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 9:02 a.m. on Tuesday, August 13, 2019.

2. **APPROVAL OF AGENDA**

   Resolution PW20190813.001
   
   MOVED: by Councillor L. Seely
   
   that the agenda be accepted as presented.
   
   Carried Unanimously

3. **MINUTES APPROVAL**

3.1 **Council for Public Works Minutes, July 23, 2019**

   Resolution PW20190813.002
   
   MOVED: by Councillor D. Woitt
   
   to approve the minutes for the Council for Public Works meeting held July 23, 2019 as presented.
   
   Carried Unanimously

4. **REPORTS**

4.1 **Public Works Report (July 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 Public Works (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 July as follows:

**DIRECTORS REPORT**

July was a very difficult month due to the many intensive rainstorms. Damage occurred throughout the County, but Division’s 6 and 7 were affected the most.
Division 7 notably, suffered extensive damage to roadways, culverts and multiple bridge sites.

On July 20, 2019, a very intensive rainstorm hit the Alder Flats area. This storm did considerable damage by washing gravel from roads, washing out center-line culverts, and eroding roads and ditches. Rose Creek Road and BF 72784 suffered extensive damage with erosion along the roadway, drainage courses and Wolf Creek.

It is difficult to design and/or maintain infrastructure for a storm such as the July 20 storm event. This storm may have been a 1:500-year event as it did dump in excess of 150 mm over a 12-hour period. It simply was too much water, too fast.

Ditches and roadways with poor geometrics (i.e. low grade and shallow ditches) were the most affected. However, roads with decent grade elevation and ditch capacity were still overwhelmed. Some of the damage may have been avoided if the roads were in better geometric condition, but it is noted that new infrastructure such as Rose Creek Road, it’s culverts and ultimately the new bridge at Wolf Creek were severely damaged. The Rose Creek Road culverts and ditches had considerable capacity, but again, it was too severe of a storm for its design capacity.

Since the July 20 rain event, County crews have been in emergency repair mode. Many calls came in regarding blocked or damaged culverts and roadways severely eroded. Emergency repairs were done all over the region with particular immediate attention paid to the Rose Creek Road to save the pavement, but much remains to be done to get this site back to its pre-flood condition.

PW directed several employees to drive all the roads in Divisions 6 and 7 and were instructed to map and describe the storm damage. This will help PW to identify what needs intermediary repair and highlight areas that can benefit from future upgrading. This may include mini shoulder pulls, brushing, ditching, center-line replacements, erosion control devices etc.

Early mapping evidence indicates that there were over 100 road washouts. A washout is where the storm water eclipses the road top and washes over, depositing much of the gravel and road substrate in the opposite ditch and field. Many sites are repeat offenders and will be targeted for upgrades this year and in upcoming years.

It is estimated that the July storms may have caused damages nearing $500,000. PW is tracking all emergency repairs using two special Job Codes set up for Division’s 6 and 7. It is hoped that the majority of the repairs can be done this summer and fall, weather permitting. The Rose Creek Road and Wolf Creek repair will be the costliest endeavor.

Administration will have a better understanding of the July storm damage near the end of August or September and will present the incurred and estimated repair costs to Council for any adjustments to the 2019 PW budget. Options to fund the storm damage may include PW emergency reserves or the Clearwater Reserve.

**Shop Foreman Report**

Warranty repairs were completed on the following units:

- **MG0315** – 2015 Caterpillar 160M Grader – Warranty repair to moldboard slide cylinder and second repair to replace wiring.
- **MG0115** – 2015 Caterpillar 160M Grader – Warranty to replace steel transmission line.
- **MG0519** – 2019 caterpillar 140M3 Grader – Warranty to replace hydraulic valve.

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

- **T3312** – 2012 Mack Truck GU713
- **TR0104** – 2004 Lowboy Trailer Triaxle.

Through Sole Source, the County purchased one padfoot packer from Strongco Equipment in the amount of $173,500 + GST for 2019 Volvo Padfoot Packer. (P1419)
Utilities Foreman Report

- Argentia Lift Station number 1 continued to have issues. Telus found that their communication line was faulty, preventing the operators from receiving phone calls when the station went into alarm. Telus put the Argentia Lift Station 1 on to a better working communication line.

