

THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW NUMBER 28-74

A By-law to accept for public use certain lands dedicated to the Corporation of the Town of Brampton for highway purposes. (Rutherford Road)

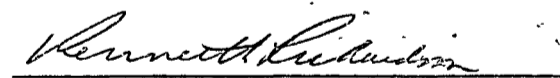
THE COUNCIL of the Corporation of the City of Brampton ENACTS as follows:

!

- 1) That the lands described in Schedule "A" attached hereto, having been dedicated to the Corporation of the Town of Brampton by deed for public highway purposes, be and are hereby accepted by the Corporation of the City of Brampton for public use, and to be known as Rutherford Road.

READ A FIRST, SECOND and THIRD TIME and PASSED in Open Council this 11th day of March, 1974.


James E. Archdekin, Mayor


Kenneth R. Richardson, Clerk

THE CORPORATION OF THE CITY OF BRAMPTON

SCHEDULE "A" TO BY-LAW NUMBER

ALL AND SINGULAR that certain parcel or tract of land situate, lying and being in the City of Brampton, in the Regional Municipality of Peel (formerly in the Town of Brampton, County of Peel), and being composed of part of the West Half of Lot 2, Concession 2, East of Hurontario Street, more particularly described as being the whole of Part 10 as shown on a plan received and deposited in the Registry Office for the Registry Division of Peel (No.43) on the first day of September, 1971 as number 43R-407.

2. By-law No. 28-74 is a by-law accepting part of ~~Glidden~~ Road for public highway purposes. This by-law was registered on March 18th, 1974 as No.305686VS.

Rutherford

Yours very truly,

Gerald H Marsden
GERALD H. MARSDEN
per *cm.*

GHM:cm
Encl:

THE CORPORATION OF THE CITY OF BRAMPTON


BY-LAW NUMBER 28-74

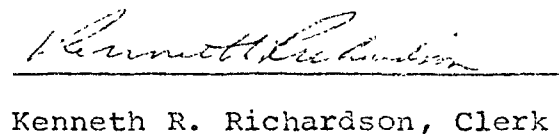
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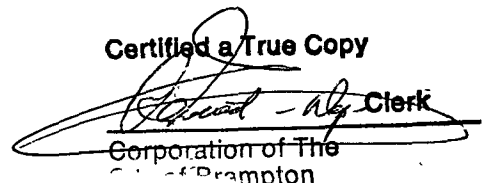
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Certified a True Copy


Clerk
Corporation of The
City of Brampton

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D: March 11th, 1974

THE CORPORATION OF THE
CITY OF BRAMPTON

BY-LAW

305686VS

No.
Registry Office of Peel (22-80)
I certify that this instrument is registered on
270 P.M.

MAR 18 1974 In the

Registry Office
of Brampton.
Gerald H. Marsden

BY-LAW NUMBER 28-74

GERALD H. MARSDEN
Barrister, etc.,
24 Queen Street East,
Brampton, Ontario

PROPOSAL LTK
FOR A
ROAD NEEDS STUDY
CITY OF BRAMPTON

March 1974

McCORMICK,
MISSISSAUGA

RANKIN & ASSOCIATES
Consulting Engineers
ST. CATHARINES

LIMITED
OTTAWA

PROPOSAL FOR A
ROAD NEEDS STUDY
CITY OF BRAMPTON

INTRODUCTION

This proposal is premised on the normal Ministry of Transportation and Communications terms of reference and data provided by Mr. A. R. Steedman, P. Eng. of the City of Brampton. In general, this covers the following points:

1. Qualification of our firm to undertake a Road Needs Study.
2. Description of data to be included in the report.
3. The dollar upset limit proposed.
4. The estimated cost to complete each of the various parts of this assignment.
5. Conditions under which the upset limit shall be re-negotiated.
6. Completion date.
7. Names of persons on our staff available for the study.
8. Method of payment.

1. QUALIFICATION

Our firm is engaged primarily in road and highway engineering projects. We have on our staff 30 engineers and 50 technicians and ancillary staff members who have the experience to provide a complete service within the seven sections of our Company; namely feasibility studies, functional planning, soils engineering, road design, bridge design, traffic engineering and construction supervision.

More specifically this firm has, since 1964 participated in over thirty (30) studies for the following authorities:

Towns

Town of Aurora
Town of Caledon
Town of Lindsay
Town of Milton
Town of Richmond Hill
Town of Thorold
Town of Whitchurch-Stouffville

Cities

City of Port Colborne
City of St. Catharines
City of Timmins

Townships

Township of Amabel
Township of Ancaster
Township of Brantford
Township of Chinguacousy
Township of East Ferris
Township of Eramosa
Township of Erin
Township of Georgina
Township of Innisfil
Township of Waterloo
Township of Wellesley

Counties and Regions

County of Brant
County of Bruce
County of Huron
County of Lanark
County of Peel
County of Prince Edward
County of Perth
County of Simcoe
Regional Municipality of Niagara
Regional Municipality of Waterloo

Ministry of Transportation and Communications

- a study of sixteen cities and separated towns.
- direct assistance in connection with County Needs Study updates.

