tbody>
</table>

**Results**

| 6 | 1 |

Carried (6 to 1)

### 7.6 Traffic Control Device Amendments – Range Road 12: REPORT

Through the Service Request Management (SRM) System, Councillor Ken Adair requested that Administration replace a missing stop sign at the intersection of RGE RD 12 and TWP RD 460. Upon inspection it was noted that there never was a stop sign posted at this intersection for northbound traffic. (SRM 1906).

Tim Perrin, East-end Foreman investigated the intersection and concurs that a stop sign for northbound traffic would be beneficial at this intersection.
DISCUSSION:
As previously reported, Public Works has undertaken an intersection review of all intersections in the County. The review is comprised of two parts: a desktop review and a field review. The desktop review included the use of Webmap GIS and ortho photos to ascertain existing conditions. The GIS provides a visual reference regarding traffic control signs (e.g. STOP and YIELD) which was further referenced against the current database included in the Traffic Control Bylaw. The field review serves to verify and further inspect each intersection to examine its condition. This includes experiencing the intersection while driving, noting sight distances, poor geometrics in the intersection, presence and condition of existing signs, fencelines, illegal approaches and treelines.

For the purposes of establishing traffic control, the following general guidelines apply for the purposes of public safety and efficient traffic flow.

1. Each intersection should be controlled; uncontrolled intersections are considered a lower standard.
2. Traffic control signs should stay consistent and shall remain opposing unless there are special circumstances.
3. When two-way traffic control is imposed at a 4-Leg intersection, the road with the greatest volume of traffic should be the flow through road; and
4. 4-way stop control should only be considered when each leg is of equal traffic volume.

The intent of bringing forward a group of intersections is to streamline the process of amending the Traffic Control Device Bylaw. It is understood that many intersections need attention, however bringing forward 200+ intersections at one time would be too onerous to process on an administrative and council level. Moving forward, each Range Road in its entirety will be brought forward with recommendations until such time as all Range Roads have been processed.

There is a total of five intersections along Range Road 12. Of the five, it is recommended that three of the intersections receive new traffic control devices.

Administration recommended that Council approve the recommended new traffic control changes to the following intersections:

Discussion ensued regarding the time it takes Administration to respond to a request for signage from Council.

N. Powell responded that effective immediately, whenever a request is presented, the issue will be brought forward to Council at the following Public Works meeting.

Resolution PW20190723.014
MOVED: by Councillor K. Adair
THAT Council approve the following recommended changes to the listed intersections along Range Road 12 and that these new traffic control devices be added to the Traffic Control Device Bylaw for Council review and approval:

1. RGE RD 12 and TWP RD 452: remove STOP sign for north bound traffic; install YIELD SIGNS for north and south bound traffic.
2. RGE RD 12A and TWP RD 452: install YIELD sign at T-intersection for south bound traffic;
3. RGE RD 12 and TWP RD 460: install STOP sign at intersection for north bound traffic.

Carried Unanimously

6. UNFINISHED BUSINESS
6.3 Proposed Amendment to Traffic Control Device Bylaw 2018/35 - Report
By-law 2018/35 Traffic Control Devices - Appendix ‘A’ contains a listing of Traffic Control Devices within the County of Wetaskiwin that are currently erected. Administration is requesting Council approval on the erection of the following signs which were requested through the Service Request Management system:

- RGE RD 263 and TWP RD 480: install STOP sign at intersection for north bound traffic;
- RGE RD 263 and TWP RD 474: install YIELD sign at T-intersection for north bound traffic;
- RGE RD 263 and TWP RD 473: install YIELD sign at T-intersection for east bound traffic;
- RGE RD 263 and TWP RD 472: install YIELD sign at intersection for north bound traffic;
- RGE RD 263 and TWP RD 471: install YIELD sign at T-intersection for west bound traffic;
- RGE RD 263 and TWP RD 470: install YIELD sign at intersection for north bound traffic;
- RGE RD 263 and TWP RD 464A: install YIELD sign at T-intersection for east bound traffic;
- RGE RD 263 and TWP RD 464: install YIELD signs at intersection for east and west bound traffic;
- RGE RD 263 and TWP RD 451: install YIELD sign at T-intersection for west bound traffic;
- RGE RD 12 and TWP RD 452: install YIELD signs for north and south bound traffic; deleting Identifier 1491 from Schedule A which references the existing Stop sign on for north bound traffic;
- RGE RD 12A and TWP RD 452: install YIELD sign at T-intersection for south bound traffic;
- RGE RD 12 and TWP RD 460 install STOP sign at intersection for north bound traffic;

