



ROADS SUB-COMMITTEE ELECTRONIC MEETING FRIDAY FEBRUARY 11TH, 2022 AT 1:30 P.M. AGENDA

Join Zoom Meeting

<https://us02web.zoom.us/j/87827557180?pwd=M3Y2VG1hNENORnpCbHRuaXhURnNTZz09>

Meeting ID: 878 2755 7180

Passcode: 429762

One tap mobile

+15873281099,,87827557180#,,,,*429762# Canada

+16473744685,,87827557180#,,,,*429762# Canada

Dial by your location

+1 587 328 1099 Canada

+1 647 374 4685 Canada

+1 647 558 0588 Canada

+1 778 907 2071 Canada

+1 204 272 7920 Canada

+1 438 809 7799 Canada

Meeting ID: 878 2755 7180

Passcode: 429762

1. Call to Order

2. Land Acknowledgement

We would like to begin by acknowledging that Melancthon Township recognizes the ancestral lands and treaty territories of the Tionontati (Petun/Wyandot(te)), Haudenosaunee (Six Nations), and Anishinaabe Peoples. The Township of Melancthon resides within the lands named under the Haldimand Deed of 1784 and the Lake Simcoe-Nottawasaga Treaty (Treaty 18).

These territories upon which we live and learn, are steeped in rich Indigenous history and traditions. It is with this statement that we declare to honour and respect the past and present connection of Indigenous peoples with this land, its waterways, and resources.

3. Additions/Deletions/Approval of Agenda

Moved by _____ Seconded by _____ be it resolved that the agenda be approved as _____.

4. Declaration of Pecuniary Interest or Conflict of Interest

5. Approval of Draft Minutes – December 16th, 2021

Moved by _____ Seconded by _____ be it resolved that the minutes of the Roads Sub-Committee meeting held on December 16th, 2021 be approved as circulated.

6. Business Arising from Minutes

7. Correspondence Items

8. General Business

1. Update from Public Works Superintendent
2. 2022 Budget Road Project Discussion
3. Email from Arunas regarding 2nd Line SW
4. Mailbox Policy Discussion
5. Email from Township Solicitor regarding entrance on 5th Line OS between Highway 10 and Highway 89
6. Email from Gord Feniak, RJ Burnside and Associates regarding Riverview Development
7. Meeting Date Discussion
8. Other/Additions
9. Unfinished Business
 - 1) Issue of Fill and Ditching on 5th Line OS Update
 - 2) New Grader 2022

9. Delegations

10. Recommendations to Council

11. Public Question Period

12. Confirmation Motion

Moved by _____ Seconded by _____ be it resolved that all actions of the Members and Officers of the Roads Sub-Committee with respect to every matter addressed and/or adopted by the Board on the above date be hereby adopted, ratified, and confirmed; and each motion, resolution and other actions taken by the Board members and Officers at the meeting held on the above date are hereby adopted, ratified, and confirmed.

13. Adjournment and Date of Next Meeting

Moved by _____ Seconded by _____ be it resolved that we adjourn
this Roads Sub-Committee meeting to meet again on _____
at _____ or at the Call of the Chair.

Kaitlin Chessell

From: Roads
Sent: Monday, January 10, 2022 8:40 AM
To: Kaitlin Chessell
Subject: Fwd: 2nd Line SW Melancthon

Sent from my iPhone

Begin forwarded message:

From: Arunas Kalinauskas <Arunas.Kalinauskas@rjburnside.com>
Date: January 7, 2022 at 3:31:41 PM EST
To: Roads <roads@melancthontownship.ca>
Subject: 2nd Line SW Melancthon

Craig,

As requested I am happy to provide our comment on timing for constructing the top coat of asphalt on two segments of 2nd Line SW (north and south sections). My comments below are based on a conversations I had with the Township Staff and Henry Centen, Senior Transportation Engineer at Burnside.

As an update from the Burnside developed Melancthon Road Management Plan:

- North section of 2nd Line SW was pulverized, topped up with gravel and a base coat of asphalt was constructed
- South section of 2nd Line SW was pulverized, portion of the road segment was scraped back for Geogrid application and additional gravel and base coat of asphalt was constructed. Geogrid was used to provide some additional stability to the road base. Burnside provided construction inspection for the Geogrid application portion of the construction
- To help spread out Township costs Burnside recommended that the Township could delay constructing the top coat of asphalt on both the north and south sections of 2nd Line SW for a year or two.
- The Township asked Burnside if delaying the construction of the top coat of asphalt on 2nd Line SW for an additional year would harm the road. As the construction was relatively new and due to the decrease in traffic due to the COVID pandemic, Burnside agreed that an extra year delay should not significantly affect the over all lifecycle of the north and south sections of 2nd Line SW
- For summer 2022 construction the Township is asking once again if delay of constructing the top coat of asphalt on the north and south sections of 2nd Line SW will have any harmful effects to the lifecycle of these two road sections.
 - We understand that the traffic has increased once again back to no less than pre-pandemic time (Craig Micks).
 - We also understand that trucks are also travelling on these road sections (Craig Micks)
 - This can only cause potential more rapid degradation of the two road sections
 - Delaying construction of the top coat of asphalt on the north and south sections of 2nd Line SW can and effectively will decrease the potential lifecycle of these road sections.
 - The decision is the Townships to make.