We have as well undertaken for the Federal Department of Indian Affairs and Northern Development a Roads Study for the Six Nations and New Credit Indian Reserves.

2. REPORT DATA

The report data will be summarized in the following four major study phases:

Phase (i) - Traffic Data

After reviewing existing traffic data, a traffic counting procedure and a method for estimating 10 year traffic volumes will be developed and discussed with the Co-ordinating Committee.

Phase (ii) - Classification and Inventory of the Road and Street System and Estimation of Construction Costs

The classification (local, collector and arterial), and inventory of the City's 250 mile road system will be undertaken in accordance with the Ministry's manuals. The estimates of construction costs will not be based on measured quantities but will be based on unit prices provided by the City.

Phase (iii) - Estimates of Probable Future Maintenance, Overhead and Machinery Replacement Costs

Future maintenance costs will be based on the City's 1974 performance budget.

Estimates of future overhead costs will be based on 7% of the approved anticipated future yearly road programme.

Machinery replacement costs will be based on estimates of useful life of the various machines owned by the City and the current price for replacement. The need for additional equipment will be based on changes in the construction or maintenance practices and local knowledge of the present equipment capabilities.

Phase (iv) - Preparation of the Report

The findings of the Co-ordinating Committee will be compiled in a draft report. This draft report shall be reviewed, modified and adopted by the Co-ordinating Committee as its report to Council.

This report will include:

- (a) Background and purpose of the report
- (b) The methods used in the study

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Phase (iv) - Preparation of the Report

- (c) Anticipated future maintenance, overhead and equipment replacement costs.
- (d) Anticipated future dollar requirements for road purposes.
- (e) Dollar value and priority of needed construction work, by time periods.
- (f) Methods of keeping the study data under review.
- (g) Other special problems identified during the course of the study.

The following information will be shown on maps, charts or in tables.

- (a) Street classification.
- (b) Road inventory section numbers present and future traffic volumes, and location of deficiencies.
- (c) Bridge and culvert inventory numbers and location of deficiencies.
- (d) Listings of all deficiencies by time periods and priority rating.
- (e) Estimated yearly fixed costs.
- (f) Estimated construction needs by time periods.
- (g) A machinery replacement schedule.
- (h) Total needs by time periods.
- (i) Annual programme preparation summary.

3. UPSET LIMIT

We propose carrying out the Road Needs Study, under the direction of the Co-ordinating Committee, for the sum of \$27,000.000.

4. ESTIMATED COST BREAKDOWN

The upset limit for this study may be separated as follows:

Phase (i) Traffic Data	\$ 2,000.00
Phase (ii) Classification and Inventory	16,000.00
Phase (iii) Fixed Costs	1,000.00
Phase (iv) Report Preparation	<u>8,000.00</u>
Total (Upset Limit)	\$27,000.00

5. RE-NEGOTIATION OF UPSET LIMIT

The Upset Limit contained in this proposal is based on the following:

- (i) The City will provide all traffic data required for the study.
- (ii) That approximately 250 miles of roads and associated structures, 4 feet or larger in span, will be inventoried.
- (iii) An allowance of \$1,500 has been made for the printing of the report and is based on the assumption that a report format, similar to Chinguacousy Township's report, would be acceptable to the Co-ordinating Committee.

Any change to the foregoing terms of reference or additional work requested by the Committee would require a re-negotiation of the upset limit submitted.

6. COMPLETION DATE

It is expected that the draft report will be completed by November 30, 1974.

7. STAFF

The following staff members will be available for this assignment:

G. A. Rankin	Principal
D. R. Blay	Study Engineer
J. W. Tuck	Senior Bridge Engineer
I. Kolsi	Assistant Bridge Engineer
K. J. Boulton	Engineer
R. E. Vanderkwaak	Engineer
R. C. Hawn	Technician
J. A. Byrnes	Draftsman
A. K. Wingrove	Draftsman
L. E. Crossett	Clerical

8. METHOD OF PAYMENT

Our invoices will be submitted monthly and will be based on the following:

- (i) The actual cost of direct salaries of staff, plus 100%.
- (ii) Disbursement for staff expenses properly incurred in the performance of the work.

The direct salaries shall include such fringe benefits as may be paid to the staff and may consist of:

- Payment for statutory holidays
- Workmen's compensation insurance
- Vacation with pay
- Unemployment insurance
- Health and medical insurance
- Group life insurance
- Approved pension plan, and
- Sick leave allowance.