and that the amending Bylaw 2019/41 Traffic Control Devices, Appendix ‘A’ be presented for first reading.

Administration recommended that Council approve the above additions/deletions to the Traffic Control Device Bylaw and that the amended Traffic Control Devices Bylaw 2019/41, Appendix ‘A’ be presented for three readings.

Discussion ensued regarding the placement of a stop sign for eastbound traffic versus a yield sign for northbound traffic at the intersection of RGE RD 263 and TWP RD 474.

By-law 2019/41 is a bylaw of the County of Wetaskiwin No. 10, in the Province of Alberta, for the purpose of amending Schedule A of Bylaw 2018/35 Traffic Control Devices.

Resolution PW20190723.015
MOVED: by Councillor K. Adair
that Bylaw 2019/41 be given First Reading.

Recorded

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<td>Councillor J. Bishop</td>
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<td>Councillor B. Krahn</td>
<td>X</td>
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<tr>
<td>Councillor D. Woitt</td>
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</tbody>
</table>
Resolution PW20190723.016
MOVED: by Councillor D. Woitt
that Bylaw 2019/41 be given Second Reading.

Recorded  In Favour:  Opposed:
Reeve T. Van de Kraats X
Councillor J. Bishop X
Councillor B. Krahn X
Councillor D. Woitt X
Councillor K. Adair X
Councillor K. Rooyakkers X
Councillor L. Seely X
Results 6 1
Carried (6 to 1)

Resolution PW20190723.017
MOVED: by Councillor L. Seely
that Bylaw 2019/41 be presented for Third Reading.

Recorded  In Favour:  Opposed:
Reeve T. Van de Kraats X
Councillor J. Bishop X
Councillor B. Krahn X
Councillor D. Woitt X
Councillor K. Adair X
Councillor K. Rooyakkers X
Councillor L. Seely X
Results 6 1
Carried (6 to 1)

Unanimous consent is required for a by-law to continue to Third and Final Reading on the same day as it was provided First and Second readings.

7. **NEW BUSINESS**

7.1 **Land Acquisition Agreement – Jobb, Alfred and Albertina – SW 18-46-23 W4M - Report**
In October 2018, adjacent landowners were informed that County Council along with County staff have identified Township Road 460 (from HWY 2A to RGE RD 240) and Range Road 240 (from TWP RD 460 to HWY 613) also known as the G3 Resource road, as the most likely of County roads that will experience the greatest increase in truck traffic. To plan for this, the County proposes to upgrade RGE RD 240 (2 miles) and TWP RD 460 (2 miles) to a paved road standard. The upgrade will include road reconstruction, intersection upgrades, bridge upgrades, granular base course and pavement to a 9-metre top width.

To proceed with the G3 project, ROHI Engineering has negotiated a Land Acquisition Agreement with Alfred and Albertina Jobb, for the purchase of 0.05 acres at SW 18-46-23 W4M. The land is required for the purpose of road widening and other related improvements. The land is valued at $7,000/per acre; therefore, the total purchase price will be $350.00, plus GST. Payment will be made once the Road Plan is registered with Alberta Land Titles.

Administration recommends that Council approve the Land Acquisition Agreement between the County of Wetaskiwin and Alfred and Albertina Jobb for the purchase of 0.05 acres from SW 18-46-23 W4M for road upgrading and other related improvements, for a total cost of $350.00 plus GST, for completion of the G3 Resource Road project.