- Burnside recommends that there not be any more delays to constructing the top coat of asphalt to the north and south sections of 2nd Line SW
- If the Township chooses to delay for another year, the following may result:
 - Cracking in the asphalt base coat – which will require additional costs to the asphalt top coat construction
 - Road edge cracking and chipping – which will require additional costs to the asphalt top coat construction
 - Reduced lifecycle of these two road sections
- Please note that the Township needs to review in the Spring 2022 if there are currently any cracks in the base coat of asphalt. If so these cracks will need to be corrected before a top coat of asphalt is constructed

We hope that the above provides the Township with sufficient information for Council to make a decision on the north and south sections of 2nd Line SW.

Stay Safe,
Arunas



Arunas Kalinauskas, B.Sc.
Business Manager - Asset Management & GIS

R.J. Burnside & Associates Limited
15 Townline, Orangeville, Ontario L9W 3R4
Office: +1 800-265-9662 Direct Line: +1 519-938-3071
www.rjburnside.com



COVID 19: We remain open for business

The health and safety of our employees and clients is of paramount importance. For our full COVID 19 response please [click here](#).

**** CONFIDENTIALITY NOTICE ****

This electronic transmission and any accompanying attachments may contain privileged or confidential information intended only for the use of the individual or organization named above. Any distribution, copying or action taken in reliance on the contents of this communication by anyone other than the intended recipient(s) is STRICTLY PROHIBITED.

If you have received this communication in error please notify the sender at the above email address and delete this email immediately.
Thank you.

.....

Kaitlin Chessell

Subject: FW: Belford Riverview Development

From: Gord Feniak <Gord.Feniak@rjburnside.com>

Sent: Friday, February 4, 2022 2:07 PM

To: Kaitlin Chessell <kchessell@melancthontownship.ca>

Cc: Denise Holmes <dholmes@melancthontownship.ca>; Chris Jones <Chris_MPlanningServices@rogers.com>; Roads <roads@melancthontownship.ca>

Subject: RE: Belford Riverview Development

Hi Kaitlin- Sorry for the delay, but your timing was perfect.... I was just on the phone discussing this with Craig when your email came in. I needed to understand exactly what was expected by bringing the road "up to standards", as that could range anywhere from a touch-up of what is there now to a rebuild with paving. Craig and I discussed an arrangement where he would get prices from his subcontractor and a condition of the severance would be putting the money in place to undertake the work, as opposed to having any work done by the developer. Here is what Craig and I are thinking:

Ditching- this needs to be done all once.... it wouldn't make sense to do it piecemeal and have each lot ditched individually. Craig will get a price to have this done over the entire length.

Culverts & Entrances- This could go either way, but it makes the most sense to install the culverts when the ditching is done. The cost of the culvert and entrance is typically paid by the homeowner. The reason it could go either way is because there is a bit of guesswork as to where the entrance should be located. If someone really doesn't like where we place it then it can be moved. Alternatively, if the developer has concerns with pre-installing the entrances, then a cash settlement could be arranged. Either way Craig is going to work out a price.

Road- The road breaks up pretty badly in the spring thaw. While bringing it "up to standard" would be a complete reconstruction, that would be an unusual obligation to place on severed lots, particularly when they only front one side of the road. Craig and I settled on a plan to get a budget from his contractor for two day's work, digging out and rebuilding the worst spots which would be marked this spring. If that cost seems excessive it could be cut to one day's work. There are also possibilities of the Township contributing trucks to the effort. This would be a bit of compromise to bringing the road up to full standard, and if this approach is taken the future residents should be warned that the road is still subject to poor conditions at times. This may help to temper the expectations of new residents, particularly if some of the developer's money is used for the road.

As Chris has just pointed out, it is difficult to make these decisions when the number of proposed lots is unknown. There are currently three building lots and presumably they could obtain Building Permits with no other requirements than the culvert and entrance. On the other hand there could be severances, at which point the opportunity for road improvements arises. The three existing lots could become nine lots, in which case the need for road improvements becomes greater. For now, let's see what the costs look like for the work described above.

These are our thoughts, subject to review by the Roads Committee. I am available to attend the meeting if it would be helpful. If the Roads Committee is in agreement, we would then obtain prices and I would draft the conditions as you have asked me to.

I trust this meets the current needs.....gf

Gord Feniak
Executive Vice President, Public Sector

R.J. Burnside & Associates Limited | www.rjburnside.com
Office: +1 800-265-9662 Direct: +1 519-938-3076