- Xylem was out to install pump delay timers in Argentia Lift Station 1. These timers were installed to prevent the pumps from faulting out when the flygt bulbs are experiencing high flow conditions and give a repetitive immediate on/off signal.

- Total Power was out to perform the annual maintenance on our Generator sets. The new gen sets at South Side Lift Stations 1, 2, and 3 had minor deficiencies that were noted and will be repaired under warranty. Sunset Harbour Water Treatment Plant Gen Set failed the annual inspection. A quote was supplied to the condo board for repairs. The condo board is currently seeking other quotes.

- The High Flow Pump in the Winfield Water Treatment Plant failed. Canada Pump and Power was contacted, and a rental pump is in place to support high flow conditions such as firefighting and hydrant flushing. Currently the County is working with WSP to get a new pump designed and implemented. The old High flow pump was been removed and disassembled. It was discovered that the old high flow pump was not NSF rated. Operators also experienced trouble with the SCADA system as well as some of the instruments including flow meters and level indicators.

- The Used Oil Recycling tank at Peace Hills Transfer Station is being registered with the Petroleum Tank Management Association of Alberta (PTMAA).

- Operators have continued to open wastewater services in Crystal Keys and Village Creek Estates. A few issues have been found with the tank connections and owners have been contacted.

- The traffic pattern at the Gwynne Truck Fill has been reversed. This change was made due to complaints. Larger trucks were having a difficult time making the turn out of the truck fill and were also struggling to pull up close enough to be underneath the hoses.

- Operators have begun the hydrant maintenance program in Winfield. Operators have rebuilt Hydrant 19 and made it operational again.

- Several storms knocked power out to the lift stations and Mulhurst Lagoon during July. One of the storms on the north side of the lake overwhelmed the sewer system and a basement backed up. Vacuum trucks were called in a couple times to assist in moving the wastewater.

Road Foreman Reports

Division 1-5 (East End Foreman)

A mini shoulder pull was performed on RGE RD 11 from south of HWY 13 to Dorchester Development to narrow the flattened road and restore its width, shape & crown. This project also included minor ditch works to improve poor drainage adjacent to the roadway. RGE RD 11 was re-gravelled at a rate of 300 Tonne/mile.

- Due to heavy rains, crews were diligent unplugging culverts due to excessive beaver activity & floating/random debris.

- Multiple washout repairs to roads & approaches after heavy rainfall & storm events.

- Road repairs performed on TWP 480 (RGE RD 272-274) & TWP 475 (West of RGE RD 272) to fix continual stretches of soft spots.

- Road repairs to soft base areas within Mulhurst Bay (Anderson Meadows, Scott Ave east of 49 St, 58 Ave east of 49 St).

- Road repairs on Norris Beach road to alleviate problematic soft areas. Some ditching was also performed to aid in storm drainage.

- Multiple roadway locations cleared of fallen trees after rainstorms.

- Completed haul (private & county forces) of +/- 5000 Tonne of limestone aggregate product for stockpile inventory. This product has been tested in the past few months
and is proving to be very effective in repairing areas of rural roads with base failures & major frost boils.

- Continued to perform drainage maintenance via the cleaning of culvert ends in Division 1.

- Continued to perform intersection assessment reviews as time & priority permits. Ongoing signage installation, garbage pick-up, traffic counter relocations.

- For much of July, east end staff were directed to aid in the emergency repairs throughout Division 6 & 7.

**Division 6-7 (West End Foreman)**
The following issues were caused due to the heavy rains:

- RGE RD 75 from TWP RD 460 north to TWP RD 464 water was going across most of the road.

- RGE RD 74 from TWP RD 460 north to TWP RD 464 water went across the road in numerous places.

- RGE RD 73 from TWP RD 460 north to TWP RD 472 water was going across the road in numerous areas.

- RGE RD 74A there was a major problem just south of TWP RD 472; a major wash out due to a plugged culvert.