Resolution PW20190723.018

MOVED: by Councillor L. Seely

that Council approve the Land Acquisition Agreement between the County of Wetaskiwin and Alfred and Albertina Jobb for the purchase of 0.05 acres from SW 18-46-23 W4M for road upgrading and other related improvements, for a total cost of $350.00 plus GST, for completion of the G3 Resource Road project.

Carried Unanimously

7.2 2019 Gravel Supply Tender - 2019.3208.01 - Report

The current contract for Supply, Load Scale, Haul and Spreading of Gravel is an extension to the original contract signed in 2015. This contract expires December 31, 2019.

Public Works prepared a new Gravel Supply Tender for the Supply, Load, Haul and Spreading of Gravel for a three-year term, 2020-2022 inclusive. The existing contract which expires at the end of 2019 was catered towards Winter Gravelling, therefor the contract contained provisions that restricted the timing of supply and haul. In anticipation of a Fall Gravelling Program, the new tender included provisions which allowed the County to schedule their gravelling program at any time in the year, removing the Winter haul - January to March restriction. The specifications of the new tender indicated that most of the haul was likely to occur during the Fall months.

Tender 2019.3208.01 was posted May 15, 2019 on the Alberta Purchasing Connection (APC) and advertised in the local newspaper. The tender closed June 19, 2019 with the following three bids received:

<table>
<thead>
<tr>
<th>Bidder</th>
<th>Schedule B</th>
<th>Schedule C</th>
<th>Total Bid</th>
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<tbody>
<tr>
<td>Hopkins Construction (Lacombe) Ltd.</td>
<td>$1,220,630</td>
<td>$248,750</td>
<td>$1,469,380</td>
</tr>
<tr>
<td>Jones Trucking &amp; Backhoe Service Ltd.</td>
<td>$1,418,000</td>
<td>$342,500</td>
<td>$1,760,500</td>
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<tr>
<td>Mixcor Aggregates Inc.</td>
<td>$1,656,530</td>
<td>$425,000</td>
<td>$2,081,530</td>
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</tbody>
</table>

The total bids are for a one-year supply and are binding for years 2020, 2021 and 2022 (a term of 3 years). The contract does allow for a two-year extension (2023-2024) upon mutual agreement with the only adjustment factor (negotiable element) being cost of living increases (i.e. COLA).

Administration has reviewed the submitted tenders and has determined that Hopkins Construction (Lacombe) Ltd. has provided the lowest overall bid and scored the highest ranking in the evaluation rating. Hopkins has satisfied all the conditions of the bid.
FINANCIAL:

A comparison of the 2020-2022 Hopkins bid versus the 2015-17 Hopkins bid is as follows:

**Schedule B**: 2015-17 bid of $1,178,350 versus the 2020-22 bid of $1,220,630 for the supply, load, haul and spreading of gravel; an increase of 3.5% and an average of $16.95 per tonne.

**Schedule C**: 2015-17 bid of $248,750 versus the 2022-22 bid of $248,750 for the supply, load and scale at contractor’s pit; a zero percent increase and an average of $9.95 per tonne.

DISCUSSION:

As part of the gravel supply and haul analysis, the Hopkins bid is compared to County owned pits and the use of County labour, equipment and private haulers. The County estimated costs per tonne is as follows:

- **Clearwater Pit**: $27.27 per tonne; an average of 53-mile haul (zones 3-6)
- **Hilgartner Pit**: $25.07 per tonne; an average of 34.5-mile haul (zones 5-10)
- **Graves Pit**: $26.82 per tonne; an average of 47.3-mile haul (zones 5-10)
- **Lymes Pit**: $25.12 per tonne; an average of 61-mile haul (zones 3-10)

The location of the Hopkins pit versus County pits is the deciding factor when considering the total cost to deliver gravel to the western zones. Until such time that “other” suppliers exceed the County’s unit cost per tonne for supply and delivery of gravel, all “other” sources should be exhausted in lieu of reducing County gravel reserves.

Public Works has had the opportunity to work with Hopkins for many years and have had no major issues with the quality of the gravel, pit operations or their haulers. PW would welcome the opportunity to continue this working relationship.