- TWP RD 464 from Highway 22 east to RGE RD 63 water went across the road in numerous places.

- TWP RD 454 from Highway 22 east to RGE RD 62 water went across the road in numerous places.

- TWP RD 460 from the Rose Creek Bridge east on the south side of the road. The shoulder of the road washed away for about 250 meters.

There were numerous other areas where damage occurred but to a lesser extent. Most of the areas have been repaired by gravelling and grading. The crews are also out with the rubber tired excavator cleaning out the ends of culverts and trying to remove gravel and debris from the ditches. The hope is by the middle of August all the damaged roads will be repaired. The culvert end and ditch cleaning will be ongoing for numerous years.

The recent rains have given us a good snapshot of how our infrastructure is working. Some areas were fine however there are areas especially west of Buck Lake that will need some improvement over the next few years. The staff are working hard but are only being able to get to the urgent issues, therefore some of the preventative maintenance issues are not getting completed. Crews are also addressing signs, garbage and beaver control.

**Right of Entry Agreements**
The following Right of Entry Agreement was signed in the month of July:

- 1206028 Alberta Ltd.; allowing County access to the property at NE 8-47-7 W5M to complete a culvert replacement and embankment repairs on RGE RD 74A between TWP RD 470 and TWP RD 472.

**Solid Waste Report**
Due to timing of the August meeting, the July 2019 Solid Waste Haul Totals will be presented at the September 2019 PW meeting for Council review.

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

- Contaminated Haul: 0 Initiated; 1 Completed
- Integrity Dig: 2 Initiated; 2 Completed
- Pipeline: 6 Initiated; 4 Completed
- Special: 1 Initiated; 1 Completed
- Temporary Water Line: 1 Initiated; 0 Completed
Waterwell  
1 Initiated; 1 Completed

Wellsite  
5 Initiated; 5 Completed

There were 222 permits issued by Roadata regarding the use of County of Wetaskiwin roads within the month of July. There were 130 TRAVIS-MJ permits issued in July 2019 for a total of $1,885.00.

**GP Road Inspections**

There were 9 pre, 5 post inspections reported by Chris Patten for the month of July 2019.

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

N. Powell presented a power point of photos (highlights below) showing the erosion caused by excessive rain in the west end of the county:

- Rose Creek Road (TWP RD 460)
- Wolf Creek
- BF 72784 - SSE 6-46-7 W5M
- RGE RD 74A - Plugged culvert and road washout
  - Screen has been placed in the culvert to stop debris and allow access for future maintenance
- Typical damage - road erosion and gravel loss
  - Sink hole in roadway
- Culvert damage
- Overview of cost of repairs.

The question was asked if funding has been applied for through the Disaster Relief Program (DRP). N. Powell stated that Administration will proceed with an application to DRP.

N. Powell informed Council that a Request for Quotes has been advertised for culvert repairs on RGE RD 31 and the RFQ closes on August 15, 2019.

Council was informed that there is currently over 400 hours of overtime charged by PW staff throughout this rainy weather. The graders are too heavy to go out but when it dries up the operators will be out.

Discussion ensued regarding road bans to keep the heavy traffic off the soft wet roads.

Councillor L. Seely asked if TWP RD 461 was a county road or not? N. Powell noted that it is still being investigated as the owner of this road.

Discussion ensued regarding the Winfield water system, the Scada system and the Canamex system.

Maintenance of the boundary road between Wetaskiwin/Camrose County requires grading and Council was informed that this road falls within Camrose maintenance.

The Shop Report notes that numerous repairs are done at Kenworth. N. Powell informed that our technicians could do the work but some of the work is sent to Kenworth due to a capacity issue in the PW shop.

**Resolution PW20190813.003**

MOVED: by Councillor B. Krahn

to approve the Public Works Report for July 2019 as presented.

Carried Unanimously

### 4.2 Service Request Management Report (July 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 July as follows:

**Public Works Service Request**

**Division One:**

SRM 1987 – Closed

Councillor Krahn received a call from ratepayer Laverne Buchert. According to the ratepayer, the road is dirt and needs gravel.

**PW Comment:** D. Vikse, East-end Foreman drove the road on July 24, 2019, and notes there are significant issues with the structure itself; road base material is mainly black dirt, especially south of TWP RD 454. There seems to be adequate gravels, albeit compromised with organics; but the big issue is that the road edge is built up; i.e.: "lips". I have notified the Patrol Operator of this and he is to tear down the lips over the course of the next few weeks of patrol operations.

**Division Two:**

No SRM's to Report.

**Division Three:**

SRM 1993 – Pending

Councillor D. Woitt was approached by Clarence Claerhout (NW-29-46-24W4) about RGE RD 245. Mr. Claerhout thinks the road is too narrow as a Triple A painting truck went in the ditch. He also reported that a grader operator had hit the ditch in the winter. Please investigate as time permits.

**PW Comment:** D. Vikse, East-end Foreman reports that he measured the road surface width and it meets county standards (7.3m wide). The east ditch is however steeper (<2:1). County crews are planning to repair the ditch & bring the sideslope to current standards (3:1 likely, but 4:1 is the plan). These works will be completed when time and weather permits; but considering the flooding issues in the west end of the county, it may be pushed back due to staffing priorities.

**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. This road segment will be scheduled for repair in 2019 (budget permitting) or in 2020.

SRM 2009 – Pending

Road Crew is to erect 60km/hr speed signs at TWP RD 475A (Snake Trail) from the West boundary of the Town of Millet to RGE RD 245A, (a distance of 885m). They are also to post 60 km/hr speed signs at RGE RD 245A (Snake Trail) From TWP RD 475A to TWP RD 480, a distance of 725m. Advisory signs of 30km/hr are to be posted before the curves on Snake Trail (TWP RD 475A) for east and west bound traffic, as per Council direction July 23, 2019.

**Division Five:**

SRM 1984 – Closed

Councillor Ken Adair received an email from Bob Riviere who had a culvert replaced last fall. Mr. Riviere is requesting a follow-up inspection. His email is copied below:

"Could use some rocks for rip rapping at the culvert you changed last fall. And some more gravel on the lane at where you changed the culvert."

**PW Comment:** The approach, culvert, riprap, and gravels in question all appear to meet current county standards per Policy 61.1.1. We will not be taking any further action unless directed otherwise.

SRM 2011 – Pending

Through Councillor K. Adair, there is a request from Allan Halter for gravel on the road within Pleasant Valley Acres (Byr-Anne Estates). The road leading to his driveway has been impassable over the last number of weeks - he has been stuck and has slid off the road twice. There is about 150 yards of County roadway leading to his driveway that is absolutely bare. (Allan Halter - 780-360-1007)
Division Six:
SRM 1980 – Pending
Councillor Rooyakkers has a concern with TWP RD 472 west of HWY 20, then south on RGE RD 42. All the recently applied 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 TWP RD 470 east of RGE RD 42, which was just replaced is washing out. *PW Comment:* On July 17, 2019 the roads have been graded to remove the ruts. The gravel in the ditch will be picked up as time allows. The culvert crossing will be repaired.

Division Seven:
SRM 1587 – On Hold
Councillor L. Seely requested to extend the street lighting to the intersection of RGE RD 63 and Lakeshore Drive in the Hamlet of Buck Lake, as discussed during 2018 Strategic Planning sessions. *PW Comment:* D. Murfitt responded on January 23, 2019, and reported that there is currently an existing pole on the north east corner of the intersection that should work. Fortis was contacted to install a streetlight.

Update: Administration sent another request to Fortis on July 26, 2019 – Tracking #87B710. N. Powell investigated the site and reports that there are two wooden stakes in place; one marked “new pole” and the other marked “x-men”.

SRM 2010 – Closed
As per Council direction, Road Crew are to install 30 km/hr speed signs in Evergreen Estates (TWP RD 462) and Maywood Subdivision (TWP RD 462) within the subdivisions. Also, 60 km/hr speed rate signs are to be posted at TWP RD 462 from RGE RD 60 to HWY 761, a distance of 816m. *PW Comment:* Signs are posted.