Administration recommended that Council award Gravel Supply Tender 2019.3208.01 to the low bidder - Hopkins Construction (Lacombe) Ltd. for the three-year term 2020-2022.

Discussion ensued regarding the bid unit values, and Councillor K. Rooyakkers commented that having the contract bid details presented to Council allows them to make an informed decision of the award. Councillor Rooyakkers informed Council that in reviewing the tender results presented in 2014 for the 2015 contract, the unit prices were disclosed and she questioned why Hopkins would bid lower in 2019 than they did in 2014. Administration explained that an open bid process keeps the bidding competitive, and the County benefits when the contractor bids low to ensure getting the contract.

Resolution PW20190723.019

MOVED: by Councillor L. Seely

THAT Council award Gravel Supply Tender 2019.3208.01 to the low bidder - Hopkins Construction (Lacombe) Ltd. for the three-year term commencing 2020 and ending December 31, 2022.

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<td>Councillor K. Adair</td>
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</table>
7.3 Request for Proposal – Residential Collection of Solid Waste Material - Report

At the August 14, 2018 Council for Public Works Meeting, Council reviewed a report on Residential Garbage Collection prepared by Neil Powell, Director of Public Works. At that time, Council resolved that the current service level and method remain status quo for residential garbage collection and directed Administration to prepare a Request for Proposal (RFP) in mid-2019 for a three-year agreement for the provision of weekly residential waste collection, commencing January 2020. (Ref. Resolution #PW20180814.1007).

The RFP included the following service areas:

<table>
<thead>
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<th>Bid Item</th>
<th>SERVICE AREAS</th>
<th>Number of Pick Ups</th>
<th>Pick-up Day</th>
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<tbody>
<tr>
<td>1</td>
<td>Hamlet of Alder Flats</td>
<td>72</td>
<td>Monday</td>
</tr>
<tr>
<td>2</td>
<td>Hamlet of Buck Lake</td>
<td>102</td>
<td>Monday</td>
</tr>
<tr>
<td>3</td>
<td>Hamlet of Gwynne</td>
<td>43</td>
<td>Tuesday</td>
</tr>
<tr>
<td>4</td>
<td>Hamlet of Winfield</td>
<td>92</td>
<td>Tuesday</td>
</tr>
<tr>
<td>5</td>
<td>Hamlet of Westerose</td>
<td>99</td>
<td>Monday</td>
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- Subdivision of Viola Beach
- Subdivision of Beachside Estates
- Subdivision of Woodwind Estates

**DELETABLE ITEMS**

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<tr>
<th>Service Area</th>
<th>Notes</th>
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<tr>
<td>6</td>
<td>Hamlet of Mulhurst Bay</td>
</tr>
<tr>
<td></td>
<td>Subdivision of Lakeland Estates</td>
</tr>
<tr>
<td>7</td>
<td>Subdivision of Curilane Beach</td>
</tr>
</tbody>
</table>

On June 19, 2019 a Request for Proposal (RFP) was advertised on the County website, in the Pipestone Flyer newspaper and in the Coffee Companion. In addition, the RFP package was sent to all the existing private waste collectors currently under contract to December 2019.

The bids are per pick up, per week. The total is for the week per service area. The bid sheet also allowed for the proponent to set an annual increase per pick-up for years 2021 and 2022. The RFP stipulated that a proponent could bid on one service area, a selection of service areas, or all service areas.

The RFP closed on July 10, 2019 with the following proposals received:

**Service Areas 1 and 2**

- **Alder Flats (72 Sites) Buck Lake (102 Sites)**
  - Bidder - D & S Watson Contracting Ltd. $5.25 Each /$ 913.50 Total Bid
  - Bidder – NuLine Waste Solutions $5.95 Each /$1,035.30 Total Bid
  - Both Bidders noted an annual increase of $0.50 per pick-up.

**Service Area 3**

- **Gwynne (43 Sites)**
  - Bidder – Didriksen Trucking Ltd. $4.20 Each/$180.60 Total Bid
  - No annual increase was quoted.

**Service Area 4**

- **Winfield (92 Sites)**
Council Public Works, July 23, 2019

Bidder – James Thoreson $3.50 Each / $322.00 Total Bid
Bidder – NuLine Waste Solutions $5.95 Each / $547.40 Total Bid

J. Thoreson noted an annual increase of $0.20 per pick up
NuLine Waste Solutions noted an annual increase of $0.50 per pick up

Service Area 5
Westerose (99)
Bidder - Donald Ayers $2.50 Each / $247.50 Total Bid
Bidder NuLine Waste Solutions $5.75 Each / $569.25 Total Bid

Both Bidders noted an annual increase of $0.50 per pick-up.

Deletable Items:

Service Area 6
Mulhurst (408)
Bidder – NuLine Waste Solutions $4.75 Each / $1,938.00 Total Bid

NuLine Waste Solutions noted an annual increase of $0.40 per pick up

The County of Wetaskiwin currently provides garbage collection service in the Hamlet of Mulhurst Bay $1.97 Each / $803.76 Total

Service Area 7
Curilane (60 Sites)
Bidder – NuLine Waste Solutions $5.95 Each / $357.00 Total Bid

NuLine Waste Solutions noted an annual increase of $0.50 per pick up

DISCUSSION:
To evaluate the proposals, it is necessary to analyze each service area to the costs realized for 2018. 2019 is not a complete reference as it does not provide a full year of effort and expenses.

Gwynne: The bid of $4.20 per pick-up provided by Didriksen Trucking Ltd. was the only bid received and is slightly more than the $4.14 per pick up cost of the current contract. Didriksen did not provide a value for annualized rate increases in years 2021 and 2022. PW would recommend that this service area be awarded to Didriksen Trucking Ltd.

Alder Flats/Buck Lake: these two service areas are combined for analysis because the previous contract included the two areas. Unfortunately, the previous contractor opted out of his last year of the contract, therefore, the County had to provide the service for 2019. Two bids were received and the low bid of $5.25 per pick-up was provided by D & S Watson Contracting Ltd. In 2018, the cost per pick-up per the previous contractor was $2.33. The County cost per pick-up in 2019, to the end of June is $5.58.

- The $5.25 per pick-up provided by D&S Watson Contracting Ltd. is lower than the realized costs of the County. However, the D&S Watson bid included a $0.50 annualized increase per pick-up for years 2021 and 2022. So, their rate would be $5.75 and $6.25 for the years 2021 and 2022 respectively. This would likely exceed what the County could provide the service for in the final two years of the contract.

PW would recommend that the service contract be awarded to D & S Watson Contracting Ltd.

Mulhurst Bay/Lakeland Estates: one bid of $4.75 per pick-up was received by NuLine Waste Solutions and included $0.50 annualized increases per pick-up for years 2021 and 2022. The County has a long history of costs regarding this service area and 2018 costs were $1.87 per pick-up. It is recommended that this service area remain with the County.

Curilane Beach: one bid of $5.95 per pick-up was received by NuLine Waste Solutions and included $0.50 annualized increases per pick-up for years 2021 and 2022. The
County has a long history of costs regarding this service area and 2018 costs were $4.81 per pick-up. The County serves the service areas of Mulhurst and Curilane on the same day. The disproportionate cost per pick up for Curilane Beach is due to economy of scale and hauling distance. If you were to combine the County’s total costs of the Mulhurst and Curilane service areas, the average cost per pick-up would be $2.25. It is recommended that this service area remain with the County.

Winfield: two bids received with the low bid of $3.50 per pick-up provided by James Thoreson. James Thoreson is the incumbent contractor and his 2018 costs were $3.14 per pick-up. James also included a $0.20 annualized increase per pick up in years 2021 and 2022. It is recommended that the service contract be awarded to James Thoreson.

Westerose/Beachside Estates/Viola Beach/Woodwind: Two bids received with the low bid of $3.50 per pick-up provided by Donald Ayers. Mr. Ayers is the incumbent contractor and his 2018 costs were $1.76 per pick-up. Ayers also included a $0.50 annualized increase per pick-up in years 2021 and 2022. It is recommended that the service contract be awarded to Donald Ayers.