SRM 2017 – Pending
Councillor Seely requested Public Works to investigate the drainage, flooding and road washout issues along the west and south boundary of the Buck Meadows Subdivision. *PW Response:* the site was reviewed in 2018 by N. Powell and was subsequently surveyed in August 2018. The site again was visited in late July 2019 following the latest heavy rain events. The subject areas have again washed over the road in several sections. The plan is to clean out the ditch borrows along RR 64, replace one approach culvert and likely upgrade the culverts at the intersection to TR 464. Along TR 464, there is a low and natural draw that conveys a considerable amount of storm flow from south to north. There are some centreline culverts in place, but they are poorly positioned and undersized. The plan is to upgrade the centreline culverts, raise the road grade ~0.5 m and ditch some of the storm flow to the east. The upgrades may prevent road washouts in future rain events, but any system - if over capacity, will again overflow.

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

Discussion ensued regarding the scheduled repair of the road past Pipestone School (SRM 1932). Administration informed that if the repair is not completed in 2019, the road will be signed in spring 2020 and possibly a road ban may be implemented.

A discussion ensued regarding public complaints over gravelled roads being bladed without a centre crown. It was indicated that many of the roads of question are maintained by third party motor grader operators; a condition of the Road Use Agreement which is typically set up for oil and gas companies. The oil and gas company is authorized to hire a contract grader to maintain certain segments of road during and after haul events. These third party graders do not do a good job of maintaining a road crown. Often during a haul, the road will get pushed wider and flatter and it takes considerable work to shape the road back to its original condition.

**Resolution PW20190813.004**
MOVED: by Councillor K. Adair
that Council approve Council accept the Service Request Management Report for July 2019 as presented.

*Carried Unanimously*
4.3 Project Costing Report – July 2019 - Report

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”.

To the end of July 2019 represents 58% of the budget year.

Public Works Budget

3201 Administration Budget: $4,384,465 with $2,854,241 expended to date (65% of the budget). Tracking as expected with the majority of the fleet capital purchases completed.

3202 Fleet Management Budget: $4,334,740 with $1,400,482 expended to date (32% of the budget). Third-Party repairs are tracking higher than expected. Salaries and Materials, Supplies and Utilities are tracking as expected. Transfer to Capital, an expense, will occur late in the year. Sales are tracking at 48% of budget which is considered below expectations. The reduced sales are due to poor weather in July restricting outside construction and maintenance activities.

3203 Funded Projects Budget: $11,433,691 with $640,128 expended to date (5.5% of the budget). Work will begin in August on many capital projects. Notably, the G3 Resource Road and bridge replacement projects.

3204 Patrol Operators Budget: $2,570,000 with $1,266,398 expended to date (49% of the budget). Tracking below expectations due to poor weather in July and many down days.

3205 Road Maintenance Budget: $2,623,248 with $1,439,139 expended to date (55% of the budget). Tracking as expected, however, costs associated with the damages caused by the numerous intensive rainstorms have yet to be realized. Costs are also tracking below expectations due to wet conditions, delaying many planned road maintenance initiatives.

3206 Road Construction Budget: $3,258,637 with $428,374 expended to date (13% of the budget). Poor weather in July limited work in this department.

3207 Paved Roads Budget: $402,118 with $5,400 expended to date. (13.4% of the budget). PW will need decent weather in August to complete the planned maintenance activities.

3208 Graveling Budget: $3,272,697. The balance of the 2019 program requires approximately 34,000 tonnes of the remaining 167,446 tonnes budgeted. 82% of the 2019 gravelling program is complete; remaining work includes summer patching to select areas and undesignated gravelling. Due to poor weather, a limited amount of the summer gravelling program was completed.

Utilities Budget:

4100 Water Services Budget: $355,550 with $262,765 expended to date (74% of the budget). Tracking higher than expected. Increased costs are due to labour, repairs to equipment and equipment purchases. Pump and equipment failures have hit the department hard. A request for additional funds to the 2019 budget will be under separate report.