FINANCIAL:
Based on the above recommendations, the 2020 expected average cost to maintain waste collection services to the 7 service areas would be $14.26 per month. This includes third party contracting, County collection and County administrative overhead costs. Currently, the rate charged to the residents is $12.50 per month. Considering this service should be user pay, Admin would recommend a rate increase to $14.25 per month for 2020.

ALTERNATIVES:
The alternatives include:

1. Award service areas (1-5) to the lowest compliant proponents for 2020 to 2022 and maintain County provision of services to service areas 6 and 7; or
2. Discontinue the waste collection service to some areas; or
3. Discontinue all waste collection services. Residents would then be responsible to transport their waste to the nearest transfer station.

Administration recommended that Council award the Residential Collection of Solid Waste Materials contracts to the lowest compliant proponents in service areas 1 through 5 with the three-year contract effective January 1, 2020 to December 31, 2022, and that the County continue to provide Residential Collection of Solid Waste services for service areas 6 and 7 which includes the Hamlet of Mulhurst Bay/Lakeland Estates and Curilane Beach.

Resolution PW20190723.020
MOVED: by Councillor K. Adair
That Council award service contracts to the following proponents for Residential Collection of Solid Waste Material, for a three-year term (January 1, 2020 to December 31, 2022):

- Service Areas 1 and 2 (Buck Lake /Alder Flats) to D & S Watson Contracting Ltd.
- Service Area 3 (Gwynne) to Didriksen Trucking Ltd.
- Service Area 4 (Winfield) to James Thoreson
- Service Area 5 (Westerose /Beachside Estates /Woodwind, Viola Beach) to Donald Ayers

And that service areas 6 and 7 (Mulhurst/Lakeland Estates and Curilane Beach) remain with the County to provide waste collection services.

Carried Unanimously

7.4 Disposal of County Equipment – MG0612 Caterpillar 160M-Report
At the December 18, 2018 Council General meeting, Council reviewed and approved the 2019 Operating Budget as the Interim Budget for 2019 in accordance with
"Section 242 - Budgets" of the Municipal Government Act, Statutes of Alberta 2000. The Capital Plan included the purchase of two new graders to replace Motor Graders MG0214 and MG1614, and the outright disposal of MG1106 and MG0813. (Ref. Resolution #CG20181218.1028)

At the May 6, 2019 Council General meeting, Council approved the 2019 Municipal Capital and Operating Budget. Within the budget, provisions were made to dispose of the MG0813 John Deere 870GP motor grader for a salvage value of approximately $95,000.00 and to keep motor grader MG0612 Caterpillar 160M as a spare. (Ref. Resolution # PW20190506.007)

Like all heavy equipment, there are generally signs of wear and tear once a machine reaches a certain service life. Once a certain threshold is reached, the unit is more likely to suffer from mechanical and performance issues. The Motor Grader Life chart suggests that engine and transmission components should be rebuilt at approximately 10,000 hours before a resulting engine failure.

Fleet owns and operates MG0612, a Caterpillar 160M with 9,000 service hours and MG0813, a John Deere 870GP with 7,500 service hours. Considering the accrued hours for each of these machines, it would be a best management practice to dispose of the grader with the highest amount of service hours.

Administration recommended disposing of Motor Grader MG0612, a Caterpillar 160M with 9,000 hours and keep Motor Grader MG0813 John Deere 870GP with 7,500 hours as a spare grader.

Council suggested that the Capital Plan be revisited to ensure motor graders are kept longer than the pre-determined 5 years of service.

Resolution PW20190723.021
MOVED: by Councillor K. Rooyakkers
That Council approve the disposal of motor grader MG0612, a Caterpillar 160M and keep motor grader MG0813, a 870GP John Deere as a spare within the fleet and that the 10 Year Capital Plan be amended to keep motor graders longer than the pre-determined 5 years.

Carried Unanimously

9. **ADJOURN**

Resolution PW20190723.022
MOVED: by Councillor L. Seely
that the Council for Public Works meeting be adjourned at 12:07 p.m.

Carried Unanimously