4200 Wastewater Services Budget: $2,019,232 with $1,083,015 expended to date (54% of the budget). Salaries are down as Operators are spending an inordinate amount of time dealing with issues in the Water Services department. The Alder Flats Sewage Collection Expansion capital project is delayed and will be rescheduled to the 2020 budget.

4300 Solid Waste Management Budget: $1,336,324 with $579,688 expended to date (43% of the budget). Tracking below expectations due to delays in planned upgrades to the transfer stations. This includes fencing at Lakedell, attendant shack upgrades; and the construction of tire storage in Millet, bin walls in Gwynne and Transtor grease banks.
Administration recommended that Council accept the Public Works and Utilities – Project Costing Report to July 31, 2019 as presented.

Discussion ensued on repairs to Battle Lake Trail. Councillor K. Rooyakkers informed that she receives numerous calls on this road. The weather is holding up progress on completion of this road repair.

Township Road 460 (G3 Resource Road) was discussed, noting that the road will be paved from the G3 approach and east. Discussion is ongoing with landowners to the west of G3 entrance.

Bridge File 8191 was discussed noting that the tender results will be brought forward at the September 2019 Council for Public Works meeting.

Due to timing of this PW meeting, payroll is not included in the budget numbers reported, therefore Council will notice a greater increase in the report for August 2019.

Putting pressure on the contractor of Battle Lake Trail may be ineffective as the contractor is already losing money on a daily basis.

Resolution PW20190813.005
MOVED: by Councillor D. Woitt
that Council approve the Public Works and Utilities – Project Costing Report to July 31, 2019 as presented.

Carried Unanimously

5. UNFINISHED BUSINESS
5.1 Proposed Amendment to Traffic Control Device Bylaw 2018/35 - Report

At the July 23, 2019 Council for Public Works meeting, Council was presented with proposed amendments to the Traffic Control Device Bylaw 2018/35. At that time, Council provided First and Second reading (Ref. Resolution #PW20190723.015 and Resolution #PW20190723.016). A vote for Third Reading was not unanimous and therefore, the bylaw was not approved.

Council reviewed the proposed amendments to By-law 2018/35 Traffic Control Devices - Appendix ‘A’. At that time, discussion ensued regarding the installation of signage at the intersection of RGE RD 263 and TWP RD 474, with the recommendation from Admin being a Yield sign for northbound traffic. Councillor J. Bishop requested a STOP sign for eastbound traffic on TWP RD 474 at the intersection of RGE RD 263. (Ref. Resolution #PW20190723.017).

The intersection of RGE RD 263 and TWP RD 474 contains a speed corner which resides on private lands. Public Works recommends the removal of the speed corner and re-establish the flow of traffic to the T-intersection, whereby northbound traffic is to be controlled with a Yield sign. Although there is limited traffic from the west, the placement of the Yield sign at the intersection follows the County’s standard guidelines when considering traffic control at T-intersections and is intended to eliminate motorist confusion when approaching and using the intersection.

PW conducted a test at the intersection to determine the time required to navigate the speed curve versus using the T-intersection configuration. The test was recorded at a speed of 30 km/hr. The result was as expected; the speed curve was seven seconds quicker than that of approaching the T-intersection at 30 km/hr, slowing to yield, then making a safe turn.

Regardless of the chosen traffic control, the intersection would need a bit of work to deal with the island of grass between the T-intersection and the speed curve. The tall canary grass severely limits the visibility of east bound traffic. The recommendation remains to install a Yield sign for north bound traffic and improve the T-intersection with blading, mowing of the tall grasses and some brushing.

Administration is recommending the following amendments:
• 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 Third 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 third reading.

Discussion ensued regarding the amount of traffic using RGE RD 263 and TWP RD 474 and whether or not there should be signage posted at this T-intersection.

Resolution PW20190813.006
MOVED: by Councillor L. Seely

that the proposed Traffic Control Bylaw 2019/4, Schedule A be amended by removing the proposed yield sign at RGE RD 263 and TWP 474.

Recorded In Opposed:
Favour:  
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)
By-law 2019/41 Traffic Control Devices is a bylaw of the County of Wetaskiwin No. 10 in the Province of Alberta for the purpose of amending Bylaw 2018/35, Schedule A, Traffic Control Devices on Highways under the direction, control and management of the County of Wetaskiwin.

Resolution PW20190813.007
MOVED: by Councillor L. Seely

that Traffic Control Device Bylaw 2019/41 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

5.2 Purchase Process for Small Boat and Trailer - Report

At the July 23, 2019 Council for Public Works meeting, Council reviewed the Public Works report where Administration noted a boat and boat trailer were purchased for County use. Council requested the Chief Administrative Officer to explain the tendering and purchasing process for this purchase. (Ref. Resolution #PW20190723.005)

Administration provided the following report regarding the purchase of a small boat, motor, cover and trailer:

- In late spring of 2018, G. Lynch, Director of Parks and Recreation approached S. Majek, Director of Ag Services and N. Powell, Director of Public Works to discuss the need for a small boat.
- Each department determined the boat could be used for the following maintenance operations:
  - Utilities – for sewage lagoon maintenance
  - Ag Services - for beaver control
  - Parks – for placing buoys, floating rope, docks, etc.
  - By-law -Land/shore (MR/ER) inspection and enforcement.
- The consensus of the discussion was that a boat would be used by multiple departments. In the past, the County used two canoes tied together to create a catamaran used to complete the above listed tasks. Staff felt unsafe when using the canoes to perform these duties; particularly on windier days and rougher waters. Transporting the two canoes tied together was also a safety issue, as the trailer is used to haul the quad, mower or side-by-side.
- All three departments (Parks, Utilities and ASB) agreed to pay a one third share of the boat expense through their respective 2019 operating budgets as it did not meet the criteria for the capital threshold (i.e. less than $5,000). This was based on initial cost estimates acquired by G. Lynch., therefor the boat did not appear on the 2019 Fleet Capital purchase program.
- May 2019, G. Lynch took the lead on the purchase, with Parks Foreman L. Tomlinson pricing and purchasing the unit locally at West Country Leisure (i.e. Buck Lake Bob’s). Other sources were compared before making the purchase.
- This spring and summer, the boat has been used to install docks, floating rope and buoys at Mulhurst Bay and Viola Beach; Utilities staff in the lagoons; ASB for beaver control; and By-law used it for enforcement at Buck lake on June 14, 2019.

FINANCIAL:
- The cost of the items purchased from West Country Leisure "Buck Lake Bob’s" included:
  - 2014 Lund Jon 1448 Boat $2,490
  - Mercury Outboard Motor $1,690
In looking at the cost of the boat inclusive of its motor and cover, the net costs amount to $4,405.95. This is below the threshold of $5,000 for equipment capitalization and is subject to the tendering policy Section B (2) Goods or Services greater than $1,0000.00 but less than $20,000.00. The purchase was sourced locally. A trailer is considered a separate piece of equipment and its cost should not be included in the total cost of the boat.

Following the purchase, Finance contacted Fleet regarding the cost of the boat and requested a unit number and hourly charge out rates. At the time, a cursory review of the total invoice was in excess of the $5,000 capital limit, therefor setting in a process to capitalize. Fleet erred in setting up an hourly capital and expense recovery program for the boat (and accessories) as it was not necessary. This was in error, and the boat will now be removed from Fleet Capital.

Administration recommended that Council accept this report regarding the purchase of the boat, motor, cover and trailer as information.

Discussion ensued regarding the invoicing of the boat and the threshold of the capital purchases.

**Resolution PW20190813.008**

MOVED: by Councillor B. Krahn

That Council accept this report regarding the purchase of the boat, motor, cover and trailer as information.

Carried Unanimously

8. **ADJOURN**

**Resolution PW20190813.009**

MOVED: by Councillor L. Seely

that the Council for Public Works meeting be adjourned at 10:05 am.

Carried Unanimously

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REEVE

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CHIEF ADMINISTRATIVE OFFICER